

WARM  
UP  USA

18<sup>TH</sup> – 23<sup>RD</sup> OCTOBER  
2022



# GUIDE



1000MIGLIA



## 18<sup>TH</sup> OCTOBER, TUESDAY

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4:00pm	<b>Participants arrivals and check in</b> – Salamander Resort & Spa, Middleburg
4:00pm – 6:00pm	<b>Cars check in</b> – Salamander Resort & Spa, Middleburg
6:00pm – 7:00pm	<b>Warm Up USA, Briefing</b> – Salamander Resort & Spa, Middleburg
7:00pm	<b>Dinner</b> – Salamander Resort & Spa, Middleburg

## 19<sup>TH</sup> OCTOBER, WEDNESDAY

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7:30am – 8:30am	<b>Breakfast</b> – Salamander Resort & Spa, Middleburg
9:00am – 9:45am	<b>Drive to Summit Point Raceway</b>
10:00am – 12:30pm	<b>Training before the race (I° session)</b> – Summit Point Raceway, WV
12:30pm	<b>Light Lunch</b> – Summit Point Raceway, WV
1:45pm – 5:00pm	<b>Training on track (II° session)</b> – Summit Point Raceway, WV
5:15pm – 6:30pm	<b>Drive to Salamander Restort &amp; Spa</b> – Micro 1000 Miglia Trophy
7:00pm – 7:30pm	<b>Warm Up USA, Briefing on the next race day</b> – Salamander Resort & Spa, Middleburg
7:30pm	<b>Dinner</b> – Salamander Resort & Spa, Middleburg

## 20<sup>TH</sup> OCTOBER, THURSDAY

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7:30am – 8:30am	<b>Breakfast</b> – Salamander Resort & Spa, Middleburg
9:00am	<b>Cars Line Up</b> – Middleburg Town
9:30am	<b>Leg 1/Sector 1 – First Car Leaving</b> – Middleburg Town
12:30pm – 1:30pm	<b>Lunch</b> – James Madison, Monpelier
1:30pm	<b>Leg 1/Sector 2 – First Car Leaving</b> – James Madison, Monpelier
5:45pm – 6:45pm	<b>Dinner</b> – Creighton Farms, Aldie, VA
6:45pm – 7:15pm	<b>Drive to Salamander Resort &amp; Spa</b>
7:30pm – 8:00pm	<b>Warm Up USA, Briefing on the next race day</b> – Salamander Resort & Spa, Middleburg

1<sup>ST</sup> LEG

20<sup>TH</sup> OCTOBER, THURSDAY



## 21<sup>ST</sup> OCTOBER, FRIDAY

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7:00am – 7:30am	<b>Breakfast</b> – Salamander Resort & Spa, Middleburg
8:00am	<b>Cars Line Up</b> – Middleburg Town
8:30am	<b>Leg 2/Sector 3 – First Car Leaving</b> – Middleburg Town
12:15pm – 1:30pm	<b>Lunch</b> – Beverly Equestrian, Middleburg
1:30pm – 2:00pm	<b>Drive to Salamander Resort &amp; Spa</b>
2:00pm – 3:00pm	<b>Rest moment</b> – Salamander Resort & Spa, Middleburg
3:30pm	<b>Cars Line Up</b> – Middleburg Town
4:00pm – 5:30pm	<b>Middleburg Trophy</b> – Middleburg Town
5:30pm – 7:00pm	<b>Dinner “Barbeque on the Road”</b> – Middleburg Town
7:30pm – 8:00pm	<b>Warm Up USA, Briefing on the next race day</b> – Salamander Resort & Spa, Middleburg

## 22<sup>ND</sup> OCTOBER, SATURDAY

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6:30am – 7:00am	<b>Light Breakfast</b> – Salamander Resort & Spa, Middleburg
7:15am	<b>Cars Line Up</b> – Middleburg Town
7:45am	<b>Leg 3/Sector 4 – First Car Leaving</b> – Middleburg Town
8:00am – 9:00am	<b>TTs &amp; Breakfast</b> – Creighton Farms, Aldie, VA
9:00am	<b>Leg 3/Sector 5 – First Car Leaving</b> – Creighton Farms, Aldie, VA
11:45am – 12:45pm	<b>Lunch</b> – Congressional Country Club
12:45pm	<b>First Car Leaving for the Embassy of Italy</b> – Washington, D.C.
2:00pm	<b>First Car Arriving</b> – Embassy of Italy (Italian Soil)
3:00pm – 4:00pm	<b>Prize Giving Ceremony</b> – Embassy of Italy (Italian Soil)
4:00pm – 5:30pm	<b>Drive to Salamander Resort &amp; Spa</b>
5:30pm – 6:30pm	<b>Rest moment</b> – Salamander Resort & Spa, Middleburg
7:30pm	<b>Cocktail Party</b> – Salamander Resort & Spa, Middleburg

