

5. Rallye ADAC Mittelrhein

31.07. – 02.08.2026



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Vom [From]: **Rallyeleiter** [Clerk of the Course]

An [To]: **alle Bewerber** [all competitors]

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DRIVERS BRIEFING

gem. Art. 2 DMSB-Veranstaltungsreglement 2026

Dear Participants,

I would like to warmly welcome you to the 5th Rally ADAC Mittelrhein, the rally around the Eifel and Moselle regions. The drivers' briefing will once again be provided in written form. Therefore, I will outline the most important information about the event below. If you have any questions regarding the points listed below, please feel free to contact me at any time!

1) Start of the rally

The start of the event (TC0) is located at the same spot as in previous years at the IRT in Föhren. The route from the Service Park to TC0 is up to you, but we ask that you follow the route suggested in the road book.

2) Service Park

The situation at the service park has improved significantly compared to previous years. It is now located on a paved area in the Wittlich industrial park. The trailer parking is also located in the industrial park. Please read and follow the detailed instructions in the Rally Guide!

3) Tyre Warming Zone (TWZ)

Tyre Warming Zones (TWZ) allow teams to warm up their tires in a secure environment immediately before the start of each special stage. For this reason, no tolerance will be granted if teams are noticed on the approach to the stage while obviously warming up their tires and are consequently reported by the police or members of the organizing committee.

With the exception of the special stage Gipperath, a tyre warming zone has been set up at every special stage. **However, any violation will be penalized, even if no TWZ has been set up at the special stage.**

4) Refuelling zone and procedures in the refuelling zone

I would like to draw your attention to RyR 61.2.7: "The crew must remain outside the vehicle during refuelling." This rule, which was introduced for understandable reasons, will be enforced by the organizer.

5) Use of signs and flags (RyR Art. 53.3)

The FIA regulations apply at the Rally ADAC Mittelrhein. This means that the marshals along the stages are not equipped with red flags.

The red flag is used exclusively at main radio posts along the stage and indicates to the team passing it that the special stage has been neutralised and that the team must continue at a reduced speed toward the finish. Any team that sees the red flag will be awarded a fair time in accordance with RyR Article 53.5.4 in conjunction with Article 52.

Article 53.3 (Use of Signals and Flags) of the RyR remains unaffected by these regulations and must be strictly observed. Violations will be reported immediately and penalized accordingly.

6) Reconnaissance

To take part in recce you must install the “RS Lite app” on a mobile device (e.g. smartphone). All participants are required to use the app during recce. For further information, see article 10.7 of the supplementary regulations. To ensure the best possible schedule for Friday, we have established two RECCE groups this year (Shakedown participants and non-Shakedown participants).

No specific start time is set for reconnaissance. However, sufficient time has been allocated for each group to drive along each special stage. This is specified in the published reconnaissance schedule for each group and special stage. The number of runs on each special stage is limited to two per crew. Any violation will be reported to the stewards. Reconnaissance of the special stages outside the designated times is not permitted.

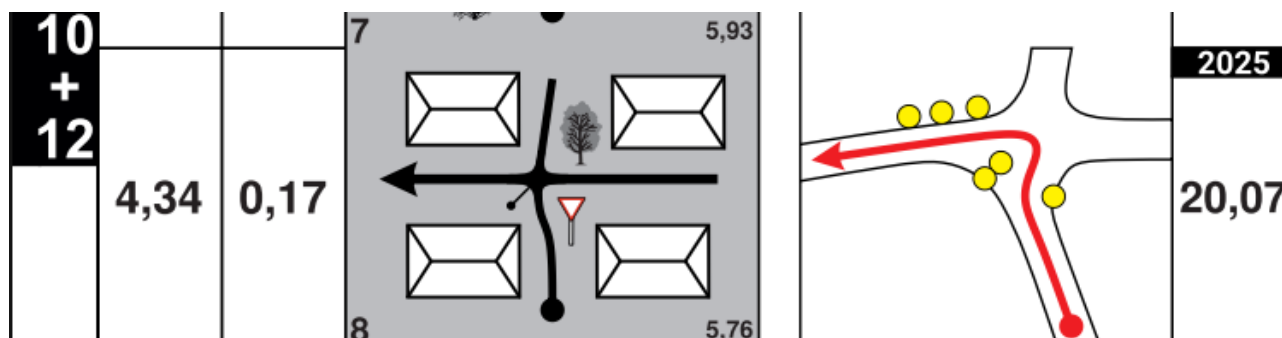
During recce, a **maximum speed of 80 km/h** applies on all special stages, unless a lower speed is specified in the road book or by traffic signs.

In addition, agricultural vehicles may be present in the vineyards at any time.

