



# 1000 MIGLIA > X P E R I E N C E ITALY

1000 MIGLIA EXPERIENCE ITALY 2026

Bari, from 9 to 11 April 2026

SUPPLEMENTARY REGULATIONS

(S.R.)

ORGANISATION: 1000 Miglia S.r.l.

## PROGRAMME

### PROGRAMME BEFORE THE COMPETITION WEEK

<b>Thursday 20 November 2025</b>	
Date of publication of SR	Website
Opening date for entries	Competition Secretary
<b>Thursday 19 March 2026 at 16:00</b>	
Closing Date for entries	Competition Secretary
<b>by Monday 23 March 2026</b>	
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
<b>By Thursday 2 April 2026</b>	
Deadline for the refund of deposit payment from competitors who have not been accepted and who were not on the waiting list	Competition Secretary

### PROGRAMME FOR THE COMPETITION WEEK

<b>Administrative checks - Distribution of the race numbers and race documents</b>	Place	Bari...TBA...		
	Date	09/04/2026	time	...TBA...
<b>Pre-race Scrutineering</b>	Place	Bari...TBA...		
	Date	09/04/2026	time	...TBA...
<b>Briefing of the Clerk of the Course</b> (Papers distributed at the Pre-race Checks)	Place	Bari...TBA...		
	Date	09/04/2026	time	...TBA...
<b>Publication of the starting list</b> "1000 Miglia Experience Italy 2026"	Place	Website -Official Notice Board		
	Date	09/04/2026	time	...TBA...
<b>Start leg 1°</b>	Place	Bari. Luigi Giannella square		
	Date	09/04/2026	time	13:00
<b>Arrival leg 1°</b>	Place	Polignano a Mare, ...TBA...		
	Date	09/04/2026	time	18:30
<b>Start leg 2°</b>	Place	Polignano a Mare, ...TBA...		
	Date	10/04/2026	time	08:30
<b>Arrival leg 2°</b>	Place	Lecce, ....TBA....		
	Date	10/04/2026	time	16:15
<b>Start leg 3°</b>	Place	Lecce, ....TBA....		
	Date	11/04/2026	time	08:00
<b>Arrival leg 3°</b>	Place	Taranto, ....TBA....		
	Date	11/04/2026	time	18:00



**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
“Giudice Unico”	_____TBD_____	licence _____
Sportive Scrutineers	_____TBD_____	licence _____
	_____TBD_____	licence _____
	_____TBD_____	licence _____
Technical Scrutineers:	_____TBD_____	licence _____
	_____TBD_____	licence _____
	_____TBD_____	licence _____
Sporting secretary of the event	_____TBD_____	licence _____
Time keeping Service:	F.I.Cr. /Federazione Italiana Cronometristi)	
Head of Timing Service:	_____TBD_____	(_____)
Results:	_____TBD_____	(_____)
Competitor Relations Officers	_____TBD_____	licence _____
Doctor:	_____TBD_____	licence _____
Press Officer:	Fulvia LODA GELMINI	
Marshals:	of the Automobile Club of Brescia, Bari, Lecce, Taranto	

### Article 3 - GARA

The Organiser 1000 MIGLIA SRL holder of the licence n. 356540, announces and organises, from 9 to 11 April 2026 a Classic Regularity Competition for Historical and Modern Cars, Superclassica, to be known as:

## 1000 MIGLIA EXPERIENCE ITALY 2026

The race belongs to zone 3.

The race will be held over 3 days.

### Article 4 - COMPETITORS, DRIVERS AND CARS ALLOWED

#### 4.1 CONCORRENTI E CONDUTTORI AMMESSI

- 4.1.1 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.
- 4.1.2 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
- 4.1.3 A competitor will be able to register, for each car, a crew composed of a maximum of two people who will be the only ones to stay on board the car during race.
- 4.1.4 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.
- 4.1.5 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.
- 4.1.6 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 14.04.2026) will not be accepted.
- 4.1.7 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 4.1.1, 4.1.2 and 4.1.6 of these SR.
- 4.1.8 **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 6 to these SR) 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 SR) 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 SR) 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 OVER 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 SR) 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.

