



COPPA DELLE ALPI

by 1000 Miglia

COPPA DELLE ALPI BY 1000 MIGLIA 2024
Trieste, from 28st April to 3th May 2024

SPECIAL RACE REGULATIONS (S.R.R.)

This draft of the Special Race Regulations together with its attached: Times and Distances Table – Route maps – Signage of controls – Penalties and disciplinary measures, was sent to ACI SPORT for approval the 11th January 2024 and published on the organizer website on the 11th January 2024.

ORGANISATION: 1000 Miglia S.r.l.

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DEFINITIONS

Unless otherwise defined in the body of these SRR or in the General Terms and Conditions, the following terms shall have the following meanings.

- 1.1 **ASN:** means the National Sporting Association/Federation recognised by the International Automobile Federation in each country as the only sporting power qualified to apply the code of ethics adopted by the same and to regulate motor sports in all the territories under its jurisdiction.
- 1.2 **Admitted Drivers:** means the Crew members admitted and verified to drive the car entered by the Competitor.
- 1.3 **Chairman of the Stewards:** these are the officials indicated in Art. 2 of these SRR.
- 1.4 **Clerk of the Course:** means the official as per art. 2 of these SRR.
- 1.5 **Co-Driver:** means the Crew member assisting the driver.
- 1.6 **Competitor(s):** means the natural or legal person holding a Sports Licence suitable to enter a car and its drivers for the Event.
- 1.7 **CO/TC:** means the time control(s) that regulates/regulate the timing of the race.
- 1.8 **CPI:** means the personal identification mark suitable to uniquely and incontrovertibly identify a Driver.
- 1.9 **Crew:** means the crew appointed by the Competitor for each entered and/or admitted car composed of a maximum of 2 (two) Drivers.
- 1.10 **CSN:** means the national sports code adopted by ACI Sport.
- 1.11 **CT/PC:** means the passage controls.
- 1.12 **Driver:** means the natural person who takes part in the race with the role of driver and/or co-driver of an entered car. The driver(s) is/are indicated by the Competitor and must be in possession of the requirements of art. 5 of these SRR.
- 1.13 **Driver:** means the Crew member driving the car.
- 1.14 **FICHE ACI SPORT:** means the national technical document issued by Automobile Club Italia.
- 1.15 **FIA HERITAGE CERTIFICATE:** means the certificate issued by the Federation Internationale de l'Automobile.
- 1.16 **FIVA INTERNATIONAL IDENTITY CARD:** means the international document issued by the Fédération Internationale des Véhicules Anciens.
- 1.17 **General Terms and Conditions:** these are the general terms and conditions containing the terms and conditions of entry of competitors and forming an integral part of these SRR for anything not expressly derogated from or supplemented by the same.
- 1.18 **GPS TRACKER:** means the electronic equipment made available by the Organiser and installed on the vehicle.
- 1.19 **Leg:** means the leg of the race scheduled in the Programme.

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- 1.20 **Organiser:** means 1000 Miglia S.r.l. with registered office in Brescia, Via Enzo Ferrari 4/6, holder of ACI Sport licence no. 356540, Tax Code and VAT no. 03440020984, registered with the Brescia Companies' Register under no. 534270.
- 1.21 **Paddock:** means the area set up by the Organiser to carry out the administrative checks and scrutineering for the race.
- 1.22 **PC/TT:** means the time trials.
- 1.23 **PM/AT:** means the average trials.
- 1.24 **Programme:** means the Race programme referred to in art. 3 of these SRR.
- 1.25 **Race:** means the car race called "COPPA DELLE ALPI BY 1000 MIGLIA 2024".
- 1.26 **Race Officials:** means the race officials referred to in art. 2 of these SRR.
- 1.27 **Registered Trademarks:** means the following trademarks: "1000 Miglia", "MILLE MIGLIA", "Coppa delle Alpi by 1000 Miglia" both verbal and figurative.
- 1.28 **RNS:** means the National Sporting Regulations adopted by ACI-Sport and its sector regulations, as applicable.
- 1.29 **Road Book:** means the document prepared by the Organiser indicating the route of the Race.
- 1.30 **Sponsor:** means sponsors who have a sponsorship contract with the Organiser.
- 1.31 **Sponsor Team:** means the team of cars indicated by the sponsor in its team in accordance with the sponsorship contract.
- 1.32 **SRR:** means these Special Race Regulations.
- 1.33 **TDT:** means the itinerary, times and distance table attached to the SRR, the final version of which is included in the Road Book or in the Information Bulletins.
- 1.34 **Technical Support Convoy:** this refers to the pathfinder, "pace car" and "technical car" as well as other vehicles defined and appointed by the Organiser and their crews.
- 1.35 **Time Card:** means the document showing the transit times recorded at the CO/TCs.
- 1.36 **Website:** means the website <https://1000miglia.it/>.

All the times stated in these SRR are understood as referring to the Time Zone in use in Italy, namely "Greenwich Mean Time + 1 hour" conventionally UTC (GPS) signal | Italy: GMT+1

Value Added Tax (VAT) will be applied on all amounts stated in these SR at a rate of 22% (updated to 21/12/2023). Any variation on this percentage will be notified in the Bulletin and will be enforced in compliance with the laws issued by Italy.

Article 1 - ORGANISATION

This event will be run in compliance with the International Sport Code (and relevant appendixes, where applicable), with the National Sport Regulations (and relevant appendixes where applicable) and with other provisions of the ACI Sport, which are understood to regulate whatever is not indicated in the following articles.

The Organiser states that the competition will have all the necessary administrative authorisations and the required insurance coverage.

Article 2 - OFFICIALS

Clerk of the course:	Mr. Lucio DE MORI	licence 20623
Deputy Clerk of the Course	_____	licence _____
“Giudice Unico”	_____ (ACI Sport Delegate)	licence _____
Sporting secretary of the event	_____	licence _____
Competitor Relations Officers	_____	licence _____
	_____	licence _____
Safety Manager	_____	licence _____
Chief Medical Officer	_____	licence _____
Scrutineers	_____	licence _____
	_____	licence _____
	_____	licence _____
	_____	licence _____
	_____	licence _____
Technical Scrutineers:	_____ (ACI Sport delegate)	licence _____
	_____	licence _____
	_____	licence _____
Marshals:	of the Automobile Club of Brescia, Trieste, Belluno, Trento, Bolzano, Aosta.	
Time keeping Service:	F.I.CR. (Federazione Italiana Cronometristi)	
Head of Timing Service:	_____	(_____)
Results:	_____	(_____)
Press Officer:	_____	(_____)

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.

