

## Regulations Eifel Rallye Festival 2024

### 15.1 Organisation

Contact	info@eifel-rallye-festival.de sekretariat@eifel-rallye-festival.de
Organising Committee	Vorstand des Motorsport-Club Daun e.V. im ADAC, Reinhard Klein, Köln, Slowly Sideways
Chief Organiser	Otmar Anschütz, Daun
Clerk of the Course Dep. Clerk of the Course	Jürgen Krabbenhöft, Neuberend Pascal Neuens, Daun
Safety Officer	Martin Dimmig, Darscheid
Chief Medical Officers	Dr. Martin Buchheit, Dr. Heidi Hoffmann, Dennis Senft
Participants Relations Officer	Jan-Eric Bemann
Rally Headquarter	"Forum Daun", Leopoldstraße 5, 54550 Daun

### 15.2 TIME TABLE

Wednesday, 14.08.2024		
From 08.00 a.m	Opening of Service Parks 1 to 3	Rally Mile
04.00 - 09.00 p.m	Administrative checks	Rally HQ Forum Daun
Thursday, 15.08.2024		
07.00 a.m	Opening of Service Parks 1 to 3	
07.00 - 10.00 a.m	Administrative checks	Rally HQ Forum Daun
07.00 a.m - 01.00 p.m	Reconnaissance of demonstration stages possible	In accordance with the detailed time table
01.45 p.m	Photoshoot "Youngtimer"	Airfield Senheld
02.15 p.m	Photoshoot Slowly Sideways	Airfield Senheld
03.00 - 07.00 p.m	Shakedown, Start in Bodenbach	In accordance with the detailed time table
From 06.00 p.m	Opening of Service Park 4 (Youngtimer)	Rallye Mile
From 08.30 p.m	Welcome Evening	Show Stage, Laurentiusplatz



# EIFEL RALLYE FESTIVAL 2024

Friday, 16.08.2024		
07.00 a.m	Opening of Service Parks 1 to 4	
08.00 - 12.45 a.m	Technical scrutineering	Rally Mile, in accordance with the detailed time table
11.00 – 12.00 a.m	Autograph session	Show Stage, Laurentiusplatz
12.30 - 01.00 p.m 01.00 - 01.30 p.m	<b>Driver's Briefing Slowly Sideways, OBLIGATORY</b> Re Registration Driver's Briefing	Rally HQ Forum Daun, large hall, top floor
01.30 p.m	Start of Leg 1, 1st Youngtimer	Podium, Rally Mile
02.00 p.m	Start of Leg 1, 1st Slowly Sideways car	Podium, Rally Mile
Approx 07.00 p.m	End of Leg 1, 1st Youngtimer	Service Parks TC in
Approx 07.30 p.m	End of Leg 1, 1st Slowly Sideways car	Service Parks TC in
Saturday, 17.08.2024		
07.00 a.m	Opening of Service Parks 1 to 4	
08.30 a.m	Start of Leg 2, 1st Youngtimer	TC Service - out
09.00 a.m	Start of Leg 2, 1st Slowly Sideways car	TC Service - out
Approx 03.50 p.m	Finish of the rally, 1st Youngtimer	Podium, Rally Mile
Approx 04.10 p.m	Finish of the rally, 1st Slowly Sideways car	Podium, Rally Mile
From 07.30 p.m	Rally Party with Live Music	Show Stage, Laurentiusplatz
From 08.30 p.m	Prize giving ceremony	Show Stage, Laurentiusplatz

## Administrative checks

During Administrative checks each crew has to present the following documents: a valid driving licence (driver), car registration papers, proof of insurance and proof of payment of the insurance rate. The opening times are defined in the Time Table above.

**NEW:** In 2024, the tracking-units from 4rally.eu will be handed out at the administrative checks!

## Technical Scrutineering

All participating cars have to go through scrutineering according to the time table. Immediately before the shakedown, there is a visual inspection of the safety precautions of the vehicle and the crew.