## 4.2 ACCEPTED CARS

A maximum of 40 modern and historic cars will be admitted to the competition, with priority for cars produced up to 1990.

Cars with a "test" number plate are not allowed.

n. 35 modern cars.

### 4.2.1 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 1987;
J2	built	from 1988 to 1992;
K	built	from 1993 to 2000.

Each car must be included in each period based on the actual year of construction. In the absence of suitable documents certifying the vehicle's year of manufacture, the year of first registration indicated on the registration document will be used.

## 1000 Miglia Experience Italy 2026 | Supplementary Regulations

4.2.2 The cars allowed will be divided into the following Categories:

- Group RC1 cars belonging to the Periods: A, B, C (built until 1930)
- Group RC2 cars belonging to the Periods: D, E (built from 1931 to 1950)
- Group RC3 cars belonging to the Periods: E, F, G (built from 1951 to 1965)
- Group RC4 cars belonging to the Periods: G, H, I (built from 1966 to 1981)
- Group RC5 cars belonging to the Periods: J1, J2 (built from 1982 to 1992)
- Group RC6 cars belonging to the Periods: K (built from 1993 to 2000)

4.2.3. Within each category, the admitted cars will be divided into the following cubic capacity classes:

- 1) Up to 1.600 cc
- 2) From 1.601 to 2.000 cc
- 3) Over 2.000 cc

4.2.4 **1000 Miglia Experience Italy Modern Cars**

In addition to the provisions of Art. 4.2.1, vehicles produced from the year 2001 to the present will also be admitted to the competition.

In the absence of suitable documents certifying the vehicle's year of manufacture, the year of first registration indicated on the registration document will be used.

4.2.5. **SELECTION OF REGISTERED CARS**

During the Cars selection registered the Organizer will give priority Cars built before 1990.

4.2.6 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.

4.3 **RACE NUMBERS – ENTRY LIST**

The allocation of race numbers - which are also valid for the compilation of the Starting Order - carried out in the ascending order of the numbers assigned will, except for special organisational requirements, respect the criterion of the ascending order of the year of construction.

### Article 5 - ROUTE

The competition route will have an overall length of Km 705,00 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 65 Time Trials (PC/TT), 6 Average Trials (PM/AT), 11 Time Controls (CO/TC) and 4 Passage Controls (CT/PC).

The start will be in Bari, Largo Luigi Giannella at 13:00 on 09/04/2026 and the arrival will be in Taranto, .....TBA..... as from 18:00 on 11/04/2026.

The competition will take place on roads open to traffic, barring any limitations set by the competent Administration Authorities, with average speeds not exceeding 40 Km/h.

## Article 6 – ENTRIES

### 6.1 APPLICATION FORM

By signing the entry application form, the Competitor and Drivers undertake to submit only to the sporting jurisdictions recognised by the International Sporting Code and to the provisions of these SR.

Presentation of the entry form does not give the right to participate in the race as the organiser will select the requests and accept entries in his unquestionable judgement.

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. 6.3 of these SR).

### 6.2 METHOD OF PRESENTATION OF THE APPLICATION FORM

Entry applications may only be submitted via the Website [www.1000Miglia.it](http://www.1000Miglia.it)

Entry must be formalized according to the days and times indicated in the Programme of these SR.

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

### 6.3 ENTRY GUARANTEE DEPOSIT

The payment of the amounts specified below, according to the selected service package and serving as a security deposit for the registration of the vehicle and the Crew, shall be made using one of the following methods:

- a) by Credit Card (only VISA - MASTERCARD) by 16:00 (GMT+1) on Thursday 19 March 2026.
- 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 Thursday 19 March 2026.

The date that payment is credited to the Organiser's bank account, and not the date of the payment order, will be considered valid for entry.

For competitors using a bank account of a nationality other than Italian, entry requests will be considered valid - subject to verification by the Chief Executive Officer - if payment is made by the deadline set out in Article 6.3 of these Regulations, but with the date of actual credit to the Organiser's bank account no later than 7 (seven) days from the aforementioned deadline.

### 6.4 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 races organized to 1000 Miglia Srl.

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.

### 6.5 ACCEPTANCE OF ENTRY

By Monday 23 March 2026, each team will be able to verify online, 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.