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Article 3 - PROGRAMME

3.1 PROGRAMME BEFORE THE COMPETITION WEEK

Thursday 11th January 2024

Date of publication of SRR

Website

Opening date for entries

Competition Secretary

Wednesday 28rd February 2024 at 16:00

Closing Date for entries

Competition Secretary

Deadline for communication of crews belonging to a
"Sponsor Team"

Competition Secretary

by Monday 11 March 2024

Communication to entrants of their acceptance

Competition Secretary

Publication of list of Competitors and cars accepted

(After this date, it will no longer be possible to replace competitors,
crews and registered cars)

Website

Deadline for sending of graphics for a Sponsor Team sticker

Competition Secretary

by Friday 19 April 2024

Deadline for the refund of deposit payment from competitors who
have not been accepted

Competition Secretary

3.2 PROGRAMME FOR THE COMPETITION WEEK

Administrative checks - Distribution of the race

numbers and race documents	Place	Trieste,TBA.....		
	Date	28/04/2024	time	14:30-19:00
Pre-race Technical Scrutineering	Place	Trieste,TBA.....		
	Date	28/04/2024	time	15:00 -19:00
Publication of the start list	Place	Website – ONB		
	Date	28/04/2024	time	19:30
Briefing of the Clerk of the Course	Place	Trieste,TBA.....		
	Date	28/04/2024	time	19:30
Start leg 1	Place	Trieste, Piazza Unità d'Italia		
	Date	29/04/2024	time	07:30
Arrival leg 1	Place	Cortina D'Ampezzo,TBA.....		
	Date	29/04/2024	time	18:30
Start leg 2	Place	Cortina D'Ampezzo,TBA.....		
	Date	30/04/2024	time	08:00
Arrival leg 2	Place	Seefeld in Tirol,TBA.....		
	Date	30/04/2024	time	17:30
Start leg 3	Place	Seefeld in Tirol,TBA.....		
	Date	01/05/2024	time	07:00
Arrival leg 3	Place	St. Moritz,TBA.....		
	Date	01/05/2024	time	18:00
Start leg 4	Place	St. Moritz,TBA.....		
	Date	02/05/2024	time	07:00

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Arrival leg 4	Place	Gstaad,TBA.....		
	Date	02/05/2024	time	18:45
Start leg 5	Place	Gstaad,TBA.....		
	Date	03/05/2024	time	08:00
Arrival leg 5	Place	Courmayeur,TBA.....		
	Date	03/05/2024	time	16:30
Publication of the Final Classification	Place	Official Notice Board - Website		
	Date	03/05/2024	time	17:00
Prize Giving	Place	Courmayeur,TBA.....		
	Date	03/05/2024	time	from 19:00

Competition headquarters	Place	Brescia, c/o 1000 Miglia Srl – Via Enzo Ferrari n. 4/6
	Date	by 28/04/2024

Website	www.1000miglia.it
Official Notice Board in App	App Sportity
App Sportity	Password: CDAMM2024

Article 4 - GARA

The Organiser 1000 MIGLIA S.R.L. holder of the licence n. 356540, announces and organises, from 28 April 2024 to 03 May 2024 a "Superclassica" Regularity Competition for Historical Cars, on invitation, to be known as:

COPPA DELLE ALPI BY 1000 MIGLIA 2024

The race will be held over 5 (five) days.

Article 5 - COMPETITORS, DRIVERS AND CARS ALLOWED

5.1 COMPETITORS AND DRIVERS ALLOWED

5.1.1 Competitors, and crew members must hold a valid ACI Sport Competitor/Driver's Licence or a valid regularity licence (for Italian competitors/Drivers) or a valid Co-driver or Competitor/Driver's licence, issued by their ASN (for foreign competitors/drivers of International or National - with authorisation to compete in the event - level) valid in Italy.

5.1.2 At least one of the two crew members must be in possession of a valid driving licence during all the legs of the race. Crew members without an Italian driving licence, or in any case valid in Italy, must also present, if necessary, an international driving licence, valid in Italy

5.1.3 A competitor who is a physical entity, entering a vehicle for the competition must always be on board the vehicle throughout the race. In the case of a Competitor being a legal person, he/she may enter more than one car and appoint a Crew for each one, but it is expressly forbidden to exchange Crews between the entered cars.

5.1.4 During all the phases of the competition the vehicle may be driven only by crew members who have been verified and accepted with that specific vehicle.

5.1.5 Crew members below the age of 14 (i.e. those who have not yet turned 14 at the date of the end of the checks) and older than 85 years of age (i.e. those who will have already turned 86 as of 04.05.2024) will not be accepted.

5.1.6 Passengers will not be allowed, that is, crew members who have not been verified and who are not in possession of the requirements of Article 5.1.1, 5.1.2 and 5.1.5 of these SRR.

5.1.7 DOCUMENTATION REQUIRED IN ORDER TO OBTAIN A SPORTS LICENCE

The maximum age for obtaining the regularity licence, whether daily for foreigners or annual for Italians, is 85 years for both sexes. Below is the list of the documentation necessary for obtaining the prescribed licence:

a) Drivers of Italian nationality UNDER 85 at the date of the closure of the race

In order to issue/renew the licence, the following documents are required:

- medical certificate for non-competitive sports activities (Facsimile in Appendix 1 to these SRR) obtained in Italy as per current regulations;
- driving licence (only for drivers);
- ACI membership card (for those not in good standing with the association, it will be possible to renew/issue this on-site by communicating the data of the car used every day, or the licence plate number of the historic car entered in the race, depending on the type of ACI Service required).

b) Co-drivers (not permitted to drive the car) of Italian nationality UNDER 85 at the date of the end of the race

In order to issue/renew the licence, the following documents are required:

- medical certificate for non-competitive sports activities (Facsimile in Appendix 6 to these SRR) obtained in Italy as per current regulations;
- ACI membership card (for those not in good standing with the association, it will be possible to renew/issue this on-site by communicating the data of the car used every day, or the licence plate number of the historic car entered in the race, depending on the type of ACI Service required).

c) Drivers not of Italian nationality UNDER 85 at the date of the end of the race

In order to issue/renew the licence, the following documents are required:

- medical certificate for non-competitive sports activities (Facsimile in Appendix 6 to these SRR) obtained in Italy as per current regulations; alternatively, a medical certificate of good health issued abroad, written in English, signed and stamped by a doctor.
- self-certification stating you do not hold other valid licences issued by other ASN and to not having incurred disciplinary sanctions;
- national and international driving licence.

d) Co-drivers (not permitted to drive the car) not of Italian nationality UNDER 85 at the date of the end of the race

In order to issue/renew the licence, the following documents are required:

- medical certificate for non-competitive sports activities (Facsimile in Appendix 6 to these SRR) obtained in Italy as per current regulations; alternatively, a medical certificate of good health issued abroad, written in English, signed and stamped by a doctor.
- self-certification to not possessing other valid licences issued by other ASN and to not having incurred disciplinary sanctions.

5.2 SPONSOR – SPONSOR TEAM

5.2.1 “SPONSOR”

The Sponsors of Coppa delle Alpi 2024 who are entitled, by contract, will be able to:

- a) create a "Sponsor Team" made up of the vehicles indicated in their own quota as per the sponsorship contract (article 5.2.2 of these SRR);

5.2.2 “SPONSOR TEAM”

Over and above what is stated in Article 5.2.1 in these SRR, the Sponsors who request it will have the opportunity to create a “Sponsor Team” and enjoy the following conditions:

- a) the use of an additional advertising space (adhesive) on the sides of the competition car for each car that is part of the “Sponsor Team”;

"Sponsor Teams" are not comparable to the racing teams.

