



## Briefing of the Clerk of the Event

Doc. no. 3.1 date 11/01/2022 time 10.00

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 2022, the new sports season begins 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.

For the best outcome of the event and in the general interest, I therefore want to draw your attention to some aspects related to the safety of the participants with particular reference to the "ACI Sport General Protocol for the containment of the spread of COVID-19 in motorsport" (updated on 28/12/2021) and to the indications measures that the Organizer wanted to adopt in this sense in particular concerning the **obligation of the Enhanced Green Pass for all participants**.

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:**

### **CREWS ACCREDITATION / ADMINISTRATIVE CHECKS AND SCRUTINEERING**

Upon your arrival in Madonna di Campiglio you will have to reach, according to the individual times slots agreed with the Organizer, **Piazzale Brenta (Palù area)** where the accreditation triage is located and where the Covid Manager will measure the body temperature at both Drivers (with frontal thermometer) while the rest of the staff in charge will deliver the red identification bracelets.

Crews in compliance with all above requirements will be allowed to enter the Protected Area (the car must be parked in the space provided by the Organizer and indicated by the staff); crews deemed unsuitable will be temporarily denied access pending problems arising from finding a solution.

The Competitor (alternatively one of the two Drivers) will be in charge of collecting the competition material (sticker numbers, regulations and any bulletin) as well as exclusive gifts. Once the race material has been collected, the crew will be able to go back to their car and arrange it by applying both sticker and plates that have been collected, a fundamental requirement to complete the scrutineering and obtain the "verified" sticker by the Marshal; at the same time, the "Declaration for use of camera / video recording and insurance" must be completed.

**In order to facilitate the task of Marshals in charge during scrutineering, please guard the car until the operations have been completed.**

### **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 46 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 (CO) no. 1 and 4**, 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 at least 1 hour before the start of each Leg **on the Noticeboard both at the Race Headquarters and on website [www.wintermarathon.it](http://www.wintermarathon.it); each crew is bound to check his scheduled starting time on the official noticeboard.**

Organizing Committee has provided a Parc Ferme that has been planned in **Piazzale Brenta (Palù area)** where cars will have to be aligned, following their own starting order, at least ten minutes before their provisional starting time.

On the starting line in **Piazza Righi** 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. 19. 00' +	h. 3. 10' =	h. 22. 10'
2	h. 19. 00' +	h. 3. 10' =	h. 22. 10'
3	h. 19. 01' +	h. 3. 10' =	h. 22. 11'
4	h. 19. 01' +	h. 3. 10' =	h. 22. 11'

### 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, the transit of Competitors to all CO will be detected by photocells with 'flying finish' and without the annotation of the transit time on the timetable.**

**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 **22. 10'** will be considered on time if it will transit between **22. 10' 00"** and **22. 10' 59"**, as well as the car due at **22. 11'** will not incur any penalty if it transits between **22. 11' 00"** and **22. 11' 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 CO of each Leg) it is forbidden to synchronize the crews' timing instruments and watches** that can be done exclusively be made at the time clock placed at the start of each section, but without connecting to it;
- the detection will be made automatically when a car passes in front of the red sign, which identifies the position of the Timekeepers in charge of the control check, placed in correspondence with the beam of the photocell;
- Competitors are allowed to enter the 'control area', in their cars, during the 60 seconds immediately preceding the target time minute, however the passage on the photocell must take place in its personal minute of transit;
- 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 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 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 of the car). *Supplementary Regulations - Art. 9.*

### PRECISION TIME TRIALS (PC)

Inside a road section there will be more series or groups of PC 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 PC will be identified by: **advance indication sign (yellow) placed at a distance between 25 and 300 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 an orange rope placed perpendicularly (PC from 1 to 65) implemented by led flashlights (PC from 1 to 18, PC from 35 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.

