



WARM UP USA 2019

Washington, D.C. USA from 22 to 27 October 2019

SPECIAL RACE REGULATIONS

ORGANIZATION: 1000 Miglia Srl

INDEX

Articles:

Interpretation	page 3
1. Organisation and Race	page 3
Program	pages 4-5
2. Race	page 6
3. Competitors, drivers and cars allowed	pages 6-7
4. Entries	pages 8-11
5. General obligations	pages 11-12
6. Running of the competition	pages 12-14
7. Maximum lateness	page 14
8. Penalties and disciplinary measures	pages 14-15
9. Classifications, protests and appeals	pages 15-16
10. Prizes	pages 16-17
11. General rules	page 17

Appendices

1. Positioning of race numbers on the cars	page 18
2. Times and Distance Table [omissis] <i>(the official and final TDT will be available in the Road book)</i>	pages 19-20
3. Map of the route [omissis] <i>(The route map will be available together with the Road book)</i>	page 21
4. Control signs	page 22

INTERPRETATION

All the times stated in these Special Race Regulations are understood as referring to the Time Zone in use in Washington, D.C. namely “Greenwich Mean Time -5” conventionally UTC (GPS) | GMT -5

Please note that to all legal effects, the Italian version of these SRR will be binding. The English translation of the same is understood as being solely for information purposes.

PROGRAM

Program before the competition week

Wednesday 17 July 2019

Date of publication of SRR

Website

Opening date for entries

Competition Secretary

**Monday 9 September 2019 at 23:59 (Italian Time namely “Greenwich Mean Time + 1”
conventionally UTC (GPS) | Italia: GMT+1)**

Closing date for entries

Competition Secretary

By Wednesday 11 September 2019

Communication to entrants of their acceptance

Competition Secretary

Program for the competition week

Tuesday 22 October 2019 (pre-race training for all Novice crews / and optional for Veteran crews)

14:00 – 16:00	Participants arrivals and check in	Salamander Resort – Middleburg, VA
16:00 – 18:00	Overview on 1000 Miglia events and cars check in	Salamander Resort – Middleburg, VA
19:00 – 21:30	Dinner	Salamander Resort – Middleburg, VA

Wednesday 23 October 2019 (pre-race training for all Novice crews / and optional for Veteran crews)

08:00 – 09:00	Breakfast	Salamander Resort – Middleburg, VA
09:00 – 10:00	Drive to Summit Point Raceway	
10:00 – 10:30	Briefing	Summit Point Raceway – WV
10:30 – 13:00	Pre-Race training	Summit Point Raceway – WV
13:00 – 14:00	Lunch	Summit Point Raceway – WV
14:00 – 18:00	Time trials	Summit Point Raceway – WV
18:00 – 19:00	Drive to the Salamander Resort	
19:00 – 21:30	Dinner	Salamander Resort – Middleburg, VA

Wednesday 23 October 2019 (for Veteran crews that not participating in optional pre-race training)

13:00 – 18:00	Participants arrivals and check in	Salamander Resort – Middleburg, VA
19:00 – 21:30	Dinner	Salamander Resort – Middleburg, VA

Thursday 24 October 2019 (for all crews)

08:00 – 09:00	Breakfast	Salamander Resort – Middleburg, VA - Middleburg
09:00 – 12:00	Leg 1 – Morning	
12:30 – 14:00	Lunch during the race	

14:00 – 19:00 Leg 1 – Afternoon

19:00 – 21:30 Dinner

Friday 25 October 2019

08:00 – 09:00 Breakfast Salamander Resort – Middleburg, VA

09:00 – 12:00 Leg 2 – Morning

12:30 – 14:00 Lunch during the race

14:00 – 19:00 Leg 2 – Afternoon

19:00 – 21:30 Dinner Salamander Resort – Middleburg, VA

Saturday 26 October 2019

08:00 – 09:30 Breakfast and baggage drop off Salamander Resort – Middleburg, VA

09:30 – 12:00 Leg 3

12:30 – 14:00 Lunch at Congressional Country Club Bethesda, MD

14:30 – 15:30 Finish at the Italian Ambassador's residence Villa Firenze (Italian soil)

16:00 – 18:00 Arrival and check in at the hotel Fairmont Hotel, Washington, D.C.

19:00 – 21:30 Gala and award dinner

20:30 Publication of finale classification Website – Official Notice Board

21:00 Prize giving ceremony

Competition HQ and Competition Secretary HQ Salamander Resort & Spa - Middleburg
Congressional Country Club**Official Note Board (ONB)** Race Direction and Website**Website** www.1000miglia.it/warmupusa

Article 1 – ORGANISATION AND RACE

These Special Race Regulations (SRR) have been created in order to control the relations between the Organization (1000 Miglia Srl) and the competitors who intend to enter into the Warm Up USA 2019. The participants are subject to accepting these regulations, thereby accepting all the articles contained therein.

The Organization will announce the officials for the race prior to the start.

The 1000 MIGLIA s.r.l. based in Brescia, Italy - Via Enzo Ferrari 4/6 will organize regularity race training and regularity race for historic and modern cars from Wednesday 23 to Saturday 26 October 2019 to be known as:

WARM UP USA 2019

Article 2 – ROUTE

The competition route will be described in the Itinerary Table (TDT) attached to these SRR, and of which it is an integral part, and in the Road Book. The TDT will also show the methods of carrying out the timed Legs for classification. The TDT may change at the discretion of the Organization.

The start and finish of the competition are scheduled at the places and times indicated in the competition Program.