5.3 ACCEPTED CARS

A Maximum of 30 cars will be admitted to the competition.

Cars produced in the period 1927 - 1957 must necessarily be in possession of a 1000 Miglia Registry certificate, provisional or definitive.

Cars produced up to 1990 must have one of the following documents:

- ACI HISTORICAL AUTO REGULARITY FORM;
- HTP FIA HTP ACI;
- Certificate of registration in the Aci Storico Club Registry;
- FIVA-ASI form ASI homologation or identity certificate (GOLD PLATE);
- Certificate of registration in the AAVS National Historical Register;

Limited to international races registered in the FIA calendar and in the ACI-Sport Calendar of national races with foreign participation (ENPEA):

- FIA historic car regularity pass;
- FIVA identity card.

In addition to the cars competing, up to a maximum of 10 modern cars will be admitted.

No type of certification will be required for these vehicles.

5.3.1 The cars must also belong to the following classification periods:

A	built	from Origins to 1904;
B	built	from 1905 to 1918;
C	built	from 1919 to 1930;
D	built	from 1931 to 1946;
E	built	from 1947 to 1961;
F	built	from 1962 to 1965;
G	built	from 1966 to 1971;
H	built	from 1972 to 1976;
I	built	from 1977 to 1981;
J1	built	from 1982 to 1985;
J2	built	from 1986 to 1990.

Each car must be included in each period based on the actual year of construction.

5.3.2 The cars allowed will be divided into the following Group:

- RC 1: cars belonging to the Periods A, B, C (built until 1930)
- RC 2: cars belonging to the Periods D, E (built from 1931 to 1950)
- RC 3: cars belonging to the Periods E, F, G (built from 1951 to 1969)
- RC 4: cars belonging to the Periods G, H, I (built from 1970 to 1981)
- RC 5: cars belonging to the Periods J1, J2 (built from 1982 to 1990)

For each group, the cars admitted will be divide in allowed displacement classes:

- 1) until 1.600 cc
- 2) from 1.601 to 2.000 cc
- 3) beyond 2.000 cc

5.3.3 The cars with “test” number plate will not be admitted.

5.3.4 SELECTION OF REGISTERED CARS

The selection of registered cars will take place at the sole discretion of the Organizer.

5.3.5 The cars entered must comply with the periodic revision of the vehicles if required and in accordance with the provisions of the laws of the country of registration. If the country of registration does not provide for the periodic revision of the cars, the competitor must produce a self-declaration in which he must declare the lack of need for revision according to the laws of the country of registration and consequently, he will declare to be able to circulate in his own country of origin having undergone all the technical checks to demonstrate the perfect efficiency of the car and all its devices. In the absence of this document the crew will not be able to pass the administrative checks.

5.4 RACE NUMBERS – ENTRY LIST

Without prejudice to particular organizational needs, the assignment of race numbers, also valid for drawing up the Starting Order, will preferentially respect the ascending order based on the year of manufacture. Specific race numbers may be assigned at the discretion of the Organizer.

Article 6 – ROUTE

The competition route will have an overall length of Km 1.620,59 and will be described in the Itinerary Table (TDT) attached to these SR, 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.

There will be 90 Time Trials (PC/TT), 18 Average Trials (PM/AT), 17 Time Controls (CO/TC) and 8 Passage Controls (CT/PC).

The start will be in Trieste,TBA..... at 07:30 on Monday 29/04/2024 and the arrival will be in Courmayeur,TBA..... as from 16:30 on Friday 03/05/2024.

The competition will take place on roads open to traffic, barring any limitations set by the competent Administration Authorities, with average speeds not exceeding 50 Km/h.

Article 7 - ENTRIES

7.1 Participation in the race is by invitation: 1000 Miglia S.r.l. shall send invitations to take part in the competition to those subjects selected by the same and at its sole discretion.

The Organisers will not be required to motivate the reason for exclusion, nor will the said exclusion allow for the request for damages and/or refund of expenses, excepting for the return of the deposit (Art. 7.3 of these SRR).

7.2 METHOD OF PRESENTATION OF THE APPLICATION FORM

Entry applications may only be submitted via the Website.

The presentation date of each competitor's entry application coincides with the date on which the sum provided for in art. 7.3 below is credited to the bank account in the name of the Organiser. Entry must be formalized according to the days and times indicated in the Programme of these SRR.

Acceptance of the entry application will be announced to the Competitor according to the terms and conditions set out in these SRR.

7.3 ENTRY GUARANTEE DEPOSIT

7.3.1 Payment of Euro 3.660,00 (VAT included), valid as a deposit for entry of the car and team must be made in one of the following ways:

- a) by Credit Card (only VISA - MASTERCARD) by 16:00 (GMT+1) on Wednesday 28rd February 2024;
- b) 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 16:00 (GMT+1) on Wednesday 28rd February 2024.

7.4 REQUEST TO ENTRY OF A "SPONSOR TEAM"

In order to inform the Organizer of the willingness of a sponsor entitled to exercise the "Sponsor Team" option, the specific application form signed by the legal representative of the Sponsor must be sent, confirmed by email by the Competitors of the identified cars, no later than 16:00 p.m. (GMT+1) on Wednesday 28rd February 2024, to participants@1000miglia.it with a request for acceptance by the receiver and followed by confirmation of receipt by the receiver.

Competitors with certified electronic mail (PEC) must send the abovementioned notice to the PEC address: 1000miglia@legalmail.it

7.5 ACCEPTABILITY OF ENTRY REQUESTS

Entry requests must be complete with all the necessary documentation, also photographic, accompanied by the greatest number of documents attesting the history of the registered vehicle, and the payment of the deposit.

Failure to pay the deposit means the request for entry will not be taken into consideration.

Requests which are untrue, incomplete, without documentation or with amounts owing to the organisation, will not be taken into consideration.

The organisation reserves the right not to accept vehicles whose drivers have been penalised in previous editions of the "1000 Miglia".

The organizer also reserves the right not to accept the entry of drivers who for three times during the previous year's race committed infractions of exceeding the speed limit set by the authorities in charge and detected by the Speed Test prepared by the Management Race.

7.6 ACCEPTANCE OF ENTRY

By Monday 11 March 2024, each team will be able to verify on-line, inside its own reserved area, whether or not the entry for the competition has been accepted. Confirmation will nonetheless be sent also to the e-mail address indicated in the relative area of the entry form.

To complete entry it will be necessary to enter the Bank details in the relative section of the on-line form, for the return of the fee, if necessary.

7.6.1 FINALISING ENTRY

Entry is understood as being finalised only on acceptance of the entry request by the organiser and to the allocation of the sum paid as a deposit in the sum paid as an entry fee.

After the car has been accepted at the event, 1000 Miglia Srl will issue a regular invoice, using the data requested during the entry phase.

By presenting the request for entry, the applicant authorises the organiser to consider the amount paid previously as a deposit, as an entry fee in the case of acceptance of the request for entry.