## 23<sup>RD</sup> OCTOBER, SUNDAY

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8:30am – 10:30am	<b>Farewell Breakfast</b> – Salamander Resort & Spa, Middleburg
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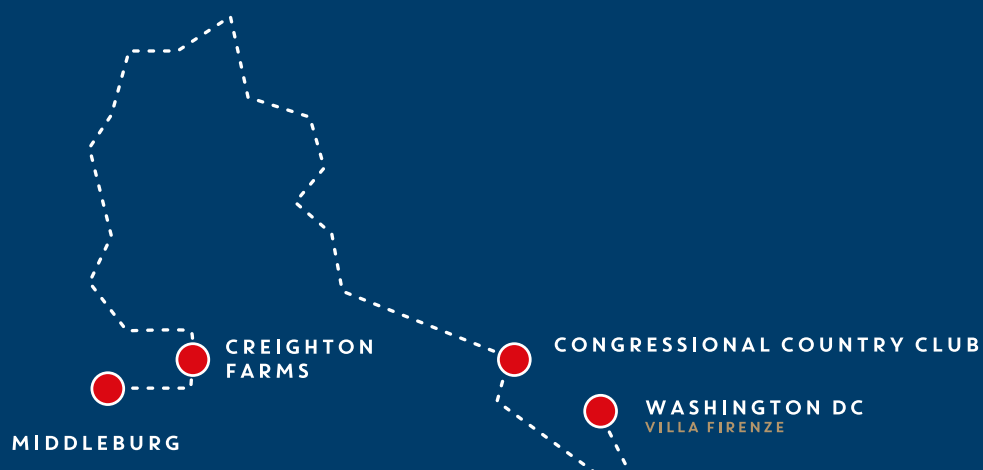
## 2<sup>ND</sup> LEG

21<sup>ST</sup> OCTOBER, FRIDAY



## 3<sup>RD</sup> LEG

22<sup>ND</sup> OCTOBER, SATURDAY



## PURPOSE

This Warm Up is a 1000 Miglia style race experience.

We want you to be safe, finish the race, compete and have fun. It all starts with preparation – from the car to you.

## SAFETY MATTERS

These are old cars. Nowhere near as safe as a modern car.

Accidents can happen. The number one reason is aggressive driving.

Overtaking in no passing zones, apexing blind corners, running stop signs and traffic signals all to keep up or get ahead. The 1000 Miglia Warm Up USA event is not a speed race. You are not Stirling Moss or Sebastian Vettel. Give yourself space and room to react. The modern cars sharing the road can stop in half the distance a classic car. If they stop quickly, you won't. The physics are simple. Stay alert, watch your rearview mirror. Before you make a pass, check your mirrors as there might be somebody coming up from behind you. If the roads are wet, be cautious. Really cautious. Your tires are not modern tires. Don't end up off the road.

Virginia, Maryland and DC all have stern laws. Reckless driving brings stiff fines or worse at 20 mph over the speed limit. Running lights and other aggressive maneuvers might bring the same. There is no immunity for this event or the Italian 1000 Miglia. Drive safely, respect traffic laws, finish the race without incident and you will be on the list to be invited back.

## BASIC RACE MANAGEMENT

Understanding how the race scoring works is essential because some simple decisions will help you achieve the highest placement in the race possible. In the Warm UP we will have 8 Time Stage (CO). For the 1000 Miglia there are typically  $\pm 18$  overall Time Stages (CO). It is more important to finish a CO on time than to complete in every Timed Trial (PC) or regularity stage (PM). If you are looking ahead and feel that you are tight on time to reach the CO, doing some quick math will allow you to make the best decision. On the 1000 Miglia the lunch stops are optional and they take a lot of time but in the Warm Up we have plenty of time. On the 1000 Miglia be quick or if you are running late, skip the lunch, you will pick-up an hour of time on the course.

