



Briefing of the Clerk of the Event

Doc. no. 3.1

From: **Clerk of the Event** to: all **Entrants/Drivers through the Organizing Committee**

First of all a hearty welcome in Madonna di Campiglio. Even this year, with the Winter Marathon, the new sports season begin with an event that is different from the others because of its particular organising effort and the quality of its Competitors, and it requires a greater attention by everyone. It is therefore very important the respect of all regulations given by the Clerks of the Event, above all remembering that **once started, the crews cannot appeal, for any reason, to events beyond their control. Any problem caused by bad weather or any kind of obstacles, must be consequently overcome by the crews themselves, using their own initiative.**

In order to better explain the progress of the event we kindly ask you to pay your greatest attention to the following information and directions:

ROUTE

The route that the Competitors' cars have to follow is shown in the race itineraries enclosed to the Event Specific Regulations and in the Road Book, and it is divided into sections to be covered in fixed times and in any case with average speeds always lower than 50 km/h. All streets are not closed to the traffic and therefore we urge the **respect of the traffic regulations.**

START

The starting signal will be given to each single car at the Time Controls (COs) no. 1 and 3, standing still on the starting line with the engine on at the time established for each Competitor in the starting order prepared by the Clerk of the Event and published 1 hour before the start of each Leg.

Each crew is bound to check his scheduled starting time on the official notice board.

Considering that a Parc Ferme has been planned, cars will have to be aligned, following their own starting order, at least ten minutes before their provisional starting time.

On the starting line, each crew will receive their own time card on which, at the start of the car, the Timekeeper will mark the scheduled start time.

Each Competitor, after leaving, will have to follow with great attention the route on the Road Book in order to reach the next Time Control (CO), where he will have to transit at the time obtained by adding the time allowed to complete the road section to his **actual start time.**

As in this event the starts will be given to 2 (two) cars at a time at intervals of 60 seconds, the transit at the Time Controls (CO) will take place like in the following example:

Race no.	Actual start time CO 1	Target time for the section	Transit time CO 2
1	h. 20. 30' +	h. 1. 10' =	h. 21. 40'
2	h. 20. 30' +	h. 1. 10' =	h. 21. 40'
3	h. 20. 31' +	h. 1. 10' =	h. 21. 41'
4	h. 20. 31' +	h. 1. 10' =	h. 21. 41'

TIME CONTROLS (CO)

Time Controls have the aim to bound the sections into which the event route is divided, in order to regulate the progress of the same and to make the foreseen average speed respected.

In this event, as already told above, the passage of the Competitors at the Time Controls will take place with 2 (two) cars at a time every 60 seconds. **The crew will not incur any penalty for lateness if the car passes on the control line during the check-in minute of its provisional transit time.** Example: a car that is due at the CO at **21. 40'** will be considered on time if it will transit between **21. 40' 00"** and **21. 40' 59"**, as well as the car due at **21. 41'** will not incur any penalty if it transits between **21. 41' 00"** and **21. 41' 59"**.

In order to a correct application of the rule concerning the timekeeping of the transit times at CO, and with reference to the Event Specific Regulations it is underlined that:

- all Time Controls (CO) will be identified by the yellow sign (beginning of control area), by the red sign (control line) and by beige sign (end of control area);

- **during Time Control operations (except for the starting COs) it is forbidden to synchronize the crews' timing instruments and watches.** The synchronization of the instruments can exclusively be made at the time clock placed at the start of each section, but without connecting to it;
- the recording of the transit time at each CO will be taken when a member of the crew **deliver the time card** to the Timekeepers;
- Competitors are allowed to enter the 'control area', in their cars, during the 60 seconds immediately preceding the target check-in minute;
- all differences between the actual transit times and the scheduled due will be considered for the final classification;
- the earlier or later arrival time at one Time Control (CO) will have not to be recovered at the next CO;
- crews that during Leg 1 will result overtime or who have not passed one or more Controls, will be re-admitted in the Starting List of Leg 2 with an additional penalty of 12000 penalties (not considering the coefficient 1,XX of the car). In the same way, crews that during Leg 2 will result overtime will also be included into final classification with an additional penalty of 12000 penalties (not considering the coefficient 1,XX of the car). (Supplementary Regulations - Art. 9).

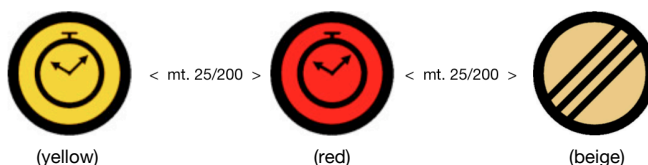
PRECISION TIME TRIALS (PC)

Inside a section, there will be more series or groups of Precision Time Trials (PC), that is stretches of road to be covered in a target time with an average speed different from the one of the relative road section.

This event includes series of PC in a row (linked one to the other), where the time recorded at the finish line of a PC is also the starting time of the following one, and so on.