7.6.2 ENTRY FEE

The entry fee amounts to Euro 3.000,00 plus 22% VAT (total Euro 3.660,00) and includes:

- a) Participation in the competition after selection of the car:
 - kits of documents and technical materials required;
 - Official Merchandising;
 - n. 2 Pass.
- b) Hospitality for a crew of two persons, including:
 - n. 6 nights in a double room (not more than 4 stars) with breakfast IN 28 April 2024 - OUT 4 May 2024;
 - n. 5 light buffet lunch per person;
 - n. 6 light dinner per person;
 - Prize ceremony.
 - Possibility to participate in the final conference on Saturday 4 May 2024.

7.6.3 REFUND OF THE ENTRY FEE FOR CREWS NOT ACCEPTED

In the case of non-acceptance of a car by the organiser, the deposit will be refunded by bank transfer or accredited on the credit card, by Friday 19th April 2024.

7.6.4 WITHDRAWAL OF AN ENTERED CAR

In all cases:

- the request for withdrawal of the entry application, i.e. the entry, must be sent by e-mail to participants@1000miglia.it with a request for acceptance by the recipient and followed by confirmation of receipt by the recipient himself. Competitors provided with certified e-mail (PEC) must send the abovementioned notice to the PEC address: 1000miglia@legalmail.it;
- if due, the refund of the entry fees will take place within 60 (sixty) days following the announcement date of the withdrawal.

7.7 REFUND OF THE ENTRY FEE IN CASE OF WITHDRAWAL OF THE ENTRY APPLICATION OR THE ACCEPTED ENTRY

Except as otherwise provided in Article 7.8 below, in the event of withdrawal, for any reason, of the entry application

or the accepted entry by a Competitor, the entry fees shall be refunded only as follows:

From: opening date for entries To: closing date for entries	The fee paid as deposit by the Competitor shall be entirely refunded to the latter, net of administrative charges in the amount of Euros 150.00 plus VAT equal to 22%;
From the day following the closing date for entries To: publication of list of Competitors and cars accepted	The fee paid as a deposit by the Competitor shall be entirely refunded to the latter, net of a penalty equal to Euro 1,000.00 (VAT exempt pursuant to article 15, paragraph 1, Italian Presidential Decree 633/72);
From the day following the publication of the list of Competitors and cars accepted To: Friday 29 th March	The entry fee paid by the Competitor will be refunded in full to the Competitor, less a deduction for secretarial and management fees of 50% of the fee paid plus VAT at 22%;
From: Saturday 30 th March	The entry fee shall not be refunded

7.8 FAILURE TO PASS ADMINISTRATIVE CHECKS

In the case of failure to pass the administrative checks and/or scrutineering, the competitor will not have the right to the refund of the entry fee paid, but will retain the right to make use of the hospitality envisaged for the team and any gifts and gadgets distributed directly by the sponsors. This right shall be guaranteed only if the competitor or a crewmember with proxy signed by the competitor are present at the pre-competition administrative checks. Therefore, if Competitors or drivers authorised by the same, are not present at the pre-competition checks, they will not be entitled to the refund of the entry fee, nor will they be allowed to enjoy the hospitality provided for the crew or any benefit or facilities reserved to the participants.

7.9 POSTPONEMENT OF THE EVENT DUE TO FORCE MAJEURE

The Organiser reserves the right, at any time and at its sole discretion, to postpone the Event if an extraordinary event qualifying as a Force Majeure circumstance occurs, or, for the occurrence of extraordinary and unforeseeable events, not dependent on its will, which may directly or indirectly influence the ordinary running of the event, such as, but not limited to, health emergencies, epidemics, pandemics, measures taken by the Public Authorities, earthquakes, landslides, floods or, in general, any other natural disaster that makes it impossible to hold all or part of the Event.

Any request for withdrawal shall be subject to the provisions set forth in Article 7.7 according to the new deadlines that will be communicated.

7.10 CANCELLATION OR SUSPENSION OF THE EVENT DUE TO FORCE MAJEURE

The Organiser reserves the right, at any time and at its sole discretion, to cancel and/or suspend the Event if an extraordinary event qualifying as a Force Majeure circumstance occurs, or, for the occurrence of extraordinary and unforeseeable events, beyond its control that may directly or indirectly influence the ordinary course of the event, such as, by way of example but without any limiting intent, health emergencies, epidemics, pandemics, measures by the Public Authorities, earthquakes, landslides, floods or, in general, any other natural calamity that makes it impossible to hold all or part of the Event.

In case of cancellation or suspension of the Race, the Organiser shall refund the entry fees as follows:

From: opening date for entries To: closing date for entries	The fee paid as a deposit by the Competitor shall be entirely refunded to the latter;
From the day following the closing date for entries To: Monday 11 th March	The fee paid as a deposit by the Competitor shall be entirely refunded to the latter net of a deduction as administrative and management costs equal to 20% of the fee paid plus VAT at 22%

From: Tuesday 12 st March To: Friday 29 th March	The entry fee paid by the Competitor will be refunded in full to the Competitor, less a deduction for secretarial and management fees of 50% of the fee paid plus VAT at 22%;
From: Saturday 30 th March	The entry fee shall not be refunded

In case of postponement of the race, the aforementioned time limits will be extended.

Article 8 - GENERAL OBLIGATIONS

8.1. ADMINISTRATIVE CHECKS

The procedures for carrying out the administrative checks may be totally or partially dematerialised according to the regulations prepared by the ASN and national or territorial government Bodies.

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 therefor of participating in the race, in the ways and means established in the programme. The Sports Inspectors and Road Traffic Police will undertake the following checks and formalities:

- a) checking of mandatory documents for competitors and drivers to be presented in original copy:
 - valid driving license, national and international;
 - sports licence of the nation of belonging or Italian daily licence, the latter for foreign crews only;
 - medical certificate;
 - valid competition car insurance;
 - competition car registration papers;
 - possible declaration of non-necessity of periodic revision of the vehicle according to the laws of the country of registration of the vehicle.
 - written authorization from competitor's N.S.A. if this does not belong to the EU / if this was not included in the registration form.
- b) hand out and apply the Personal Identification Device (CPI) described in Article 8.2 of these SRR;
- c) sign, for acceptance, the check forms drawn up by the organiser and the Road Traffic Police.

8.2 PERSONAL IDENTIFICATION DEVICE (CPI)

During the administrative checks, a Personal Identification Device (CPI) will be applied to each driver, in order to identify clearly the participant for the entire duration of the event.

The staff delegated by the organiser will be responsible for the application of this device and this cannot be refused by the driver.

The device cannot be ceded and cannot be removed until the end of the competition on penalty of exclusion from the race.

The exhibition of the (CPI) can be requested by Officials or by escorting Road Traffic Police, at any moment. The absence of the sticker can result in the exclusion of the crew and the car from the race.

In the case of breakage or loss of the (CPI) the driver must first notify it to the first Competitor Relations Officer he finds along the route.

8.3 Only members of crews who have passed the pre-competition administrative checks can participate in the competition.

No exchanges of authorised drivers are allowed between cars in the race.