2024, information to the teams will primarily be published via the free "Sportity" app. Please download this app to your smartphone in advance. The access data will be communicated to the teams in good time. In addition, there is the official notice board of the ADAC Eifel Rallye Festival in the "Forum Daun". The starter lists will also be posted at the ADAC info point in the rally mile.

### 15.3 Description of the Event

- 15.3.1 Demonstration event for historic rally cars on closed roads, no timekeeping. The intention of the event is not to achieve top speeds and fastest stage times
- 15.3.2 Total distance covered during the event: about 297 km (subject to approval by the authorities)
- 15.3.3 The route and time controls are defined by the road book and a time card.
- 15.3.4 **Entry fee / Service fees**  
The entry fee per vehicle is 650,- EUR. This includes a parking space of 3 m x 7 m in the service park.
- 15.3.5 The rent for the safety system is included. The system is obligatory for all participants!
- 15.3.6 The space for a service vehicle in the service park with the size 3 m x 7 m is charged with 300,- EUR.  
If more space for the service vehicle or through an oversized tent is needed, an additional service site measuring 3 m x 7 m can be booked for another 300,- EUR.
- 15.3.7 It is possible for different teams to share a service place.
- 15.3.8 All prices listed are including the legal value added tax.

### 15.4 Time Controls and Time Cards

There will be four different start lists with compulsory start times. The reason for this is to keep the cars in order and to avoid large gaps between the cars.

The cars start in **ascending order** of their start numbers!

1. First lists all cars registered and admitted for section 1 (Stage 1).  
**Time Card 1** will be issued on the Start Ramp, **TC 40**
2. Second lists all cars registered and admitted for section 2 (Stage 2).  
**Time Card 2** will be issued on the Start Ramp, **TC 50**

3. Third lists all cars registered and admitted for section 3 (Stages 3 to 5).

**Time Card 3** will be issued at the exit of the service park, **TC 60**.

4. Fourth lists all cars registered and admitted for section 4 (Stages 6 to 8).

**Time Card 4** will be issued at the exit of the service park, **TC 62**

Every participant is responsible for complying with his allocated start times. The start lists will be on display at the ADAC portable office on the Rally Mile and in the secretary's office in the basement at the Rally HQ "Forum Daun".

An early check-in is allowed at TC 41, TC 51 and TC 63.

Crews arriving too early at TC 40 (Start Ramp), TC 50 (Start Ramp) and TC 60 and TC 62 will be held until their allocated time is reached.

Crews that have retired in section 3 must to show up at TC 61, Service B IN, to either withdraw from section 4 or receive their Time Card for section 4 with their allocated start time for TC 62.

The **Time Controls close 15 minutes** after the allocated start time of the last participant.

## 15.5 Regulations for the Reconnaissance of the Demonstration Stages and Rules of Conduct

Reconnaissance is only allowed within the times indicated by the organisers. Outside these times, it is strictly prohibited to take a motor vehicle on non-public roads and tracks within the county (Landkreis Vulkaneifel).

The timetable defining these periods will be published well in advance.

It is also strictly forbidden to use the actual rally car during reconnaissance. The cars used during reconnaissance have to carry a small number that is the same as the starting number for the rally car and this will be provided by the organisers.

During reconnaissance, a maximum speed of 30 kph (18.64 mph) applies on all non-classified roads and tracks unless there is a differing speed limit displayed. Driving against the direction of the stages in recce is strictly forbidden unless it is expressly permitted in the documents given out by the organisers.

Each inspection of the demonstration stages must be documented on the recce time card by the marshals of the organizer.

The timecards have to be returned to the designated location after the end of the recce.

The organizer checks by suitable measures if:

- The prescribed time window acc. race timetable is respected.
- The speed limits are observed.
- The driving style, especially when driving through town, is adapted to the circumstances.

If it is determined that a participant does not comply with these regulations, he will not be allowed to start at the Eifel Rallye Festival.

The decision is in the responsibility of the Clerk of Course.

In case of exclusion from the rally the entry fee will not be refunded.