On the Warm Up, if traffic seems to be an issue, relax we will suspend the CO time requirement. Don't speed to make the CO.

## HOW THE SCORING WORKS

There are 4 parts to the scoring of in the 1000 Miglia, and Warm Up USA.

### 1. Returning each of the ( $\pm 18$ ) Controllo Orario (Time Control - CO) tickets with each of the ( $\pm 24$ ) Controllo Timbro (Check Point - CT) stamps on the back.

This is the MOST IMPORTANT part of finishing the race. So long as you successfully return all Time Control (CO) tickets with the appropriate Checkpoint (CT) stamps on each one, you will have successfully finished the Mille race! Of the 400 or so cars each year, about 50 cars do not finish the race, and many are due to not handing in these CO tickets, or missing one of the Checkpoint (CT) stamps on them. So keep in in a wind-safe, dry place, follow the route and you will be guaranteed to finish the race. It doesn't matter how long it takes you to finish a CO section, so long as you hand in all the CO tickets with all of the CT stamps, you will have successfully completed the Mille Miglia. If you do not hand one of these CO tickets in, or if you miss one of the checkpoint CT stamps, you will be disqualified from the race.

### 2. Controllo Orario - Time Control (CO)

There are 8 COs in the Warm Up USA and typically  $\pm 18$  COs in the 1000 Miglia: 3 COs - Day 1; 2 COs Day 2 and 3 COs Day 3.

For each Time Control Stage, you need to use your official Start Time to calculate when you need to reach the finish line of that CO. Note that when you check your car in before the race, you will receive the official start time list for your car. This is an extremely important piece of paper, so don't lose it!

You will also receive the closing time of every CO. This is another important document as it informs you when the CO will be closed. For example, CO 1 is listed as 4 hours 30 minutes and your official start time of CO 1 is 8:41 AM, you will need to calculate your official finish time as 1:11 PM.

You have a 60 second "window" to cross the finish line to end a CO, in the 1000 Miglia there are three cars per 60 second window, so you need to be aware each Time Control Stage has an official clock display at both the start and finish line, use that time.

These official clocks are satellite synchronized, so if you have a GPS watch, the watch should have the exact same time. But make sure you check before you start each day.

In the example above, you have from 1:11:00 PM to 1:11:59 PM to cross the CO finish line. You will hand the race official your CO ticket, and they will mark your time, and then give you your new CO ticket for the next stage (if that stage is during the same day).

## HOW THE SCORING WORKS

This is a Regularity Race, so it is all about precision, so you cannot cross the CO finish line early. Early is just as bad as late, so cross the CO line when it is your time.

Sometimes the Race Officials will waive the early penalty for crossing a CO finish line, particularly at the end of each day, so again be aware this is a possibility.

Here is how scoring works.

You cannot gain points in the CO punctuality, you can only lose points.

Crossing the CO finish line at the appropriate time (within your designated one minute window) is essential to a high finish in the race.

The penalty for crossing the CO finish line early or late is the total of the following:

- For every minute or fraction there of early: 100 penalties
- For every first minute or fraction thereof late: 100 penalties with a maximum of 300
- For every delay beyond the maximum time: exclusion (\*)

In 1000 Miglia the penalty works as it:

- For one second to one minute: 100 negative penalty points
- For 1 minute to 2 minutes: 25 negative penalty points
- For 2 minutes to 5 minutes: 50 negative penalty points
- For 5 minutes to 10 minutes: 100 negative penalty points
- For 10 minutes to 20 minutes: 200 negative penalty points
- For 20 and to 30 minutes: 300 negative penalty points
- For delay beyond the maximum time: 12,000 negative penalty point

Many times during the race, the race director will waive CO time penalties for the field for a variety of reasons e.g., weather, accidents, etc.

Unfortunately, you won't know until you arrive at the end of the CO, but don't be too discouraged if you are sitting in a traffic jam and running late, you may be OK!

### 3. Prova Cronometrata: Time Trials (PC)

In 2022 there were 115 Time Trials (PC) 8 Regularity Trials (PM). It is important to recognize that PCs and the PMs are the only places you can gain points.