The competition will take place on roads open to traffic, barring any limitations set by the competent authorities, due to the current road regulations.

Any route changes due to road work, or temporary obstructions, will be notified with Bulletins directly on site by persons appointed by the Organisation.

Article 3 – COMPETITORS, DRIVERS AND CARS ALLOWED

3.1 COMPETITORS AND DRIVERS ALLOWED

3.1.1 At least one of each crew members must hold a valid driver's licence during all phases of the race.

3.1.2 For each vehicle, a competitor may enter a crew comprising of maximum two (2) persons, who must be on board the vehicle during all phases of the race.

3.1.3 Additional passengers (non-crew members) are not permitted in a competitor vehicle.

3.1.4 CLASSIFICATION OF CREWS

3.1.4.1 VETERAN CREWS

A crew is considered VETERAN when at least one (1) of the two (2) registered drivers has taken part in at least two (2) 1000 Miglia races over the past seven (7) years (i.e., 2013 to 2019).

3.1.4.2 NOVICE CREWS

A crew is considered NOVICE when both crew members have taken part in not more than one (1) 1000 Miglia race over the past seven (7) years (i.e., 2013 to 2019).

3.2 CLASSIFICATION OF ELIGIBLE CARS

3.2.1 Up to forty (40) cars will be accepted, divided between two classes: (i) "1000 Miglia Era Cars" produced up to 1957 and (ii) "Post-1000 Miglia Era Cars" produced from 1958 to present. Eligibility of any car for the event is at the sole discretion of the Organizer.

3.2.2 1000 MIGLIA ERA CARS

Eligible cars are (i) car models which were registered in the original 1000 Miglia race between 1927 and 1957 and (ii) cars models produced between 1927 between 1957 that did not race in the original 1000 Miglia race (1927 – 1957) with special historic or sporting interest, as determined solely by the Organizer. The Organizer will typically prefer cars with at least one of the following documents:

- Registro 1000 Miglia Certificate;
- FIVA identity card;
- ACI-CSAI Historic Cars Regularity fiche;
- HTP FIA (FIA Historic Technical Passport);
- HTP CSAI (Historic Technical Passport CSAI);
- ASI homologation or identity certificate;
- Certificate of registration in the AAVS National Historic Register; or
- FIA regular car pass.

Cars that do not have one of the documents listed in this article may be admitted at the sole discretion of the Organizer given the formative stage and purpose of the event.

Cars must be equipped with tires approved for road use (i.e., no race tires).

3.2.3 POST-1000 MIGLIA ERA CARS

Eligible cars are road registered sports and grand touring cars built from 1958 to present. In general, such cars should be in the configuration as delivered by the original manufacturer without substantial modification.

Cars built between 1958 and 1990 are preferred to have at least one of the following documents:

- FIVA identity card;
- ACI-CSAI Historic Cars Regularity fiche;
- HTP FIA (FIA Historic Technical Passport);
- HTP CSAI (Historic Technical Passport CSAI);
- ASI homologation or identity certificate;
- Certificate of registration in the AAVS National Historic Register; or
- FIA regular car pass.

Cars produced between 1958 and 1990 that do not have one of the documents listed in this article may be admitted at the sole discretion of the Organizer given the formative stage and purpose of the event.

Cars built from 1991 to present do not require any additional documents.

All cars must be equipped with tires approved for road use (i.e., no race tires).

3.3 The following are always prohibited, subject to a penalty which may include exclusion, at the Officials discretion:

- a) the installation and use of any protrusion from the bodywork, not envisaged by the Manufacturer, which has the purpose of sighting the intermediate split lines;
- b) installing or implementing viewfinders with adhesive material, inside or outside the vehicle, having dimensions larger than 15cm in length and 2cm in width;
- c) the presence of adhesive viewfinders on competition number plates, on the Organizer's advertising stickers and on competition number plates.

Article 4 - ENTRIES

- 4.1 Presentation of the entry form does not give the right to participate in the competition as the Organiser will select the requests and accept entries at its sole discretion and final judgement.

The organisers will not be required to provide the reason for exclusion, nor will such exclusion allow for the request for damages and/or refund of expenses, excepting for the return of the deposit (Art. 4.9 of these SRR).

4.2 METHODS OF ENTRY

Entry requests, using the web application prepared by the organizer, must be sent to: 1000 MIGLIA s.r.l. - via Enzo Ferrari n. 4/6 - 25134 Brescia - Tel. +39 030 2318211 - Fax +39 030 2319288 - E-mail: info@1000miglia.it

Entries must be sent online, on the days and the times stated in the Program of these SSR, to the website: www.1000miglia.it, accompanied by proof of payment of the fee as stated in Article 4.3.1 below, as a deposit.

The entry date of each competitor coincides with the date on which the deposit as stated in Article 4.3.1 below is credited.

4.3 ENTRY GUARANTEE DEPOSIT

- 4.3.1 Payment of Euro 10.500, Euro 12.800, Euro 9.000, Euro 11.000 depending on the selected package valid as a deposit for entry of the car and crew must be made in one of the following methods:

(i) by Credit Card (only VISA - MASTERCARD) by 23:59 (GMT+1) on 9 September 2019; or

(ii) by bank transfer to the coordinates indicated in the entry form, with maximum credit value on the 1000 Miglia S.r.l. current account by 23:59 (GMT+1) on 9 September 2019.

4.4 FINALISING ENTRY

Entry is understood as being finalised only on acceptance of the entry request by the organiser that will be communicated by Wednesday, 11 September and to the allocation of the sum paid as a deposit in the sum paid as an entry fee.