## 6.6. 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.

## 6.7. ENTRY FEE

The following entry fees are envisaged:

### 6.7.1 BASIC ENTRY:

The Basic entry fee amounts to:

- € 3.900,00 plus 22% VAT (total € 4.758,00) for entries finalized within 29th January 2026;
- € 4.300,00 plus 22% VAT (total € 5.246,00 for entries finalized after 29th January 2026, but not later than 19th March 2026 and includes:

- a) Participation in the competition after selection of the car:
  - kits of documents and technical materials required;
  - Welcome bag with dedicated gifts;
  - Standard Pass.
- b) Hospitality for a crew of two persons, including:
  - 3 nights in a double room in hotel (not less than 4 stars), including breakfast (IN 9 April 2026 - OUT 12 April 2026);
  - 3 light buffet lunches per person;
  - 2 light dinners per person;
  - Gala dinner and Prize Giving ceremony;
  - 5 Experiences along the race route.
- c) Services included in the entry:
  - Possibility to purchase additional service packages.

### 6.7.2 BASIC PLUS ENTRY:

The Basic Plus entry fee amounts to

- € 4.900,00 plus 22% VAT (total € 5.978,00) for finalized within 29th January 2026;
- € 5.300,00 plus 22% VAT (total € 6.466,00) for finalized after 29th January 2026, but not later than 19th March 2026 and includes:

- a) Participation in the competition after selection of the car:
  - kits of documents and technical materials required;
  - Welcome bag with dedicated gifts;
  - Standard Pass.
- b) Hospitality for a crew of two persons, including:
  - 3 nights in two single rooms in hotel (not less than 4 stars), including breakfast (IN 9 April 2026 - OUT 12 April 2026);
  - 3 Light buffet lunches per person;
  - 2 light dinners per person;
  - Gala dinner and Prize Giving ceremony;
  - 5 Experiences along the race route.
- c) Services included in the entry:
  - Possibility to purchase additional service packages.

### 6.8 REFUND OF THE ENTRY FEE FOR CREWS NOT ACCEPTED

In the case of non-acceptance and/or non-inclusion on the waiting list of a car by the organiser, the deposit will be refunded by bank transfer or accredited on the credit card, by Thursday 2 April 2026.

### 6.9 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](mailto: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](mailto: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.

### 6.10 REFUND OF THE ENTRY FEE IN CASE OF WITHDRAWAL OF THE ENTRY APPLICATION OR THE ACCEPTED ENTRY

Except as otherwise provided in Article 6.11 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 3 April 2026	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 4 April 2026	The entry fee shall not be refunded

### 6.11 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.

### 6.12 POSTPONEMENT OF THE EVENT DUE TO FORCE MAJEURE

Organiser shall be entitled, at any time and at its sole discretion, to postpone the Race if the health emergency caused for extraordinary and unexpected events beyond its control such as, including but not limited to, new epidemics, measures issued by the authorities, earthquakes, floods, sudden climatic changes which prevent, in whole or in part, the performance of the Race.

Any request for withdrawal shall be subject to the provisions set forth in Article 6.9 and following, according to the new deadlines that will be communicated.

### 6.13 CANCELLATION OR SUSPENSION OF THE EVENT DUE TO FORCE MAJEURE

Organiser shall be entitled, at any time and at its sole discretion, to cancel and/or suspend the Race if the health emergency caused by extraordinary and unexpected events beyond its control such as, including but not limited to, new epidemics, measures issued by the authorities, earthquakes, floods, sudden climatic changes which prevent, in whole or in part, the Race.

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 23 March 2026	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 24 March 2026 To: Friday 3 April 2026	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 4 April 2026	The entry fee shall not be refunded

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

## Article 7 - GENERAL OBLIGATIONS

### 7.1. 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 therefore 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.
- b) hand out and apply the Personal Identification Device (CPI) described in Article 7.3 of these SR;
- c) sign, for acceptance, the check forms drawn up by the Organiser and the Clerk of the Course;

### 7.2 PRE-ADMINISTRATIVE AND TECHNICAL CHECKS

The above documents must be uploaded by participants by Friday 27 March 2026 in their reserved area of the entry system. Failure to upload even a part of the documents referred to in Article 7.1.1 may lead to penalisation of competitors up to exclusion from the competition.