**Please be aware that reckless driving behaviour during reconnaissance and indeed during the event itself harms the whole sport of rallying.**

## 15.6 Participating Crews and Cars

**15.6.1** All cars must be licensed for road use at all times during the event and have to comply with all requirements of the German traffic registration regulations (Straßenverkehrs-Zulassungs-Ordnung, StVZO). Cars registered outside the Federal Republic of Germany have to comply with the traffic registration regulations of their country. In the case of a police report, the organiser is not liable for the conformity of the cars to these regulations.

**15.6.2** The driver and co-driver do not need a competition licence. The driver must, however, have a valid driving licence.

**15.6.3** All the personal safety equipment for the driver and co-driver as described in 15.10 has to be presented and examined at scrutineering. Participants whose equipment does not comply with the minimum safety requirements will not be allowed to start in the Eifel Rallye Festival or will be excluded from the event.

The Clerk of the Course and/or representatives appointed by him are authorised to check on a random basis during the event for a crew's full compliance with these safety regulations.

## 15.7 Service parks

All service vehicles will be identified by means of a triangular "Service" sign that has to be placed in the top right-hand corner of the windscreen.

Entry to the service park is only permitted for vehicles carrying those indications.

We would like to point out that all repairs must be done on a water- and oil-proof

sheet that is sufficiently large to prevent any liquids reaching the ground.

Every team will be allocated an individual place within the service park for service.

**The Eifel Rallye Festival is an event with desired and desired fan proximity. The service areas should therefore also remain open and accessible to enable contact with the teams and inspections of the vehicles. A complete "sealing off" by stands, banners, etc. is not desired!**

## 15.8 Identification of Control Commanders, Marshals etc.

Stage Commander	Overprinted vest
Track Control Marshal	Overprinted vest
Time Control Marshal	Overprinted vest
Control Post Marshal	Overprinted vest

## 15.9 Safety equipment of the cars

### 15.9.1 Roll cage (ROPS = Roll Over Protection Structure)

It is compulsory to have an appropriate Roll Over Protection Structure (ROPS) fitted in the car providing adequate protection to the crew in the case of a collision or of a car turning over.

Cars originally fitted with a ROPS must have a ROPS that, as a minimum, meets the specification used on the car when it was used in competition in its period.

It is recommended to fit intrusion bars on both sides as an additional safety component.

Exception: Vehicles for which there is only a rollbar (a tubular frame which forms a bar with two fixing points) mandatory according to the Historic Technical Passport (HTP). In this case the Historic Technical Passport has to be presented upon scrutineering.

All those parts of the ROPS which can come into contact with any part of the body of either of the crew members must be fitted with a non-inflammable protection which is permanently attached to the ROPS.

This also applies to those parts of the ROPS which can be reached by the crew's helmets.

### 15.9.2 Seats and seat consoles

Fully functioning bucket seats are compulsory. The mountings of the crew's bucket seats and the seat supports must be in good condition and of a technically satisfactory construction on all cars.

The seats and the seat supports will be examined during scrutineering.

### 15.9.3 Safety belts

Fully functioning and FIA homologated 6-point safety belts for the crew are mandatory.

Exception: When using a 4-point safety belt (two shoulder and two abdominal straps), these must be FIA homologated and must comply with the FIA standards 8854/98 or 8853/98.

The marking must be legible on each individual belt by means of a homologation or identification label and with the expiry year using the "NOT VALID AFTER" lettering. The homologation number on each individual belt of the belt system must be identical.

The expiry year is extended by 5 years, i.e. Belt marking / validity date NOT VALID AFTER 2019 is the minimum requirement, this means the belt may be used until: 31.12.2024 (2019 + 5 years)!

Belts with expiry BEFORE 2019 may no longer be used!

The safety belt system must be compatible with the bucket seat construction and design.

The mountings and fixation points of the safety belts must not be welded to the bodyshell.

Die Gurtbefestigungen /-Punkte dürfen nicht geschweißt sein.

**It is mandatory to carry belt knives!**

The use of a Head and Neck Support (HANS) device is strongly recommended.