(following the summary of race signs and descriptions)

	INIZIO ZONA CONTROLLO	CONTROLLO	FINE ZONA CONTROLLO			INIZIO ZONA CONTROLLO	CONTROLLO	FINE ZONA CONTROLLO		
<b>CO</b>										
	← mt. 25 ca. →		← mt. 25 ca. →			← mt. 25 ca. →		← mt. 25 ca. →		
	INIZIO ZONA RILEVAMENTO	RILEVAMENTO	FINE ZONA RILEVAMENTO	INIZIO ZONA RILEVAMENTO	RILEVAMENTO	FINE ZONA RILEVAMENTO	INIZIO ZONA RILEVAMENTO	RILEVAMENTO	FINE ZONA RILEVAMENTO	
	INIZIO PC			FINE / INIZIO PC			FINE PC			
<b>PC</b> SINGOLE E CONCATENATE LUNGHEZZA INFERIORE / UGUALE A 300 MT.										
	← mt. 25/300 max →		Lunghezza inferiore / uguale a 300 mt.			Lunghezza inferiore / uguale a 300 mt.			← mt. 25 ca. →	
<b>PC</b> SINGOLE E CONCATENATE LUNGHEZZA SUPERIORE A 300 MT.										
	← mt. 25/300 max →		← mt. 25 ca. →		← mt. 25/300 ca. →		← mt. 25 ca. →		← mt. 25/300 ca. →	

## REGULARITY TEST (PM)

There are 6 Regularity Test, all valid for the final ranking.

The start of all PM will take place with the aim of a traffic light and **without the annotation of the starting time on the Time Card** by the Timekeeper. The positioning will be recognizable by a red background sign bearing the inscription "START P.M.",

Along the route between the beginning and the end of each PM Competitors will have to maintain the pre-established speed average; the (secret) detections of the transit time will be made in seconds, through the **GPS tracking system by "BE TRACED"** installed on each car, 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.**

No detections will be made in the first 500 mt. of PM.

The Road Book shows the theoretical maximum limit of PM end.

## ARRIVAL

It corresponds for the Leg 1 with the Time Control (CO) no. 3 and for the Leg 2 to the Passage Control (CT) no. 3 and in both occasions Competitors have to **return the Time Card**.

The Arrival point of the Leg 1 (CO 3) will be open at 23.15 hrs on Thursday 20 January and closed 15 minutes after the scheduled arrival time of the last Competitor.

The Arrival point of the Leg 2 (CT 3) will be open at 23.30 hrs on Friday 21 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 Noticeboard available at the Race Headquarters and also online on the website [www.wintermarathon.it](http://www.wintermarathon.it).

**The control of unofficial times will be carried out according to what is specified in the RDS Autostoriche 2021, Art. 8.18 letter d): procedure for championships races.**

For each Leg will be admitted the request of times verification for a maximum number of 1 PC, in the case of requests for verification of unofficial times greater than 1 detection, only the first receipt in chronological order will be considered.

The written request must be given **exclusively to the Competitors' Relations Officer by hands or alternatively through WhatsApp to the following number (+39) 335 7614430** using the appropriate form available on the Road Book (last page of each Leg).

This request must be done within **15 minutes** from the publishing time of the last valid Precision Time Trial (PTT) (or from your own arrival time), only at the end of Leg 1 for PC from 1 to 18 and PM from 1 to 2, at the end of Leg 2 for the PC from 19 to 65 and PM from 3 to 6. At the end of the race will not be accepted requests for times verification related to the previous day.

## CAMERA CAR

The use of a 'camera car' on board is allowed but during scrutineering the Competitor must confirm the fact to the Marshal by filling the specific "Declaration for use of camera / video recording and insurance".

**This must be positioned inside the passenger compartment and must not protrude from the car** (roof, sides, front bonnet, mudguard, ecc) altering its aesthetic appearance and/or allowing Competitor to look at the detection point. During the race won't be possible to put the 'camera car' in a different position.

## 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 Precision Time Trials and Time Controls (see example).

0,380	0,280	3				ASSISTENZA PROSEGUIRE DRITTO SUPPORT CAR GO STRAIGHT	85,110
-------	-------	---	--	--	--	---	--------

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 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 choose 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 two people in possession of the regular sports license;
- **during all the event, both the 1st and the 2nd Driver will have to behave correctly and prudently for themselves, for the Event Marshals 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 60 minutes before the due starting time of the first Competitor;
- it will be the crew's responsibility to check that the "BE Traced" GPS tracking system works regularly and that it is always fixed during each phase of the race.

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

**The Clerk of the Event**

Vittorio Galvani  
(+39) 339 3057671