4.5 ENTRY FEE

The following entry fees will be charged

Package	Room Type	Nights	Total Cost
Novice Crew (includes pre-race training)	Double	5	10 500,00 Euro
	Single	5	12 800,00 Euro
Veteran Crew	Double	4	9 000,00 Euro
	Single	4	11 000,00 Euro
Veteran Crew with pre-race training day	Double	5	10 500,00 Euro
	Single	5	12 800,00 Euro

4.5.1 NOVICE CREW ENTRY FEE (5 Nights):

The entry fee for the Warm Up USA 2019 Novice Crew category (see Article 3.1.4.2) is € 10 500,00 (Ten thousand five hundred Euro) and includes:

- **Hospitality for two people as detailed below:**
 - ⇒ 5 nights in a hotel in a double room with breakfast (Tuesday 22.10.2019, Wednesday 23.10.2019, Thursday 24.10.2019, Friday 25.10.2019 and Saturday 26.10.2019)
 - ⇒ 4 dinners per person (Tuesday 22.10.2019, Wednesday 23.10.2019, Thursday 24.10.2019, Friday 25.10.2019)
 - ⇒ 4 lunches per person (Wednesday 23.10.2019, Thursday 24.10.2019, Friday 25.10.2019 and Saturday 26.10.2019)
 - ⇒ 1 Award dinner (Saturday 26.10.2019)
- **Participation kit:**
 - ⇒ Technical race documentation

- ⇒ Welcome bag (pass, jackets, hats, bag, etc.)
- **Assistance and services included:**
 - ⇒ During the Event, covered parking for the entered car, where possible
 - ⇒ Coordination by the Organizer staff throughout the race
 - ⇒ Mechanical assistance during the Event

Single Room Option

In addition to what is included with your entry, it is possible to request hotel accommodation in two separate hotel rooms, if available. The service is subject to an extra cost of € 2 300,00 (two thousand three hundred Euro).

4.5.2 VETERAN CREW ENTRY FEE (4 nights)

The entry fee for the Warm Up USA 2019 Veteran category (see Art. 3.1.4.1) is € 9 000,00 (Nine thousand euro / 00) and includes:

- **Hospitality for two people as detailed below:**
 - ⇒ 4 nights in a hotel in a double room with breakfast (Wednesday 23.10.2019, Thursday 24.10.2019, Friday 25.10.2019 and Saturday 26.10.2019)
 - ⇒ 3 dinner per person (Wednesday 23.10.2019, Thursday 24.10.2019 and Friday 25.10.2019)
 - ⇒ 3 lunches per person (Thursday 24.10.2019, Friday 25.10.2019 and Saturday 26.10.2019)
 - ⇒ 1 Award dinner (Saturday 26.10.2019)
- **Participation kit:**
 - ⇒ Technical race documentation
 - ⇒ Welcome bag (pass, jackets, hats, bag, etc.)
- **Assistance and services included:**
 - ⇒ During the Event, covered parking for the entered car, where possible
 - ⇒ Coordination by the Organizer staff throughout the race
 - ⇒ Mechanical assistance during the Event

Single room option

In addition to what is included with your entry, it is possible to request hotel accommodation in two separate rooms with double room/single use formula, if available. The service is subject to an extra cost of € 2 000,00 (two thousand euro/00).

4.5.2.1 VETERAN CREW ENTRY FEE WITH PRE-RACE TRAINING DAY (5 nights)

The registration fee for the Warm Up USA 2019 Veteran - Pre Race category (see Art. 3.1.4.2) is € 10 500,00 (Euro Ten thousand five hundred/00) and includes:

- **Hospitality for two people as detailed below:**
 - ⇒ 5 nights in a hotel in a double room with breakfast (Tuesday 22.10.2019, Wednesday 23.10.2019, Thursday 24.10.2019, Friday 25.10.2019 and Saturday 26.10.2019)
 - ⇒ 4 dinners per person (Tuesday 22.10.2019, Wednesday 23.10.2019, Thursday 24.10.2019, Friday 25.10.2019)
 - ⇒ 4 lunches per person (Wednesday 23.10.2019, Thursday 24.10.2019, Friday 25.10.2019 and Saturday 26.10.2019)
 - ⇒ 1 Award dinner (Saturday 26.10.2019)
- **Participation kit:**
 - ⇒ Technical race documentation
 - ⇒ Welcome bag (pass, jackets, hats, bag, etc.)
- **Assistance and services included:**
 - ⇒ During the Event, covered parking for the entered car, where possible
 - ⇒ Coordination by the Organizer staff throughout the race
 - ⇒ Mechanical assistance during the Event

Single room option

In addition to what is included with your entry, it is possible to request hotel accommodation in two separate rooms with double room/single use formula, if available. The service is subject to an extra cost of € 2 300,00 (two thousand three hundred euro/00).