### 15.9.4 Fire extinguishers

All cars must be equipped with at least one 2 kg hand-operated fire extinguisher which must be safely and securely fitted in the passenger compartment with quick release mounts made of metal and two metal straps. The fire extinguishers must be within easy reach of the crew.

**The date since the last inspection of a fire extinguisher must not be more than two years.**

### 15.9.5 Battery and Battery Terminals

The battery terminals must be protected against the risk of short circuits by appropriate covers (protection caps).

#### **15.9.6 Technical condition of the cars**

Competitors should be aware of the possibility of corrosion and/or ageing of components and the consequences thereof, and must take measures to ensure the integrity and safety of these components while still respecting the original specification.

#### **15.10 Personal safety equipment for driver and co driver**

The following personal safety equipment is mandatory:

##### **15.10.1 Helmet and balaclava hood**

During the shakedown and the demonstration stages, both the driver and co-driver are obliged to wear helmets that comply with currently valid FIA or DMSB standards (as of 2021). Helmets complying with ECE regulations are NOT permitted.

Note that it is compulsory to wear a fire-resistant balaclava hood under the helmet.

Drivers and co-drivers are only permitted to start a demonstration stage with their helmets closed.

**The use of a Head and Neck Support (HANS) device is recommended.  
HANS has to be activated before the start.**

##### **15.10.2 Overalls**

During the shakedown and the demonstration stages, both the driver and co-driver are obliged to wear FIA homologated racing overalls complying with the current FIA standard 8856-2000. This must be clearly identifiable from the outside by an appropriate label on the collar.

##### **15.10.3 Underwear**

It is compulsory for driver and co-driver to wear FIA homologated flame-resistant long under-garments, long sleeve top and long johns complying with the current FIA standard 8856-2000. Please be aware that wearing additional synthetic underwear (e.g. undershirt, slip or bra) underneath the flame-resistant garments can eliminate the effect of the flame-resistant garment and can lead to severe burns of the skin.

##### **15.10.4 Driver shoes and socks**

It is compulsory for the driver and co-driver to wear FIA homologated flame-resistant shoes and socks complying with the current FIA standard 8856-2000.



#### **15.10.5 Gloves**

It is compulsory for the driver to wear FIA homologated flame-resistant gloves complying with the current FIA standard 8856-2000.

### **15.11 Safety rules, Behaviour in case of an accident, Flag signals**

#### **15.11.1 SOS / OK Schild**

At the rear of the road books, the participants will find a red "SOS" sign and a green "OK" sign.

In case of an accident where immediate medical assistance is needed, the red "SOS" sign should be shown to the following participants.

Every participant that sees the "SOS" sign or, even more importantly, sees that another participant is involved in a serious accident where the crew is still inside the vehicle but are not showing the red "SOS" sign, has to stop immediately to give aid.

This is compulsory and without exception.

It applies to all following participants. The second participant to arrive at the scene has to stop and then drive on to inform the nearest radio control marshal. All following participants have to make sure that they are keeping the road clear of their cars to make way for emergency vehicles.

In case of an accident where no immediate medical assistance is needed, the crew has to show the green "OK" sign so that it is visible to the following participants

#### **15.11.2 Accident report**

If a participant is involved in an accident in which spectators are injured, the driver concerned has to stay at the scene of the accident and stop the following vehicle. The driver of the next vehicle then has to drive on to the nearest radio control marshal.

Please be aware that the national regulations of the Federal Republic of Germany concerning road accidents are mandatory and have to be obeyed in such situations.

#### **15.11.3 Red Warning Triangle**

It is compulsory for every vehicle participating in the event to have a red reflecting warning triangle on board.

If the vehicle stops on one of the demonstration stages, the crew has to set up this warning triangle immediately at a distance of at least 50 m prior to the vehicle and clearly visible in order to warn the following participants.