You cannot lose any points for not completing any of the PCs or PMs.

This is why understanding where you are in the CO is so important.

If you are late, you may choose to skip a series of PCs to arrive at the CO on time. PCs are about precision, and they are usually grouped in bunches of 5 to 10 at a time.



For each PC, there is a maximum of 300 points to be gained.

The table for points is part of the supplementary regulations and may change from year to year. The points you receive for a PC are multiplied by the coefficient for your car to get the total number of points for that PC.

For example, if a car with a coefficient of 1.50 completes PC 42 in 26.50 seconds with a given time allowed of 27.00 seconds, then this car would be awarded 150 of the possible 300 points for that PC. This score of 150 is then multiplied by the coefficient of 1.50. The official score will be 225 for PC 42. Each PC has its own time requirement. A poor result in one has no impact on the next one.

For example, there are two PCs back to back:

PC 42: 1:26 seconds

PC 43: 1:47 seconds

And, you finish PC 42 in 1:26.50 seconds, you will immediately start PC 43. You need to finish PC 43 in 1:47 seconds, not 1:46.50 seconds. The time you finish PC 42 has no impact on PC 43. Even though they are grouped together, each PC is separate, so you can do poorly on the first and do great those that follow.

A strategy that most drivers use is to drive quickly to near the end of the PC then slow down before the yellow clock sign and wait for the clock to count down, and then slowly roll through the finish line indicated by a red clock sign. This is a personal choice, and likely can depend on the weight of the car, brakes and transmission. You will learn how to control your car in the Warm Up.

#### 4. Regularity Trials (PM) – Average Speed Tests

In the 2022 edition, there were 8 PMs. Similar to a PC, each PM has a maximum point value of 300 (before car coefficient).

In this case, there are secret places along the route of the PM where your car is being timed. These secret locations have been predetermined. Your car is expected to arrive at the secret location at an exact time after you crossed the start line (and the passing time is taken by the GPS tracker device placed in your car). Every second your car is early or late to this location will determine your points. Similar to a PC, your point score is then multiplied by your coefficient to achieve your total score for that PM.

Tools to achieve success for the PM's. There are several different methods to achieve average speed Regularity success.

Watches that use GPS to track time, distance and average speed are very helpful.

There are also tables that can be printed from online sources that tell you an exact time you need to arrive at per 100m to help guide you. There are also several Apps that could be useful for these as well.

**HOW TO USE THE  
ROADBOOK**

The 1000 Miglia roadbook is very well organized. It is grouped by each of the different CO sections. At the front of each section, it shows you a map of the CO section, then gives you a summary of what will occur in the section (i.e., the number of CTs and PCs, how far apart they are etc.). Then comes a turn-by-turn symbolic view of the CO section.

**NOVICE  
OBSERVATIONS**

**1. Put Time Cards for the COs and CTs in a Wind-safe, Dry Place**

There is a whole lot going on during the race, and the navigator doesn't have a lot of spare time (nor does the driver!). Putting your time card in a safe, dry place is key. Regardless of whether you are driving an open or closed car, without being able to hand that piece of paper to get stamped at the different required cities and handing it in at the end of the time stage, you will be disqualified. If they fly out of the car they are not easy to find during the day, and nearly impossible to find at night!

**2. Look Ahead in the Roadbook**

The navigator should constantly look ahead at the route and try to find the landmarks that identify the different sections of the book. Although it is likely that most of the race you will be able to follow other cars ahead of you, that will not necessarily be true for the entire race, and which exit from a traffic circle can be very difficult to judge, it is easy to get lost, and if you don't know what page you are on in the roadbook, it is difficult to find your way back! An excellent tool to help with location in the roadbook is a GPS watch. If you remember to reset the watch when you cross the start line of the CO, you can use the distance travelled function of a watch similar to an odometer. The left hand column of each page of the roadbook is the total distance you have travelled from the beginning of the CO, so it is easy to find your spot in the book.

When you are travelling on a highway during the race (which happens from time-to-time), looking ahead in the roadbook is even more important. Because you are travelling at higher speeds, it is harder to follow other cars, difficult to see the 1000 Miglia signs on exits, and if you miss a turn, it can take you many minutes to get yourself back on course, so be wary. This is one of the most accident-prone places on the course as well, seeing an exit at the last minute, and trying to swerve and brake to make the exit. Avoid this by looking ahead in your roadbook!