### 7.3 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.

**7.3.1** 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

## **7.4 COMPETITION NUMBER STICKERS**

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

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

### **7.4.1 APPLYING THE COMPETITION STICKERS TO THE CARS**

Cars must be presented for technical checks with all the kit stickers mentioned in Article 7.4 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.

## **7.5 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 7.4. and 7.4.1 of these SR and check of the sound and light signals suitable for travelling on the road, as well as checking the actual possession of emergency signalling devices in the event of road accidents, such as a warning triangle and reflective vest;
- b) placing of safety equipment as per Article 7.6 of these SR.

By carrying out the administrative and technical checks, 1000 Miglia S.r.l. shall not be held liable for the actual compliance of the cars checked with the current Italian regulations for road circulation, nor for their correct maintenance conditions; competitors and drivers shall therefore remain solely liable.

## 7.6 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.

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).

## 7.7 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 SR) 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 SR, 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 8 – RUNNING OF THE COMPETITION

### 8.1 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 SR.

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.

### 8.2 STARTING ORDER

The starting order for all the Legs will be completed taking into account the assigned race numbers (see Art. 4.4).

### 8.3 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 SR.

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.

#### 8.4 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 Timecard, the Road book or communicated by a Bulletin.

PC/TT readings will be carried out by pressure switch.

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

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

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

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.

#### 8.5 AVERAGE TRIALS (PM/AT)

Average Trials (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. At least 5 detections may be planned for each PM/AT. There will be no PM/AT end sign: this position 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.

### 8.5.1 START OF AVERAGE TRIALS (PM/AT)

- a) The start of the Prove di Media/Average Trials will be at FREE START. The presence of Marshals is not foreseen. For each PM/AT start there are two boxes in the road book indicating two positions with a partial distance between 40 and 90 metres one from the other.
- b) In correspondence of the first box with "Area di Attesa / Waiting Area" written in the Information column of the Road book, a yellow background sign with a hand-held flag will also be displayed; from this position on wards the competitor may slow down, to prepare for the start, but not stop.
- c) At the second box with "Start / Inizio PM" indicated in the Information column of the Road book, a red background sign with hand-held flag will be displayed. This location is the actual start of the PM/AT, "Zero space / Zero time" line. At the red background sign with hand-held flag, the competitor must start the counting of space and time in order to respect the imposed average assigned for each Trial.
- d) The transit in the two positions as well as the average PM/AT will be detected with the GPS-Tracker System provided by the Organiser.

### 8.6 PASSAGE CONTROLS (PC)

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

The opening and closing times of the PC will be notified by the Clerk of the course Bulletin. At the PC, 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 PC areas will be properly marked with signs in compliance with the examples attached to these SR (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.

### Article 9 - MAXIMUM LATENESS

A crew will be over the maximum lateness:

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

The opening and closing times of the Time Trials (TT), the Average Trials (AT) and of the Passage Control (PC) will be notified through a Clerk of the course Bulletin.

### Article 10 - ARRIVAL

Arrival check will be in Taranto, .....TBD..... and will be open from 17:30.

### Article 11 - CLASSIFICATION-PROTESTS AND APPEALS

#### 11.1.1 CLASSIFICATION

The following classifications will be drawn up:

- a. Overall 1000 Miglia Experience Italy;
- b. Category;
- c. Overall 1000 Miglia Experience Italy Modern Cars.

#### 11.1.2 COMPILATION AND PUBLICATION OF RESULTS OF 1000 MIGLIA EXPERIENCE ITALY 2025

The classifications will be drawn up based on the penalties incurred by each crew in the PC/TT and in the PM/AT, in the CO/TC and calculated based on the coefficient assigned to each car added to any penalties listed in attachment 4.

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

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

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

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

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

## 11.2 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 € 500,00.
- For each appeal, the security deposit is € 2.000,00.