#### 15.11.4 Use and Meaning of Yellow Flags

The yellow flag has the following meanings:

##### **FLAG HELD STILL**

- Speed has to be reduced and overtaking is forbidden
- A change of direction or a complete halt is possible
- The danger is on or next to the track

##### **FLAG BEING WAVED**

- Speed has to be reduced and overtaking is forbidden
- A change of direction or a complete halt is possible
- The track is either partially or completely blocked

#### 15.12 Procedure for guest co-drives

All persons who are not officially listed as co-drivers in the entry form are only allowed to co-drive in a rally car during the Eifel Rallye Festival if they fulfil the following requirements:

##### 15.12.1 VIP co-drives during shakedown

The VIP drives are only open to those participants who are recognised as VIPs by the organisers. All co-drivers in VIP cars (guests, journalists etc.) have to complete the "Safety Notice and Exclusion of Liability" form which will be available to download from

**[http://www.eifel-rallye-festival.de/en/Notice\\_Board.html](http://www.eifel-rallye-festival.de/en/Notice_Board.html)**.

This must be completed and handed in at the very latest before the start of the VIP drive.

The document has to be completed and signed by the co-driver **AND** the entrant/driver.

Every co-driver will receive a wristband labelled as "Shakedown" that will immediately be put around the co-drivers' wrist by a representative of the organisers.

The wristband has to be easily visible at all times.

##### 15.12.2 Guest co-drives during shakedown

All guest co-drivers have to complete the "Safety Notice and Exclusion of Liability" which will be available to download from

**[http://www.eifel-rallye-festival.de/en/Notice\\_Board.html](http://www.eifel-rallye-festival.de/en/Notice_Board.html)**

This document has to be filled out and signed by the co-driver **AND** the entrant/driver and handed in personally at documentation.

At documentation, the co-driver will receive a wristband labelled as "Shakedown" that will immediately be put around the co-drivers' wrist by a representative of the organisers.

The wristband has to be easily visible at all times.

### **15.12.3 Procedure for taking guests along the demonstration routes**

When the documents are checked, the passenger must personally be present the waiver of liability, which is available for download at [www.eifel-rallye-festival.de/de/Notice\\_Board.html](http://www.eifel-rallye-festival.de/de/Notice_Board.html), with his signature and the signature of the applicant/driver when the documents are checked.

The passenger receives an event wristband MITFAHRER / GUEST CO-DRIVER, which is immediately put on the wrist of the passenger by representatives of the organizer.

The event wristband must be worn so that it is clearly visible at all times.

### **15.12.4 Change of co-drivers**

A change of co-drivers within a section is allowed before the time control at the stage start. All regulations defined in this document also apply to these co-drivers. representatives of the organisers will monitor the compliance of the regulations and are authorised to prohibit the start of crews that do not comply with these regulations.

### **15.12.5 Co-drive of minors**

The minimum age for all co-drivers is 15 years. All participants have to make sure that the safety equipment of the concerning vehicle (seats and seat belts) and the personal safety equipment (helmet, shoes, clothing) are fully functional.

Minors have to present a declaration of consent countersigned by their legal guardian (one parent or guardian) or legal guardians (both parents) and the "Safety Notice and Exclusion of Liability" signed by their legal guardian(s).

The regulations concerning "Safety equipment and safety regulations as defined in paragraph 15.10 also apply for all guest co-drivers. If the guest co-drivers do not comply with these regulations, the rally car in which they are sitting will not be permitted to start.

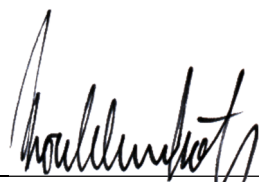
## 15.13 Compliance with the regulations and penalties

The entrant/driver alone is responsible for compliance with these regulations. The entrant/driver commits himself without restriction to only take co-drivers on board his car who comply with these regulations.

Any infringement against the regulations defined in this document will lead to the immediate exclusion of the car from the event and to a fine of € 500 imposed by the Clerk of the Course.

Representatives of the organising team are authorised to check on a random basis during the event for compliance with these regulations

Daun, den 26.11.2023

A handwritten signature in black ink, appearing to read 'Jürgen Krabbenhöft', is written over a horizontal line.

Jürgen Krabbenhöft  
Fahrtleiter