### 3. Keep Track of Fuel Consumption

The fuel gauge in most classic cars does not function well, and 200 - 300 miles per day is a long way. Track fuel consumption (or distance travelled between fill-ups) will allow a co-driver to look ahead and plan fuel stop. Note, in Italy there are not many 24-hour fuel stations, so ensure you are full of fuel at the end of the business day. Another good strategy is to try to fuel up between the time stages (if you can). The roadbook has most petrol stations marked, so plan ahead. It is also better to make a fuel stop at the end of a CO instead of at the beginning because again it gives you more options.

### 4. Get your Timing Device Ready in Advance

We recommend getting your timing device ready at least 10 min before you get to a PC or PM, and making sure that you are on the correct section, it is easy to press the wrong button and by mistake advance the menu, and unless you are an expert it can take several minutes to reset the device.

### 5. Bring Cash

Not all the petrol stations take credit cards, so have plenty of cash handy. Same for buying supplies during the race.

### 6. If You Are Late Skip Lunch (in Italy)

There is typically a planned lunch stop that is between Time Stages on Day 2 and 3 that typically last for about an hour. If you are OK on time, that is great, enjoy your lunch. However, if you are late, or having car trouble, skip the lunch stop and you will pick up a valuable hour towards the CO you are on.

### 7. Stock Up on Snacks and Water

With all the excitement, it is easy to forget to drink water, but this is a long race so stay hydrated. If you have the room, take snacks with you in case you end up with some kind of time pressure.

### 8. Get to the COs Early

The easiest way to reduce stress during the race is to get to the end of your CO early. This will allow you to do a variety of things off the clock, like refuel, get some food or water, check oil etc. Also, try to position your car in a way that doesn't get blocked in by other cars because you need to cross the line during your 60 second window.

## SCORING THE RACE

### 1.1 -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. 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.

For every Time Trial will be assigned a penalty of 1 negative point for each 1/100 of second early or late.

### 1.2 - Time Controls (CO/TC)

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

Each competitor (even when 2 cars a minute have been planned for) must be measured on the minute (e.g. for transit time 2:01 p.m. it will be possible to transit without penalty from 2:01:00 p.m. to 2:01:59 p.m.). The excesses as regards the ideal times established will not determine the classification in this event.

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.

## CLASSIFICATION

The following 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. 8 of the Supplementary Regulations.

1. 1000 MIGLIA ERA for all 1000 Miglia Era cars entered
  - 1000 MIGLIA ERA group Veteran crews
  - 1000 MIGLIA ERA group Novice crews
2. POST 1000 MIGLIA ERA for all the Post 1000 Miglia Era cars entered
  - POST 1000 MIGLIA ERA group Veteran crews
  - POST 1000 MIGLIA ERA group Novice crews

## PRIZES

The event will have the following honour prizes:  
 for the first 3 crews classified in the 1000 MIGLIA ERA classification;  
 for the first 3 crews classified in the POST 1000 MIGLIA ERA classification;  
 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:























The First and Second Crews of the 1000 MIGLIA ERA CLASS group Veteran classification will be guaranteed acceptance to the 1000 Miglia 2023 event, subject to payment of the entry fee and to the car being in compliance with the Race SRR.

The First and Second Crews of the 1000 MIGLIA ERA CLASS group Novice classification will be guaranteed acceptance to the 1000 Miglia 2023 event, subject to payment of the entry fee and to the car being in compliance with the Race SRR.

The First and Second Crews of the Post 1000 Miglia Era group Veteran classification will be guaranteed acceptance to the 1000 Miglia 2023 event, upon payment of the entry fee and if the car is in compliance with the Race SRR.

The First Crews of the Post 1000 Miglia Era group Novice will be guaranteed the acceptance to the 1000 Miglia 2023 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 2023 edition will be given to the physical or legal subject to whom the invoice for the entry fee of the Warm Up USA 2022 will be registered.

