

1000MIGLIA 2020

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From:	Clerk of the course		
To:	Entrants - Crews		
Pages of the document:	2	Attachments:	1

SPECIAL PROCEDURES PROVIDED FOR AND APPLIED TO THE 1000 MIGLIA 2020 RACE IN ORDER TO REDUCE ASSEMBLIES OF CARS, CREWS AND THE PUBLIC ALONG THE COURSE

A) DOCUMENT "Ideal Transit Times" - Attached

The document is produced with the aim of mitigating the Covid-19 virus by reducing the number of cars, crews and spectators along the route. Attention and consequent action is aimed at developing especially in urban centres, in correspondence with certain control stations provided for in the race programme.

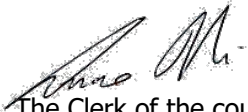
The document indicates theoretical transit times at the Time Controls, the Passage Controls, the start of the Timed Trials and the Average Trials. Ideal transit times in the places or near the Road book reference points are also indicated. These are considered useful for regulating travelling speed, and to prevent the competition cars from stopping in crowded places. The timetables, distributed to all the crews, are personalised for groups of 3 cars, the 3 cars scheduled every minute.

B) PROCEDURES FOR TIME CONTROLS (CO/TC)

1. At the Time Controls **1 BRESCIA-Viale Venezia, 4 CERVIA-Milano Marittima, 9 ROMA-Parco de' Medici and 14 PARMA-Parco Ducale** (Starting Time Controls) the normal procedure indicated in Article 9.2 of the Supplementary Regulations will be applied.
2. At the Time Controls **2 FERRARA-Piazza Castello, 6 FABRIANO-Piazza Garibaldi, 11 SIENA-Piazza del Campo and 15 TREVIGLIO-Fiera** (Time Controls scheduled the end of dinner or lunches) the procedure indicated in Article 9.2 of the Supplementary Regulations will be applied.
3. At the Time Controls **5 URBINO-Piazza Mercatale, 7 ASCOLI PICENO-Piazza del Popolo, 10 RADICOFANI-ZI and 12 VIAREGGIO-Piazza Brizzi**, the procedure provided for in Article 9.2 of the Supplementary Regulations has been modified: each crew must pass at a moderate and constant speed, at the time indicated in the Attachment "Ideal Transit Times" in front of the Time Control station described in the Road book and identified by standard signs, without stopping to have the time noted on the Time Card. Crews will be able to pass through the aforementioned Time Controls, **with an advance or a delay of 5' (-5' / + 5')** without incurring a penalty. The Marshals/Timekeepers in charge of the control will take note of the actual transit and will check compliance with the constant movement arrangement. Advances or delays exceeding -5' / +5' (subject to tolerance for delay) will be penalised as provided for in Article 11 of the Supplementary Regulations.
4. At the Time Controls **3 CERVIA-Milano Marittima, 8 ROMA-Villa Borghese, 13 PARMA-Via Garibaldi and 16 BRESCIA** (Arrival Time Controls) the normal procedure indicated in Article 9.2 of the Supplementary Regulations will be applied.

C) PROCEDURES FOR PASSAGE CONTROLS (CT / PC)

At all the Passage Controls, the procedure has been modified: the crews will pass at moderate speed, in constant motion at the Passage Control described in the Road book and identified by the signs provided for by the Supplementary Regulations, without stopping for the affixing the stamp to the Time Card. The marshals in charge will check compliance with the provision of constant movement. The transit of the cars will be recorded via GPS-Tracking installed on all cars: failure to transit will be penalised as provided for in Article 11 of the Supplementary Regulations.



The Clerk of the course
Lucio DE MORI