All the PC will be identified by: **advance indication sign (yellow) placed at a distance between 25 and 200 metres prior the red sign defining the finish line; the end of the control area is indicated by a beige sign. The finishing line of each PC will be identified with the aid of a line drawn perpendicularly (PCs from 17 to 39) and led flashlights (PCs from 1 to 16, PCs from 40 to 65).**

In the linked PC with a length lower than 300 metres there will not be the advance yellow sign, except for the first one of a group of linked PC.



Stopping and halting the car between the yellow warning sign and the beige one is forbidden; cars that will be obliged to stop in this area due to a breakdown, must be immediately removed following the Marshals' directions, under pain of exclusion.

REGULARITY TEST (PM)

There are 6 Regularity Test (**with separate ranking**).

The starting point of PMs, recognizable by a red background sign bearing the inscription 'START P.M.', will take place with the annotation of the starting time on the time card by the Timekeeper assigned to the station; it will be the Competitor's responsibility to take its 'go' at the time indicated on the time card.

Along the route between the beginning and the end of each PM Competitors will have to maintain the pre-established speed average and the (secret) detection of the transit time will be detected per second in a point not known by the Competitor.

The total number of detections and the average to be observed are shown on the race itineraries.

The Road Book shows the theoretical maximum limit of PM end; no detection will be made in the first 500 mt. of PMs.

ARRIVAL

It corresponds for the Leg 1 with the Time Control (CO) no. 2 and for the Leg 2 to the final Passage Control (CT) and in both occasions Competitors have to **return the Time Card**.

The Arrival point of the Leg 1 (CO 2) will be open at 21.25 hrs on Thursday 24 January and closed 15 minutes after the scheduled arrival time of the last Competitor.

The Arrival point of the Leg 2 (CT 1) will be open at 23.05 hrs on Friday 25 January and closed 15 minutes after the scheduled arrival time of the last Competitor. The missing passage of the car at CT 1, with the crew on board, will involve the crew in the automatical exclusion from the final classification.

REQUEST OF TIMES VERIFICATION

In order to discover and solve any possible inexactness due to unintentional mistakes in copying, transmitting or processing the data, all provisional results will be published on the official Noticeboard.

For each Leg will be admitted the request of times verification for a maximum number of 1 PC. The written request, to submit exclusively to the Clerk of the Event or to the Deputy Clerk of the Event or to the Competitors' Relations Officer, must be done within **15 minutes** from the publishing time of the last valid Precision Time Trial (PC) (or from your own arrival time), **only at the end of Leg 1 for PCs from 1 to 16, at the end of Leg 2 for the PCs from 17 to 65. At the end of the race will not be accepted requests for times verification related to the previous day.** Requests not responding to what established in the RDS Autostoriche - Chapter 3, article 10, letter d - will not be taken into consideration.

SIGHTS

Any projection, that is, anything sticking out from the body of the car, which is not foreseen by the manufacturer and has the aim to sight the finish line of the time trial, is forbidden.

It is also forbidden to create outside and inside the car, sights in adhesive materials with dimensions exceeding the length of cm. 15 and the width of cm. 2.

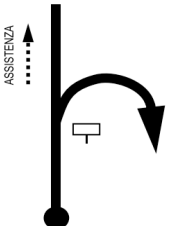


In any case the adhesive sights cannot cover and be placed on the cars' stickers, the Organisers' advertising and the race plates.

PROJECTIONS OR CHANGES IN THE CAR / ADDITIONAL LIGHTS

We also recommend not to use any projections and/or make changes to the car body (the so called 'tail fins', metal parts that stick out from the body of the car). The fixing of additional lights can take place only in the respect of the Traffic Code and of the technical regulations in force for the vintage cars.

SUPPORT CARS

Competitors must recommend to their Support cars to maintain a **respectful behavior** during the racetrack. In particular **it is recommended to all Support cars to follow the suggested alternative notes in the Road Book**, especially during (PC) Precision Time Trials and (CO) Time Controls (see example).

0,380	0,280	3			 ASSISTENZA PROSEGUIRE DRITTO SUPPORT CAR GO STRAIGHT	85,110
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The Clerks of the Event may propose to the Steward of the Meeting to take **disciplinary action** against Competitors whose Support cars have created obstacles, damage or danger.

It is finally reminded that:

- the recording of the times of Precision Time Trials (PC) will be made through photocells at the hundredth of a second;
- as the timing of all PC is automatically recorded through photocells, at the start of the first one or of any first PC of a group of linked ones, the Competitor will be free to chose his starting time, that in any case will have to take place within about 5 seconds from the 'go' of the Marshal or the Timekeeper;
- it is forbidden to block or obstruct the passage of another Competitor and/or damage other crews during the PC;
- the Organisation's cars or Zero cars, opening the event, must not be absolutely overtaken;
- the crew in each car must be made up of one or two people in possession of the regular sports licence;
- **during all the event, both the 1st and the 2nd Driver will have to behave correctly and prudently for themselves, for the Event Officials and above all for all spectators;**
- **it is forbidden to lean out of the car in motion;**
- any anomaly in the Road Book, clearly detectable before the start, must be reported to the Clerk of the Event at least 30 minutes before the due starting time of the first Competitor.

I am sure that the behaviour of all of us will be carachterized by the sports spirit essential to end in the best way this wonderful event. With kindest regards.

The Clerk of the Event

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