Should persons other than those who have passed the pre-competition administrative checks be found on board a competition car during the race, except for the transport of an injured person, the car and its driver will immediately be excluded from the race; this also does not exclude further penalties to be decided at the discretion of the Stewards

8.4 COMPETITION NUMBER STICKERS

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

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

8.4.1 APPLYING THE COMPETITION STICKERS TO THE CARS

Cars must be presented for technical checks with all the kit stickers mentioned in Article 8.4 of these SR 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.

8.5 SCRUTINEERING

After having passed all the administrative checks, the crews must submit the cars to scrutineering, in the ways and times stated in the programme. Failure to do so will lead to the cars being excluded from the race. Checks will be as follows:

- a) check of the correct positioning of the stickers in compliance with Articles 8.4. and 8.4.1 of these SRR and check of the sound and light signals suitable for travelling on the road;
- b) The cars must have one of the following valid sports documents:
 - Registro 1000 Miglia Certificate
 - ACI Historical Car Regularity Fiche;
 - HTP FIA or HTP ACI;
 - Certificate of registration in the ACI Storico Club Register;
 - FIVA-ASI Fiche Certificate of homologation or ASI identity (Targa ORO);
 - Certificate of registration in the AAVS National Historic Register;Limited to international races registered in the FIA calendar and in the ACI Sport Calendar of national races with foreign participation (ENPEA);
 - FIA regularity historical car pass;
 - FIVA identity card.
- c) placing of safety equipment as per Article 8.6 of these SRR.

The configuration of the cars must comply with the criteria established by the ACI regulations, regardless of the sports document presented for admission to the races.

Foreign registered cars entered by foreign crews and without the documents listed in this article, can be admitted with a declaration of conformity to the sporting rules issued by the competitors themselves to the Organizers and countersigned by the same.

Failure to comply with even one of the above provisions is grounds for non-admission to the race, with the decision of the "Giudice Unico". Likewise, cars that do not provide sufficient guarantees of suitability and safety may not be

admitted.

Competitors who do not show the documents requested above will not be admitted to the competition.

After the administrative checks, the competitors will receive all the documents necessary to present themselves for scrutineering, including any information circulars and other instructions given by the Race Management.

8.6 SAFETY EQUIPMENT

The GPS Tracker equipment supplied by the organiser must remain installed on the competition car for the entire duration of the race. The equipment must be returned to the CO/TC at the final arrival.

The device will be pre-installed during the scrutineering by company engineers (a strip of Velcro will be applied on the vehicle to fix the device) and all necessary information as well as a use manual for the device will be provided, as well as a release form for the use of data recorded on the device itself.

The “GPS Tracker” will track compliance to the route of the competition by the team and will also record the speed of the car. Recorded data will be available to the competition Directors and Stewards in order for them to take disciplinary action against the competitors who have broken the Road Safety Rules and the competition regulations, aside from any other provisions that could be taken by Police Officers who have detected an infringement of the law. Data could be made available following a request by the legal authorities.

The data recorded by means of the GPS - Tracker equipment installed on all cars entered in the event shall be made available exclusively to the competent Public Authorities.

In the case of loss or malfunction of the GPS Tracker, the competitor will notify this to the Competitor Relations Officer at every T.C. or those responsible for technical devices present at every lunch break and every arrival/start of each Leg.

In the case of withdrawal of a competitor along the route of the various Legs, the GPS Tracker will be returned to the Competitor Relations Officers or to the persons responsible for this in the Technical Support Convoy (Technical Car and Pace Car).

8.7 OBLIGATIONS OF COMPETITORS

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

The Officials - those in Charge (Article 2 of these SRR) positioned in the Technical Support convoy (teams in the Front Car, Pace Car and Technical Car), Road Traffic Police Officers will notify violations and offences of the Regulations, and the Instructions stated above.

In the case of infringements, the CoC will notify the “Giudice Unico” who will apply the following penalties:

- first offence: 1.000 penalty points;
- second offence: 12.000 penalty points.

Depending on the seriousness of the offence, the “Giudice Unico” will apply the penalties up to exclusion from the event, even after only one offense.

In each Leg, the CoC can undertake speed checks on all the cars in the race.

The Officials along the route as well as all the cars in the Technical Support convoy (Article 2 of these SRR, teams in the Front Car, Pace Car and Technical Car) and Road Traffic Police Officers will also be responsible for supervising the conduct of the competitors and their service and team vehicles, notifying the Clerk of the course of any offence but without taking any independent decisions.

Also Road Traffic Police Officers and local Police Members in the relative areas can notify the CoC of any offences by competitors and their service and team vehicles.

Driving behaviour should always be prudent for oneself, for Officials, and especially for spectators.

Each competitor is always responsible also for the behaviour of their service and team vehicles, which must necessarily strictly observe the instructions given by Officials and Marshals and must follow the route envisaged in the Road book in some parts of the competition route. Failure to comply with this provision will result in sanctions against the relevant competitor, and may even lead to expulsion from the race, at the “Giudice Unico’s” discretion.

Article 9 – RUNNING OF THE COMPETITION

9.1 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 Appendix 4 of these SRR.

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.

9.2 STARTING ORDER

The starting order for all the Legs will be completed taking into account the assigned race numbers (see Art. 5.4).

9.3 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 Appendix 4 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 SR (Appendix 5).

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.

9.4 TIME TRIALS (PC/TT)

The term PC/TT is used to refer to timed stretches of the route, between two consecutive set points, in which the drivers must comply with the times set as indicated in the TDT, the Time card, the Road book or communicated by a Bulletin.

PC/TT readings will be carried out as follows:

- a) Readings carried out with photocell: the reading equipment will be positioned at the height foreseen by the RDS of ACI Sport; a red string with a diameter of 8/12 mm will be laid in correspondence of the reading line, which identifies the line connecting the photocell and the reflecting element.
- b) Readings carried out by pressure switch.

The PC/TT will be provided in groups with variable numbers: for each group of PC/TT, a single reading system will be adopted, communicated by a Bulletin.

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.

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 SR (Appendix 5).

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.

In the stretch of route between the yellow sign at the beginning and the beige sign at the end of the reading area, access is also forbidden to the drivers and navigators who arrive in the control area before their transit time.

Cars that will travel in a PC/TT in a different direction from that foreseen by the organizer will be excluded from the race.

No complaint is allowed for any obstacles, difficulties or impediments that may occur in the distance covered during the PC/TT: each competitor must overcome them with their own means and abilities, while respecting the rules of the Highway Code of the countries crossed.

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.

9.5 AVERAGE TRIALS (PM/AT)

PM/AT are those stretches of the route in which the drivers must maintain a predetermined hourly average, indicated in the TDT and in the Time Card: any difference, for early or late arrival, with respect to the ideal transit time on the secret finish lines set in these Trials will result in a penalty as provided for in Attachment 4.

The Road book will indicate the beginning and end place of each PM/AT. In the sector between the beginning and the end of the PM/AT, the average is measured in one or more points not known by the driver: the TDT will indicate the number of measurements envisaged for each PM/AT. Up to 5 detections can be envisaged for each PM/AT. There will be no PM/AT end sign: this station will be clearly indicated in the Road Book.

The transit time will be measured to the second, rounded down, by the GPS Tracker equipment installed during the pre-race checks. No objection is allowed against this detection.