4.6 ADDITIONAL SERVICES

4.6.1 Support Car Package

For registered competitors wishing to be accompanied during the event by their teams of mechanics, the following package is available, at the price of Euro 6 000,00 (Euro six thousand/00):

- **Hospitality for two people as detailed below:**
 - ⇒ 4 nights in a hotel in a double room with breakfast (Wednesday 23.10.2019, Thursday 24.10.2019, Friday 25.10.2019 and Saturday 26.10.2019)
 - ⇒ 3 dinners per person (Wednesday 23.10.2019, Thursday 24.10.2019 and Friday 25.10.2019)
 - ⇒ 3 lunches per person (Thursday 24.10.2019, Friday 25.10.2019 and Saturday 26.10.2019)
 - ⇒ 1 Award dinner (Saturday 26.10.2019)
- **Participation kit:**
 - ⇒ Technical race documentation
- **Assistance and services included:**
 - ⇒ During the Event, covered parking for the entered car, where possible
 - ⇒ Coordination by the Organizer staff throughout the race
 - ⇒ Mechanical assistance during the Event

4.6.2 Significant Others Package – Single room option has to be selected to purchase this option

For the registered competitors who wish to be accompanied during the event by people close to them who will not drive the cars in the race, but who will make use of the overnight stays, dinners at hotels and dinners during the race (no lunches), the following package is available at the price of Euro 1 300,00 (Euro one thousand three hundred/00) per person:

- **Hospitality as detailed below:**
 - ⇒ 4 nights with breakfast (Wednesday 23.10.2019, Thursday 24.10.2019, Friday 25.10.2019 and Saturday 26.10.2019)
 - ⇒ 2 dinners c/o Hotel per person (Wednesday 23.10.2019 and Friday 25.10.2019)
 - ⇒ 1 dinner during the race (Thursday 24.10.2019)
 - ⇒ 1 Award dinner (Saturday 26.10.2019)

The possible additional night costs valued at 650,00 euros (six hundred and fifty euros).

4.7 WITHDRAWAL OF AN ENTERED CAR

A withdrawal of a competitor must be notified by CEM certified e-mail to 1000miglia@legalmail.it.

4.8 REFUND OF THE ENTRY FEE FOR WITHDRAWAL OF AN ENTERED CAR

The refund (if due) of the entry fee in the case of withdrawal by a competitor will only come about in compliance with what is stated below:

1. if the request for withdrawal of entry is notified by 23h59 (Italian Time GMT+1) on Monday 9 September 2019, the entry fee will be refunded, amounting to 50%;
2. if the request for withdrawal of entry is notified after 24h00 (Italian Time GMT+1) on Monday 9 September 2019, the entry fee will be not refunded

4.9 REFUND OF THE ENTRY FEE FOR CREWS NOT ACCEPTED

In the case of non-acceptance of a car by the organiser, the entry fee will be refunded by bank transfer or accredited on the credit card, by Thursday 31 October 2019.

4.10 ANNULLING OR SUSPENSION OF THE COMPETITION

In the occurrence of force majeure and other similar events outside their control, the Organisers reserve the right, at any time and in their unquestionable judgement, to postpone and/or annul or suspend the race. In such case, no refund will be due or paid to entrants.

4.11 DISPUTING ENTRY FEES

It is not permitted to dispute entry fees after the event, since they are considered to be appropriate at the time of entry in relation to the totality, type and quality of the services offered by the Organizer, since the organization of the Event implies, right from the preliminary stages, a series of financial commitments (mentioned as examples but are not exhaustive: costs for advertising the Event; realization, production and distribution of communication materials; hotel and other reservations).

Article 5 - GENERAL OBLIGATIONS

5.1 ADMINISTRATIVE CHECKS

5.1.1 ADMINISTRATIVE AND TECHNICAL CHECKS

Competitors and drivers must be present in person and with the accepted car, failure to do so will imply the impossibility of passing the checks and therefore of participating in the race, in the ways and means established in the programme:

- a. checking of mandatory documents for competitors and drivers to be presented in original copy:
 - valid driving license;
 - valid competition car insurance;
 - competition car registration papers;
 - any sports documentation of the car.

5.2.1 COMPETITION NUMBER STICKERS

At the administrative checks, each competitor will receive a Sticker Kit consisting of:

- 3 round number holder stickers, with the competition number and the Organizer's advertising;
- 2 series of pre-spaced fluorescent competition numbers.

5.2.2 APPLYING THE COMPETITION STICKERS TO THE CARS

Cars must be presented for technical checks with all the kit stickers mentioned in Article 5.2.1 of these SRR already applied, according to the following instructions:

- a) 1 round number holder sticker for each side of the competition car on the front doors (in cars with doors) or on the front sides (on cars without doors or with small doors);
- b) 1 round number holder sticker on the front bonnet of the competition car;
- c) 1 pre-spaced fluorescent number on the front windshield positioned to allow it to be seen when looking at the front part of the competition car;
- d) 1 pre-spaced fluorescent number on the rear window: should this not be possible the sticker must be applied on the rear boot in such a way as to allow it to be visible looking at the back of the competition car;

The guide layout is provided attached to these SRR, for the correct positioning of the competition numbers (Appendix 3).

Should it not be possible to apply all three of the round number holder stickers that are distributed, on the cars due to lack of space, it will be possible to apply only 2 stickers. In this case, the third sticker must be returned to the Organisation at the technical check, failure to do so could result in exclusion from the race.

5.3 OBLIGATIONS OF COMPETITORS

Throughout the event, drivers must drive prudently and carefully, scrupulously respect the Road Traffic Law and instructions given by the Clerk of the course and by Officials.

Article 6 - RUNNING OF THE COMPETITION

6.1 START

The cars will leave one at a time, from a stationary position with the engine running, one car departing every minute. Each car, once they have been given the “go”, will have to free the Departure area as quickly as possible.

Under the control of Officials, departure may take place by pushing the car, if it fails to leave on its own.

Competitors must not stop the competition car in the control areas (between the areas signalling the Start and End areas), exception being made for the check areas where the authorisation stamp will be printed by the Officials, reversing, changing direction, opening doors and in any way hindering the other teams will lead to the application of the penalty as stated in Article 10 of these SR.