	INIZIO ZONA CONTROLLO - CONTROL AREA START	CONTROLLO - CONTROL	FINE ZONA CONTROLLO - CONTROL AREA END			INIZIO ZONA CONTROLLO - CONTROL AREA START	CONTROLLO - CONTROL	FINE ZONA CONTROLLO - CONTROL AREA END
<b>CO / TC</b>	 GIALLO/YELLOW ← mt 25 circa - approx. →	 ROSSO/RED ← mt 25 circa - approx. →	 BEIGE		<b>CT / PC</b>	 GIALLO/YELLOW ← mt 25 circa - approx. →	 ROSSO/RED ← mt 25 circa - approx. →	 BEIGE
<b>PC</b> SINGOLE O CONCATENATE LUNGHEZZA INFERIORE / UGUALE A 300 MT.	 GIALLO/YELLOW ← mt 25 circa - approx. →	 ROSSO/RED ← lunghezza inferiore/uguale →			 ROSSO/RED ← length inferior/equal to 300mt. →		 ROSSO/RED ← lunghezza inferiore/uguale - length inferior/equal to 300mt. →	 BEIGE ← mt 25 circa - approx. →
<b>TT</b> SINGLE OR CONNECTED LENGTH INFERIOR / EQUAL TO 300 MT.								
<b>PC</b> SINGOLE O CONCATENATE LUNGHEZZA SUPERIORE A 300 MT.	 GIALLO/YELLOW ← mt 25 circa - approx. →	 ROSSO/RED ← mt 25 ca - approx. →	 BEIGE		 GIALLO/YELLOW ← mt 25 circa - approx. →	 ROSSO/RED ← mt 25 circa - approx. →	 BEIGE	 GIALLO/YELLOW ← mt 25 circa - approx. →
<b>TT</b> SINGLE OR CONNECTED LENGTH SUPERIOR TO 300 MT.								 BEIGE ← m t 25 circa - approx. →
<b>PM</b> PROVA DI MEDIA CON UNO O PIU' CONTROLLI SEGRETI	 GIALLO/YELLOW ← mt 25 circa - approx. →	 ROSSO/RED ← mt 25 ca - approx. →						
<b>AT</b> AVERAGE TEST WITH ONE OR MORE SECRET CONTROLS								 ROSSO/RED ← estensione della prova di media / extention of average test →



# COPPA DELLE ALPI

*by 1000 Miglia*

1<sup>ST</sup> - 4<sup>TH</sup> MARCH  
2023



## 1<sup>st</sup> Leg

1<sup>ST</sup>, WEDNESDAY  
Italy → Switzerland

## 2<sup>nd</sup> Leg

2<sup>ND</sup>, THURSDAY  
Switzerland → Austria

## 3<sup>rd</sup> Leg

3<sup>RD</sup>, FRIDAY  
Austria → Italy

## 4<sup>th</sup> Leg

4<sup>TH</sup>, SATURDAY  
Italy → Italy

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1000 MIGLIA







# EVENTS

## 2022

18<sup>TH</sup> – 23<sup>RD</sup> OCTOBER  
2022

4<sup>TH</sup> – 8<sup>TH</sup> DECEMBER  
2022

WARM  
UP  USA

 XPERIENCE  
UAE

## 2023

1<sup>ST</sup> – 4<sup>TH</sup> MARCH  
2022

31<sup>ST</sup> – 2<sup>ND</sup> MAR – APR  
2023

END OF APRIL



WARM  
UP  CH

13<sup>TH</sup> – 17<sup>TH</sup> JUNE  
2022

1000  
MIGLIA  
2023

1000  
MIGLIA  
GREEN  
>>> CROSSING THE FUTURE

 XPERIENCE  
2023

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1000  
MIGLIA  
2023

13<sup>TH</sup> - 17<sup>TH</sup> JUNE  
2023



**1<sup>st</sup> Leg** / 13<sup>TH</sup> TUESDAY

Brescia → Cervia - Milano Marittima

**2<sup>nd</sup> Leg** / 14<sup>TH</sup> WEDNESDAY

Cervia - Milano Marittima → Rome

**3<sup>rd</sup> Leg** / 15<sup>TH</sup> THURSDAY

Rome → Parma

**4<sup>th</sup> Leg** / 16<sup>TH</sup> FRIDAY

Parma → Milan

**5<sup>th</sup> Leg** / 17<sup>TH</sup> SATURDAY

Milan → Brescia

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1000 MIGLIA



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Mandatory registration  
for entering  
into the 1000 Miglia

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1000 MIGLIA