9.5.1 START OF AVERAGE TRIALS (PM/AT)

a. The PM/AT start will be "free start". Each PM/AT start will consist of two positions provided in the RB, located between 40 and 100 metres apart.

The first station will only be signalled by a sign with a held flag on a yellow background.

The second station, created to allow the best precision of the timing function of the GPS-Tracker reading the transit of the car already in movement, will not be manned by marshals and will be indicated by a sign with hand held flag on a red background.

A pre-warning reference of the two above-mentioned stations will also be indicated in the Road Book: this reference, normally determined by a station preceding the PM/AT, will be clearly highlighted in the information column of the said Road Book.

b. The competitor, once he has received an "all clear" signal from the marshals at the first station must proceed immediately, without stopping, to the second station and take the actual start for the PM/AT from the **Zero space/Zero time** line corresponding to that station. At this line, the competitor must start counting space and time in order to respect the imposed average assigned for each Trial.

c. In order to allow the competitor to reach the ideal average, there will be no measurements during the first kilometre of each Trial.

d. No complaints will be accepted regarding any obstacles, difficulties or hindrances that may arise in the course of the PM/AT: each competitor must overcome them using his or her own means and abilities, while respecting the Road Traffic Regulations.

9.6 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 5).

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.

9.7 TYRES - SNOW CHAINS

For the entire duration of the race it is mandatory to use winter tyres or M+S and to have chains aboard the cars.

Article 10 – MAXIMUM LATENESS

A crew will be over the maximum lateness:

- if it transits through a Time Control (CO/TC) with more than 15 minutes delay.
- if it accumulates delays through various Time Controls totalling more than 30 minutes delay.

The race will take place in accordance with the provisions of the RDS Auto Storiche. In particular:

- The official theoretical times that the drivers will be required to respect will be exclusively those indicated in the timetable;
- The use of time recording devices by drivers will not be subject to any restrictions;
- The official time of the race will be UTC provided by the GPS system. The synchronization of the conductor detection devices can only be carried out on the clock located at the start of the stage, but without connecting to it;
- The parc fermé regime will only be envisaged at the controls, in the area between the start and end signs of the sector. No other type of closed park will be provided.

Article 11 – ARRIVAL

Arrival check will be Courmayeur,TBD..... and will be open from 15:00.

Article 12 – CLASSIFICATION – PROTESTS AND APPEALS

12.1 CLASSIFICATION

The following classifications will be drawn up:

- a. Overall, Coppa delle Alpi 2024.

12.2 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.

12.2.1 TERMS FOR SUBMISSION OF PROTESTS OR REQUESTS OF TIME CHECK

The classifications compiled at the end of Legs 1, 2, 3, 4 and 5 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 13 – PRIZES

HONOUR PRIZES

The event will have the following honour prizes:

- for the first 3 crews of the overall classification: prizes for both crew members

A participation prize will be provided for all classified crews.

The ranking will be drawn up without any difference on the penalties accumulated during the race, as established by the art. 13 RDS Regularity.

Article 14 - GENERAL RULES - RESPONSIBILITIES

14.1 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 National Sporting Regulations (and Sector Rules) and the present SRR, committing themselves to respect and to enforce them;
- under their direct responsibility, to have their Drivers, their assistance personnel, employees and appointees sign these SRR for acceptance, which shall be strictly observed;
- to relieve the Italian Automobile Club, the ACI Sport, the ACI Brescia, the Organiser 1000 Miglia S.r.l. and all persons involved in the organisation, as well as the Automobile Clubs involved in the event, the Local Authorities involved, the Officials and the owners of the routes where the competition takes place from any liability regarding any damages to competitors, or their drivers, navigators, employees and agents, or things, or produced or caused to third parties or of objects by the competitor himself, his drivers, navigators, employees and agents.

Throughout the course of the event, drivers shall scrupulously comply with all the provisions of the Highway Code and the instructions given by the Clerk of the Course, as well as behave conscientiously and prudently. In addition, they shall not stop the car, reverse, make U-turns, open the doors or obstruct other crews in any way in the control zones identified by the start and end control zone signs.

Drivers and navigator must behave prudently for themselves, for the Officials and, in particular, for spectators. It is forbidden to lean out of the moving car. In the event of road obstructions or other cases of force majeure occurring prior to the start, the race route may be modified, or particular sections of it may be neutralised, in which the prescription of any average speed could lead to dangerous situations.

14.2 DISPUTES

Competitors undertake to resolve any dispute of a patrimonial nature that may arise due to facts arising from the application and/or interpretation of these SRR and from the course of the Event by means of the sports arbitration provided for in articles 236 et seq. of the National Sporting Regulations and the ACI Sporting Justice Regulations for disputes of a sporting nature that occurred during the Event. All disputes of a technical and disciplinary nature definitively decided by the Organiser and/or its own bodies that have given rise to penalisation or exclusion from the Event rankings or to financial penalties are expressly excluded from the sporting arbitration.

14.3 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, in compliance with the provisions of current ACI Sport legislation.

Competitors whose cars have been entered by Sponsors in "Sponsor Teams", are allowed to affix on each side of their cars a logo or writing with a maximum size of 10 cm x 20 cm or equivalent surface.

The logo or writing allowed may depict the sponsor's trademark and may appear on the cars belonging to each of the aforementioned "Sponsor Teams", and will in any case be submitted for prior authorization from the Organizer.

The number of authorised competition cars for each Sponsor, will be determined by the agreements signed between the Organiser and the Sponsor itself. To obtain the Organiser's authorisation, each interested Sponsor must submit the planned artwork and state which motor cars will be part of his "Sponsor Team" sending his request within and no later than Friday 29 March 2024, to the following address: participants@1000miglia.it.

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 15 – INSURANCE

15.1 INTRODUCTORY REMARKS

The entry fee includes the insurance premium for the competitors' civil liability to third parties for risks arising from circulation during the rally, along the route (fixed route and/or alternative) described in the Road book or in RG2 or given out by Bulletins and Clerk of the Course Communications.

15.2 DAMAGES COVERED BY THE INSURANCE

The Insurance Policy of the organiser is covering only the damages caused to third parties or properties of third parties by the organiser or by drivers entered in the rally. Any other damage suffered by the drivers, co-drivers or vehicles entered in the rally are not covered by the insurance.

15.3 ORGANISERS' RESPONSIBILITY

The organiser decline liability for any accident suffered by competitors or competing cars during the duration of the entire event, even in case of cataclysm, riots, demonstrations, vandalism, etc. Competitors and crew members shall suffer all the consequences (material, criminal and sporting) raised by any type of accident.

15.4 INSURANCE COVERAGE

The maximum amount covered by the Insurance Policy is € 25,000,000.00 for each accident for damages to persons and for damages to goods.

15.5 DURATION OF THE INSURANCE COVERAGE

This insurance, for all competitors, will become effective at the start of procedure for car scrutineering. The insurance ceases at the end of the event or at the end of the event or, in case of withdrawal, disqualification or exclusion from the race, at the time taken into account will be the closing time of the following TC.