The teams that do not make the CO/TC 1 Departure Leg 1, will be penalized as specified in Article 11 of these SRR for each missed transit check. Transit at CO/TC of the Leg 2 - Departure will still be mandatory, under penalty of exclusion.

Drivers must keep to the Official Times stated in the Itinerary Table. No restrictions will be imposed on them as regards the use of time recording equipment. The same may be synchronized with the clock placed at the start of each Leg, without direct connection to the said clock.

Any defect in detection of times, caused by any failure or malfunction of the equipment, will result, for the said checks, in the application of the average to each competitor and/or the annulment of the checks themselves for all competitors.

The organisers will state in the Road book, this will also be indicated on site, a straight stretch of road with measurements, used as the measured base in the preparation of the Road book, and competitors can verify this before the race.

6.2 TIME CONTROLS (CO/TC)

The purpose of the Time Control (CO/TC) is to outline the areas in which the route of the competition is divided, in order to regulate the conduct of the same and to make sure the average speed is respected.

Each competitor must be measured on the minute (e.g. for transit time 14:01 it will be possible to transit without penalty from 14:01:00 to 14:01:59).

The excesses as regards the ideal times established will determine the classification.

Penalties for delays and early arrivals at a CO/TC are those stated in Article 10 of these SRR.

Delays and early arrivals at a CO/TC must not be caught up in the next CO/TC. Teams must leave the “check area” free for transit. They are authorised to enter this area on board their car, in the minute preceding the ideal one for transit, and remain in the area for the time strictly necessary to record the transit time.

When the time is being read, the car must be inside the time reading area.

During reading operations, at least one member of the team must be on board the competition car.

The time used for the reading operation is not neutralised in any way. The reading is taken at the moment in which one member of the team hands over the Time Card to the Time-keeper.

In the case where competition cars that are late or in advance of their ideal times transit through the CO/TC in the minute pertaining to cars on time, the Time-keeper will make a note, on the Time Card of the team that is late or in advance, of

the real transit time, which corresponds to the start of the next sector, giving precedence, in the marking operations, to the team with the less delay on the ideal transit time.

All the CO/TCs will be appropriately marked with signs in compliance with the examples attached to these SRR (Appendix 4).

Vehicles transiting through an CO/TC in the opposite direction or a direction other than the one decided by the organiser will be excluded from the race.

6.3 TIME TRIALS (PC/TT)

Time Trials (PC/TT) are those timed areas of the route, between two consecutive readings where the drivers must keep to a set time indicated in the Itinerary Table and in the Time Card.

Readings will be done at 1/100th of a second without any tolerance. Differences in the ideal time will, as for the differences read at CO/TC, be used in determining the classification.

PC/TT will be undertaken with departure read at free entrance; the driver will be able to choose freely the start of the PC, nonetheless within approx. 5 seconds from the “all clear” given by the Marshals and/or the Timekeeper in charge.

Various consecutive PC/TTs will be envisaged (interconnected), where the time for passing to the final reading of the previous PC/TT will be the start time of the next PC/TT, and so forth.

For PC/TT located in equipped areas or temporary circuits, competition tracks, kart-racing tracks, and for PC/TTs with lengths less than 300m, an appropriate map will be attached with the Road Book.

All PC/TTs will be properly marked both at the start and at the end, with signs in compliance with the examples attached to these SRR (Appendix 4).

In the area of the route between the yellow sign and the beige sign showing the start and end of the measuring area, cars are not allowed to park, stop or open the doors. Should any cars stop in this measuring area due to a breakdown, they must be immediately removed according to the instructions given by the competition official, on penalty of exclusion. Furthermore, unauthorised access by drivers and navigators is also forbidden.

Vehicles transiting through a PC/TC area in the opposite direction than the one decided by the organiser will be excluded from the race.

In the case of absence of a reading by a competitor, or even the absence of a result by one or more PC/TT, irrespective of the reason for this, the competitor will always be assigned a time relating to the missing PC/TT as resulting from the average PC/TT actually clocked by the said competitor in the Laps where the PC/TT are missing. The request will be made at the end of the Lap under consideration.

6.4 AVERAGE TRIALS (PM/AT)

Average Trials (PM/AT) are those areas of the route within a sector, where drivers must keep to a set hourly average, stated in the Itinerary Table and the Time Card.

For each PM/AT, for the purposes of classification of the trial, all the detections carried out be considered, then proceeding to the calculation of the average penalty.

The Road book will state the start area and the place of the maximum real limit of end of the PM/AT.

In the area from the start to the end of the PM/AT, the average is taken at one or more points not known to the driver.

The Itinerary Plan will state the number of readings envisaged for each PM/AT. Every Average Trial could plan up to 5 readings.

The passage time is read in front of the timekeeper, in seconds, manually, with writing equipment.

6.4.1 START OF AVERAGE TRIALS

- a. the start time of the PM/AT is free and coincides with the passage on the pressure gauge on the start line;
- b. the transit time on the pressure gauge will be lapped manually by the Time-keepers assigned for the purpose, will measured to the second lapsed.

6.5 PASSAGE CONTROLS (CT/PC)

The purpose of the Passage Controls (CT/PC) is to check the strict adherence to the established route.

The opening and closing times of the CT/PC will be notified by the Clerk of the course Bulletin. At the CT/PCs, drivers must stop the cars in order for the check stamp or “all clear” stamp to be printed in the relative area of the Time Card. The absence of this stamp will mean exclusion.

All the CT/PC areas will be properly marked with signs in compliance with the examples attached to these SRR (Appendix 4).