I would like to point out here that the special stages are not closed to traffic at the time of the reconnaissance.

For this reason, we are also **unable to set up chicanes during recce**. However, the positions are already marked and indicated by pylons on each side, which define the exact position. The same applies to the passage through Piesport. Here, too, it was not possible to set up straw bales.

Similarly, the **road narrowing on the Gipperath special stage** has not been set up. However, all the straw bales are marked on the road and are also indicated by a pylon, so their positions are clearly visible. I ask every participant to take a look at page 124, Box 8, in the road book (see also the image below). A drawing of the layout is shown there.



7) Compliance with the StVO

The Rally ADAC Mittelrhein can only take place if no unusual incidents occur during the event. Therefore, all teams are strongly urged to comply with the applicable traffic regulations under the StVO throughout the entire event.



In particular, please observe the speed limits in built-up areas, at construction sites, and on the approach to and exit from the Service Park, and refrain from repeatedly driving into the opposite lane (zigzagging) and from heating up the brakes through repeated braking and acceleration (see Point 1).

The police have already announced that they will maintain the same strong presence as in recent years to enforce the rules and will continuously monitor the liaison routes with unmarked police cars starting with recce and throughout the entire rally!

In addition, the organiser will be carrying out speed checks and checks on driving behaviour in public areas this year (see Bulletin No. 1, Article 2.7).

Arrangements have been made with the police to deal with incidents or irregularities, similar to those in place last year. Accordingly, all reports received from the police or the organiser's representatives will be dealt with appropriately.

8) Shakedown

This year's shakedown is not within easy reach of the service park. We have therefore decided to provide facilities on site for minor set-up work. Please use only the designated area for these activities. Thank you very much!

However, I would like to point out that drivers must **drive appropriately** on the access road to the shakedown, and that this **will be monitored by the organiser's staff**. Further information on the shakedown can be found in the Rally Guide.

9) Braking zones and chicanes

For safety reasons, chicanes have been set up on the Trittenheim and Gipperath special stages. Judges of fact are stationed at each chicane to assess whether competitors are navigating them correctly in accordance with RyR Appendix V, and to document and report any infringements accordingly. As mentioned in point 6 above, these chicanes will not be in place for reconnaissance.

A similar procedure applies in the event of unauthorised departure from the route and the consequent passing of straw bales or markers on the wrong side. This is deemed to be a departure from the prescribed route. **Unauthorised gain of an advantage will be penalised in accordance with the RyR.**

10) STOP-Control (RyR Art. 49.2)

At the STOP control, a hand symbol is made on the time card by a marshal. The crew must therefore stop at the red 'STOP' sign. Once the hand symbol has been made on the time card, the crew may continue.

11) Stopping on a special stage and no help needed (RyR Art. 53.3.3)

If a competing vehicle comes to a halt (either permanently or temporarily) on the special stage for any reason, the 'OK' button on the tracking system console must be pressed within one minute (please note: NO touchscreen!) and the 'OK' sign must be displayed so that it is clearly visible to all following cars at all times. In the event of a permanent stop: do not forget to set up a warning triangle (at least 50 m in front of the competition vehicle, on the side of the road where the vehicle is stationary).

12) Crew equipment (RyR Art. 53.1)

As soon as and for as long as the vehicle is travelling on a special stage (from the start to the STOP control), driver and co-driver must wear homologated safety helmets, fasten their seatbelts correctly and wear all the prescribed clothing and equipment in accordance with ISG Appendix L, Chapter III – Driver's Equipment, as intended by the equipment manufacturer. The organiser will carry out checks to ensure compliance. Should a breach be detected, it will be reported to the Stewards.



13) Special stage Trittenheim

As announced in Bulletin 1, for organisational reasons we had to shorten the Trittenheim special stage in order to be able to continue holding it. We tried right up until the last minute to recruit the necessary number of marshals – unfortunately without success. To continue to ensure the safety of everyone involved, we therefore had to take this step. We ask for your understanding.

14) Tyre quota (RyR Art. 5.1.3)

The aforementioned shortening of the Trittenheim special stage means that the total length of the special stages falls below 150 km. The change to the special stage length published in Bulletin 1 is valid. In accordance with Article 5.1.3 of the DMSB Rally Regulations, this means that 12 tyres may be used.

15) Activation of the fire-extinguishing system

At the start of the rally (TC0), the fire-extinguishing system must be activated and remain activated throughout the event (Art. 253-7.2, Annex J, ISG). If a breach is detected during random checks, a report will be made to the Stewards.

Thank you very much for reading the Drivers' Briefing, and a fantastic and successful rally!

Kai Hantel

Clerk of the Course