15.6 ACCIDENT NOTIFICATION

In case of an accident the competitor or his representative must immediately notify it to the Clerk of the Course. Place, circumstances under which the accident occurred, causes and consequences must be described. Likewise, the names and addresses of any witness or injured person must be indicated.

Article 16 – ATTACHEMENTS

The following attachements are an integral part of these SRR:

- ATTACHEMENT 1: Itinerary Table;
(the definitive Itinerary Table will be communicated with the Road book)
- ATTACHEMENT 2: Maps of the route;
- ATTACHEMENT 3: Positioning of competition numbers on the cars;
- ATTACHEMENT 4: Penalties and disciplinary measures;
- ATTACHEMENT 5: Signage Posters of Checks;
- ATTACHEMENT 6: Fac-simile Medical Certificate for non-competitive Sporting Activities.

Special Race Regulations of the classic regularity race titled for “Superclassica” on invitation of 28st April to 3th May 2024 called “Coppa delle Alpi by 1000 Miglia 2024”.

The Organiser declares to have made the modifications to the special standard regulations drawn up by ACI-Sport; the Organiser also declares its commitment to verify that all those who will take part in the race but who are not listed in these SRR will still hold a valid sports licence issued by the Federation.

The holding of the competition is in any case subject to the issue of a permit by the competent Ministry of Transport General Directorate for Road Safety as provided for in paragraph 3 art. 9 of the new road traffic law.

These Supplementary Regulations/Organisation Permit may be withdrawn at any time in the event of a breach by the organiser of Article 56 of the National Sporting Regulations as recognised by the Federation.

The Legal Representative signed *Mr. Alberto Piantoni*

The Clerk of the Course signed *Mr. Lucio De Mori*
(for having read and accepted the assignment)

For the Regional Delegation signed *Mr. Alessandro Tibiletti*

SEEN AND THEREBY APPROVES
THE SECRETARY OF ACI SPORTS BODIES

ATTACHEMENT 1

- Itinerary Table

The official and final TDT will be available in the Road book.

ATTACHEMENT 2

- Road Map



**COPPA
DELLE ALPI
2024**

**28TH – 4TH APRIL
MAY**



1st Leg

Trieste
(ITALY)

↳ Cortina D'Ampezzo
(ITALY)

2nd Leg

Cortina D'Ampezzo
(ITALY)

↳ Seefeld in Tirol
(AUSTRIA)

3rd Leg

Seefeld in Tirol
(AUSTRIA)

↳ St. Moritz
(SWITZERLAND)

4th Leg

St. Moritz
(SWITZERLAND)

↳ Gstaad
(SWITZERLAND)

5th Leg

Gstaad
(SWITZERLAND)

↳ Courmayeur
(ITALY)

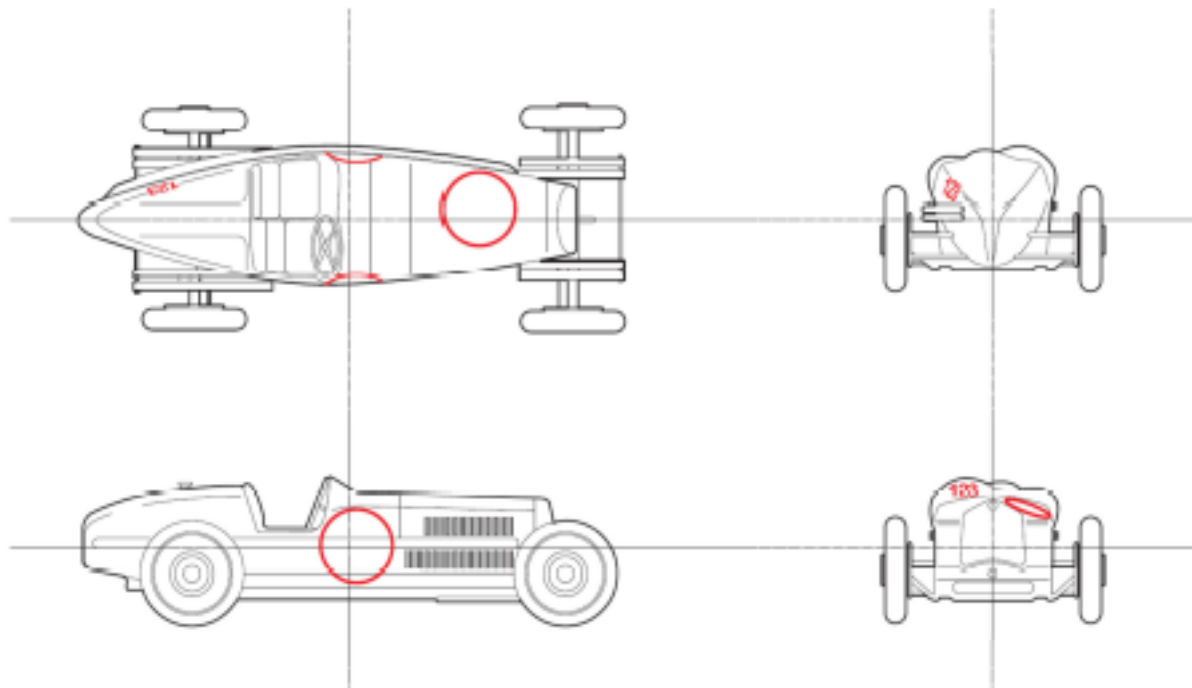
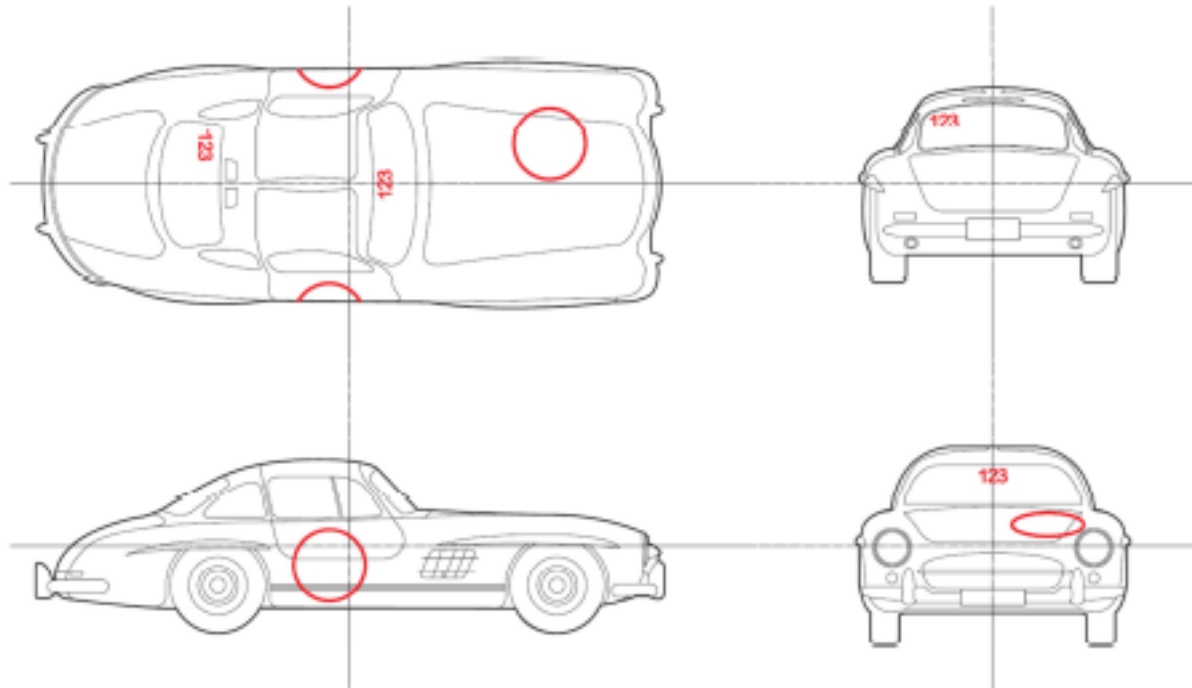