Vehicles transiting through a CT/PC area in the opposite direction or one other than the one decided by the Organiser will be excluded from the race.

6.6 ARRIVAL

After the arrival CO/TC, competitors will proceed following the instructions given by Marshals, to the arrival ramp.

Article 7 - MAXIMUM LATENESS

A crew will be over the maximum lateness:

- if it transits through a Time Control (CO/TC) with more than 30 minutes delay.
- if it accumulates delays through various Time Controls totalling more than 60 minutes delay.

Only at the starting CO/TC of each Leg will a crew be considered over the maximum time limit if they transit with more than 15 minutes of delay.

The opening and closing times of the Time Trials (PC/TT), the Average Trials (PM / AT) and of the Print Checks (CT /CP) will be notified through a Clerk of the course Bulletin.

Article 8 - PENALTIES AND DISCIPLINARY MEASURES

Time checks (CO/TC)

- | | |
|---|-------------------------------------|
| • for every minute or fraction thereof early: | 100 penalties |
| • for every minute or fraction thereof late: | 100 penalties with a maximum of 300 |
| • For each delay beyond the maximum time: | exclusion ^(*) |

Time Trials (PC/TT)

- | | |
|---|---------------------------------|
| • for each 1/100 of second early or late: | 1 penalty with a maximum of 300 |
|---|---------------------------------|

Average Trials (PM/AT)

- | | |
|-----------------------------------|---------------------------------|
| • for every second early or late: | 1 penalty with a maximum of 300 |
|-----------------------------------|---------------------------------|

Secret Transit Checks

- | | |
|---|------------|
| • for every second early over the tolerance of 20%: | 10 penalty |
|---|------------|

Time Card

- | | |
|--|-----------|
| • alterations, changes or corrections not endorsed by Officials: | exclusion |
| • Failure to record a CO/TC: | exclusion |

- Lack of a control stamp (CT/PC): exclusion
- Failure to return to the CO/TC of Leg arrival: exclusion

Other Penalties

- refusal to start at the hour and in the set order: 100 penalties
- stopping the car in the control area (stationary wheel): 100 penalties
- unauthorised access of the crew in the check area (subject to further action): 300 penalties
- missing transit or time annotation at any control point: exclusion (*)
- unauthorized stopping in a control area: exclusion (*)
- blocking the passage and/or damaging other crews: exclusion
- for non-sportsmanlike behaviour: from warning to exclusion
- for passage in a control area in a wrong or different direction: exclusion
- for infringement of the Highway Code: up to exclusion
- for irregularities in documents during checks: no admission
- failure to comply with the checking times: up to exclusion
- for delay in departure more than 15 minutes: no admission
- allowing a person other than a crew member to drive the car: exclusion
- lack of a competition number or competition license plate: fine
- lack of two or all of the competition numbers: exclusion
- for failure to notify withdrawal to the Race Management: fine
- for failure to comply with the provisions relating to stopwatch synchronization: up to exclusion
- for non-prudent behaviour of a crew member, or assistants or team car: up to exclusion
- for leaning out of a moving car: up to exclusion
- for any specious or unjustified request to verify times: up to exclusion
- Failure to comply with the orders of Officials and Marshals: up to exclusion
- article 7.5 - first offense: 1.000 penalties
- article 7.5 - second offense: 12.000 penalties
- infringements of the rules on advertising on cars in the race: 12.000 penalties

(*) Re-admission

Crews that exceed the maximum time and crews that have not passed through one or more checks (CO, PC, PM, CT) are automatically re-admitted at the start of the next leg. If they are re-admitted, they will receive a penalty of 12 000 points.

Article 9 – CLASSIFICATION-PROTESTS AND APPEALS

9.1 CLASSIFICATIONS

The following classifications will be drawn up:

- 1) “COPPA USA” for all 1000 Miglia Era cars entered (see art. 3.2.2)
 - a. “COPPA USA group Veteran” crews (see art.3.1.4.1)
 - b. “COPPA USA group Novice” crews (see art. 3.1.4.2)
- 2) “POST 1000 MIGLIA ERA” for all the Post 1000 Miglia Era cars entered (see art. 3.2.3)
 - a. “POST 1000 MIGLIA ERA group Veteran” crews (see art.3.1.4.1)
 - b. “POST 1000 MIGLIA ERA group Novice” crews (see art. 3.1.4.2)

9.2 COMPILATION AND PUBLICATION OF RESULTS

The classifications will be drawn up based on the penalties incurred by each crew in the PC/TT and in the PM/AT, in the CO/TC and calculated based on the coefficient assigned to each car added to any penalties listed in art. 11.

The coefficient assigned to each car is calculated by applying the following criterion: taking the year of manufacture of the car indicated on the sports documents of the car itself, the number of hundreds is removed and a comma is inserted in its place.

(Eg.: production year 1939 Coeff.: 1,39 Penalty hypothesis: 500 points Score: $500 \times 1,39 = 695$) (Eg.: production year 2005 Coeff.: 2,05 Penalty hypothesis: 500 points Score: $500 \times 2,05 = 1,025$)

The final sum of all the penalties obtained by each competitor is then multiplied by the assigned coefficient.

"Differences" are not provided for.

The crew that obtains the lowest number of penalties, multiplied by the relative coefficient, will be declared the winner

In case of ties in the final classification, the best finish will be assigned to the crew with the best result net of the coefficient, in case of further ties, the best finish will be assigned to the crew with the oldest car, in case of further ties, the best finish will be attributed to the crew with the best placement in the first 10 PC/TT carried out on Thursday, net of the coefficient.