1.000 MIGLIA SRL



ATTACHEMENT 3

- Positioning of Race Numbers on the cars



Coppa delle Alpi by 1000 Miglia 2024 | Special Race Regulations

ATTACHEMENT 4

- 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 less 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.

ATTACHEMENT 5

- Control signs

CARTELLI DEI CONTROLLI - CONTROL SIGNS

		CO / TC *		CT / PC **		FINE ZONA CONTROLLO • CONTROL AREA END		INIZIO ZONA CONTROLLO • CONTROL AREA START		CONTROLLO • CONTROL		FINE ZONA CONTROLLO • CONTROL AREA END																	
		GIALLO/YELLOW mt 25 circa - approx.		ROSSO/RED mt 25 circa - approx.			BEIGE mt 25 circa - approx.	GIALLO/YELLOW mt 25 circa - approx.		ROSSO/RED mt 25 circa - approx.			BEIGE mt 25 circa - approx.																
		PC ***		INIZIO PC • START TT		INIZIO ZONA CONTROLLO • CONTROL AREA START		INIZIO ZONA CONTROLLO • CONTROL AREA START		CONTROLLO • CONTROL		INIZIO ZONA CONTROLLO • CONTROL AREA START																	
		SINGOLE O CONCATENATE LUNGHEZZA INFERIORE / UGUALE A 300 MT.	GIALLO/YELLOW		ROSSO/RED					ROSSO/RED			BEIGE																
		lunghezza inferiore/uguale - length inferior/equal to 300mt.																											
		TT ***																											
		SINGOLE O CONCATENATE LUNGHEZZA SUPERIORE A 300 MT.	GIALLO/YELLOW		ROSSO/RED					ROSSO/RED			BEIGE																
		lunghezza inferiore/uguale - length inferior/equal to 300mt.																											
		PC ***																											
		SINGOLE O CONCATENATE LUNGHEZZA SUPERIORE TO 300 MT.	GIALLO/YELLOW		ROSSO/RED					ROSSO/RED			BEIGE																
		mt 25 circa - approx.																											
		TT ***																											
		FINE / INIZIO PC • END / START TT																											
		FINE PC • END TT																											
		PM		INIZIO PM • START AT		INIZIO ZONA CONTROLLO • CONTROL AREA START		INIZIO ZONA CONTROLLO • CONTROL AREA START		CONTROLLO • CONTROL		LIMITE DELL'ESTENSIONE DELLA PM – LIMIT AT EXTENTION																	
		PROVA DI MEDIA CON UNO O PIU' CONTROLLI SEGRETI	GIALLO/YELLOW		ROSSO/RED																								
		estensione della prova di media / extension of average test																											
		AT										ROAD BOOK SYMBOL																	
		AVERAGE TEST WITH ONE OR MORE SECRET CONTROLS	GIALLO/YELLOW		ROSSO/RED																								
		mt 25 circa - approx.																											

***Ai Controlli Orari NON SEGUITI da Start Prova Cronometrata**

Le vetture sono autorizzate ad entrare nella zona di controllo (tra il cartello giallo e quello rosso di controllo) nel minuto che precede il loro minuto teorico di transito (solo se la zona è già stata liberata dalle vetture che precedono) oppure nel loro minuto teorico di transito e devono consegnare la tabella di marcia al cronometrista, per l'annotazione dell'orario di transito. I membri dell'equipaggio sono autorizzati a rimanere a bordo della vettura.

****Ai Controlli Timbro**

I membri dell'equipaggio devono rimanere a bordo della vettura e consegnare al commissario la tabella di marcia, per l'apposizione del timbro, senza iscrizione dell'orario di transito; la sosta nella zona deve essere limitata all'operazione di timbratura.

*****Nelle Prove Cronometrate**

Tra il cartello giallo di inizio ed il cartello beige di fine zona controllo è vietato l'arresto (fermo vettura/fermo ruote) e la sosta della vettura.

***At the Time Controls NOT FOLLOWED by Start Time Trials**

The cars are authorized to enter the control area (between the yellow and red control sign) in the minute preceding their theoretical transit minute (only if the area has already been freed from the cars ahead) or during their theoretical transit minute and must hand in the time card to the timekeeper, in order for him to note down the transit time. Crew members are allowed to remain on board the car.

****During the Time Trials**

Between the yellow sign at the beginning and the beige sign at the end of the control area, it is forbidden to stop (vehicle stopped/wheels stopped) and park the car.

*****At the Stamp Controls**

The crew members must remain on board the car and hand in the time card to the Marshal, where he will put the stamp, without inscription of the transit time; parking in the area must be limited only to the stamping operation.

ATTACHEMENT 6

- Facsimile Medical Certificate for non-competitive Sporting Activities

Certificato di idoneità alla pratica di attività sportiva di tipo non agonistico
Certificat d'aptitude à la pratique d'un sport non professionnel
Medical certificate for non-competitive sport activity

Sig. - Sig.ra \ Mons. - Mme \ Mr. - Mrs: _____

nato - nata a \ né à \ born in: _____

il \ le \ on: _____

indirizzo \ adresse \ address: _____

Il soggetto, sulla base della visita medica da me effettuata, dei valori pressione arteriosa rilevati, nonché dal referto del tracciato ECG eseguito in data _____

non presenta controindicazioni in atto alla pratica di attività sportiva non agonistica.

(Decreto del Ministro della Salute del 24 aprile 2013; Legge del 9 agosto 2013, n. 98, art. 42-*bis*; Legge 30 ottobre 2013, n. 125, art. 10 - *septies*; Decreto del Ministero della Salute dell'8 agosto 2014)

Based on a physical examination, including blood pressure readings, and from the results of the ECG test, carried out on _____

I hereby declare my client is in good health and fit to practice non-competitive sport activities

Sur la base d'un examen médical réalisé par mes soins, des valeurs de la pression artérielle relevées ainsi que du résultat du test ECG effectué le _____

le patient ne présente pas de contre-indication à la pratique d'activités sportives non professionnels.

Il presente certificato ha validità annuale dalla data del rilascio

Ce certificat est valable 1 an

This certificate is valid for a period of one year

Luogo | Lieu | Issued in: _____ il | le | on: _____

Il Medico \ le Medecin \ the Doctor (*firma e timbro - signature et tampon - signature and stamp*):