The results will be published as per the Programme.

9.3 PROTESTS AND APPEALS

Protests and appeals must be submitted in the manner and within the terms established by the National Sporting Regulations.

- For each protest, the security deposit is € 350,00.
- For each appeal, the security deposit is € 3.000,00.

9.3.1 TERMS FOR SUBMISSION OF PROTESTS OR REQUESTS OF TIME CHECK

The classifications compiled at the end of Legs 1, 2 and 3 are to be considered final in the elements used to complete them. These classifications will be published 30 minutes before the start of each Leg: competitors may submit a complaint (including a request of timing verification) against published documents, until the time of their individual starts by presenting a document with reasons for the dispute to the Competitor Relations Officers present at the start.

Article 10 – PRIZES

The event will have the following honour prizes:

1. for the first 3 crews classified in the "COPPA USA" classification (see art. 9.1 point 1);
2. for the first 3 crews classified in the "POST 1000 MIGLIA ERA" classification (see art. 9.1 point 2);
3. Honour prizes will be awarded to all classified crews.

The crews that are not present at the awards ceremony will lose the right to the prizes assigned to them without the classification being modified.

Over the honour prizes the race will have the following prizes:

- a) The First and Second Crews of the "COPPA USA group Veteran" classification (see art. 9.1 point 1.a) will be guaranteed acceptance to the 1000 Miglia 2020 event, subject to payment of the entry fee and to the car being in compliance with the Race SRR.
- b) The First and Second Crews of the "COPPA USA group Novice" classification (see art. 9.1 point 1.b) will be guaranteed acceptance to the 1000 Miglia 2020 event, subject to payment of the entry fee and to the car being in compliance with the Race SRR.
- c) The First and Second Crews of the "Post 1000 Miglia Era group Veteran" classification (see art. 9.1 point 2.a) will be guaranteed acceptance to the 1000 Miglia 2020 event, upon payment of the entry fee and if the car is in compliance with the Race SRR.
- d) The First and Second Crews of the "Post 1000 Miglia Era group Novice" (see art. 9.1 point 2.b) will be guaranteed the acceptance to the 1000 Miglia 2020 event, upon payment of the entry fee and if the car is in compliance with the Race SRR.

The prizes that will give the right to participate in the 1000 Miglia 2020 edition will be given to the physical or legal subject to whom the invoice for the entry fee of the Warm Up Usa 2019 will be registered. The aforementioned subject's right to inform 1000 Miglia of a different subject that will acquire this right remains firm. Such request for modification must be sent via email to warmupusa@1000miglia.it on or before 15.10.2019. In any case, participation will be subject to the payment of the fee indicated in the Supplementary Race Regulations and will be guaranteed only to those cars which are eligible under the aforementioned Regulation.

Article 11 – GENERAL RULES

11.1 RESPONSIBILITIES

By the very act of entering for this event, each competitor declares for themselves and their drivers, for the staff on their own service vehicles and accompanying vehicles, for their dependents and assignees:

- to recognize and accept the provisions of the present SR, committing themselves to respect and to enforce them;
- to respect
- to relieve the Organizer 1000 Miglia S.r.l. and all the persons involved in the organization, as well as the Officials, the volunteers and the owners of the routes where the race takes place, from any responsibility for any damage which may occur to competitors, drivers, navigators, employees and appointees or things, or products or caused to third parties or things contributing thereto, drivers, navigators, employees and appointees.

11.2 ADVERTISING

No form of advertisement may be placed on the car, unless this is expressly provided for by the organiser, which will be announced by a special information bulletin.

The names of the crewmembers can be written on each of the sides of the competition cars in the maximum dimension of 10 x 40 cm per side.

A Club logo, not having advertising purpose (all or part thereof), can appear on each side of competition cars occupying a maximum space of 10 x 10 cm, per side or equivalent surface.

The original livery is tolerated as regards identification badges, even if they constitute advertising, limited however to what was originally used for that specific vehicle identified with the chassis number.

Any form of advertising that does not correspond to what is stated in this article will be removed by the Organiser and/or by Officials who will carry out checks before and during the race.

The breach of the provisions of this article will be sanctioned with 12.000 penalty. Those crews that will be found non-compliant with the provisions set forth above will be denied participation in future editions of the event. The organiser reserves the right to charge the offending crew with damages resulting from the contravention of this Article.

The participants therefore agree to assume the obligation to pay compensation for all damages suffered by the organiser and third parties in general, relieving the same from any liability, for any and all liability and/or damages resulting from the violation of the abovementioned prohibition

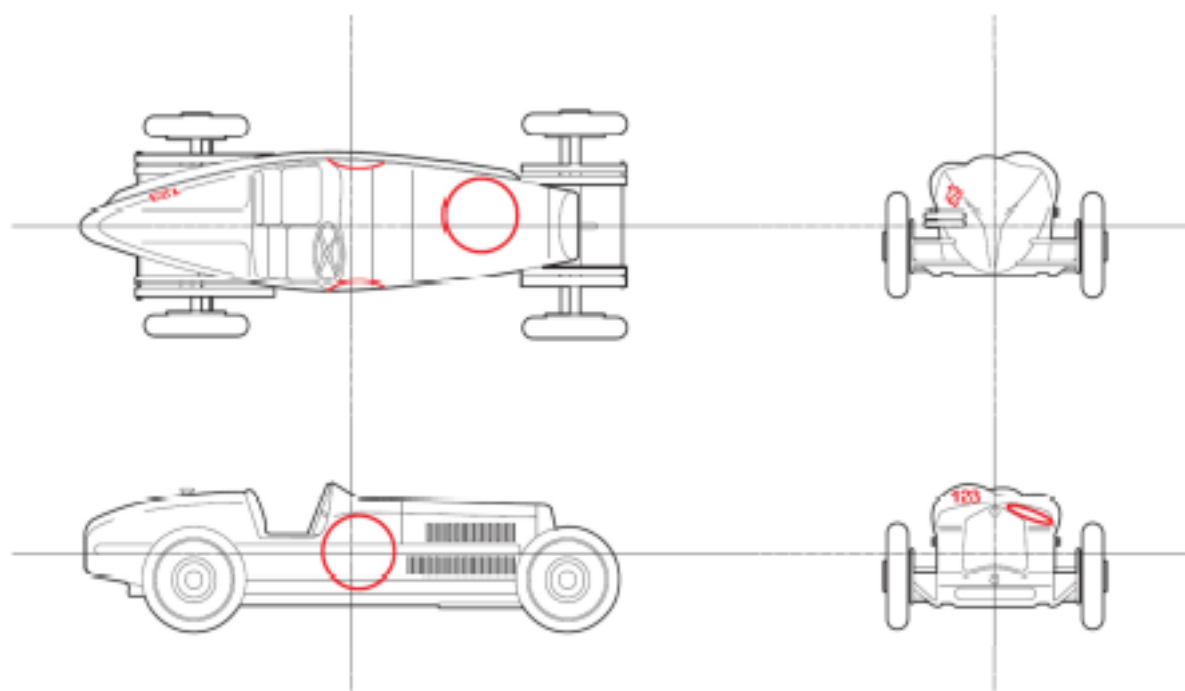
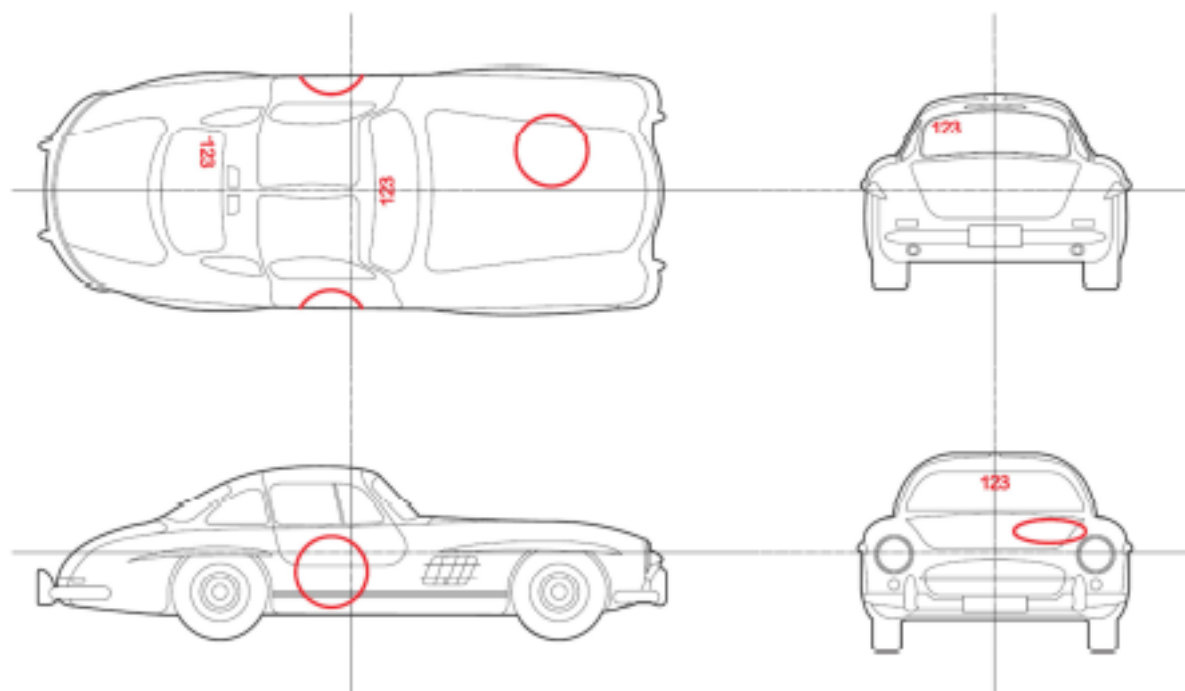
Article 12 – APPENDICES

The following appendixes are an integral part of these SRR:

- APPENDIX 1: Positioning of competition numbers on the cars;
- APPENDIX 2: Itinerary Table: (the definitive Itinerary Table will be communicated with the Road book);
- APPENDIX 3: Maps of the route: (will be communicated with the Road book);
- APPENDIX 4: Signage Posters of Checks.

Allegato 1: Posizionamento Numeri di Gara sulle vetture




Attachment 1: Positioning of Race Numbers on the cars



Allegato 2: Tabella delle Distanze e dei Tempi

Allegato 4: Cartellonistica dei controlli

Attachment 4: Control Signs

CARTELLI DEI CONTROLLI - CONTROL SIGNS									
1000 MIGLIA								1000 MIGLIA	
INIZIO ZONA CONTROLLO • CONTROL AREA START		CONTROLLO • CONTROL		FINE ZONA CONTROLLO • CONTROL AREA END					
CO / TC		 GIALLO/YELLOW mt 25 circa - approx.		 ROSSO/RED mt 25 circa - approx.		 BEIGE			
						CT / PC			