### 11.2.1 TERMS FOR SUBMISSION OF PROTESTS OR REQUESTS OF TIME CHECK

With the publication of the PROVISIONAL CLASSIFICATION, the crews, having taken note of these times, will have 15 minutes from the time of publication of the PROVISIONAL CLASSIFICATION or from their own time of arrival, to submit, exclusively to the Clerk of the Course or the Competitors' Liaison Officer, in writing, requests for TIME VERIFICATION referring to a maximum of 1 measurement and 1 request for average application per OBSTACLE among the TT, per race day, exclusively at the end of each day.

Further TIME VERIFICATIONS and average application requests for OBSTACLE may be requested upon payment of a security deposit of € 100,00.

No objection will be accepted regarding any obstacles, difficulties, or impediments that may arise during the Average Trials (AT); each competitor must overcome them using their own means and abilities, while complying with the rules of the Italian Highway Code.

## Article 12 - PRIZES

### 12.1 HONOUR PRIZES

The event will have the following honour prizes:

- for the first 5 crews of the overall classification;
- for the first crew classified of the Category classification;
- for the first 3 crews in the overall classification 1000 Miglia Experience Italy modern cars.

The prizes of the Category are always mandatory. A prize for the first placed crew in the class classifications is mandatory. It is optional for the second and third placed crews.

### 12.2 ADMISSION TO COPPA DELLE ALPI 2027

The following Competitors will be guaranteed acceptance at the Coppa Delle Alpi 2027 event, subject to compliance of the car with the SRR of the Competition:

- to the first entrant classified in the "Overall" Classification;
- to the first entrant classified in the overall 1000 Miglia Experience Italy modern cars;

The prizes that will give the right to participate in the Coppa Delle Alpi 2027 edition will be given to the physical or legal subject to whom the invoice for the entry fee of the 1000 Miglia Experience Italy 2026 will be registered. The aforementioned subject's right to inform 1000 Miglia S.r.l. of a different subject that will acquire this right remains firm. Such request for modification must be sent via email to [participants@1000miglia.it](mailto:participants@1000miglia.it) on or before Friday 11/12/2026. In any case, participation will be subject to the payment of the fee indicated in the Supplementary Race Regulations and will be guaranteed only to those cars which are eligible under the aforementioned Regulation.

## Article 13 - GENERAL RULES

### 13.1 RESPONSIBILITIES

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

- to recognize and accept the provisions of the National Sporting Regulations (and Sector Rules) and the present SR, 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.

### 13.2 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;

### 13.3 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.

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 14 - ATTACHEMENT

The following appendixes are an integral part of these SR:

- ATTACHEMENT 1: Itinerary Table (the definitive Itinerary Table will be communicated with the Roadbook);
- 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: Medical certificate for non-competitive sports activities

## Article 15 – INSURANCE

Following the announcement made by ACI-Sport on 6 May 2025 regarding the awarding of the contract for compulsory insurance cover pursuant to Article 124 of the Private Insurance Code, the Organiser declares that it has taken note that the procedure has been awarded to Sara Assicurazioni S.p.A., which has guaranteed insurance coverage for all races included in the national sporting calendar from 12 May 2025 to 31 December 2025. Pending the new decision by ACI-Sport for the races included in the 2026 national sporting calendar, the Organiser 1000 MIGLIA SRL declares that it will guarantee the compulsory insurance coverage for the race in question, in compliance with the provisions of the Federation.

It is hereby specified that the Third-Party Liability insurance policy taken out by the Organiser shall be understood as a policy covering second risk liability for any damage caused by competitors to persons, property or animals during the event, excluding damage caused to the participants themselves and to the vehicles they use. All competitors therefore remain obliged to take out their own Third-Party Liability insurance policy valid for the entire duration of the event.

In any case, the policies taken out by the Organiser do not relieve Competitors and Drivers of any liability they may incur outside the scope of the insurance and any additional general and special policy conditions that may be established by the Federation.



## 1000 Miglia Experience Italy 2026 | Supplementary Regulations

Supplementary Regulations of the Superclassic regularity race of 09-11 April 2026 called 1000 Miglia Experience Italy 2026.

The Organiser declares its commitment to verify that all those who will take part in the race but who are not listed in these SR 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. *Fulvio D'ALVIA*

The Clerk of the Course

signed mr. *Lucio DE MORI*

For the Regional Delegation

signed mr. *Alessandro TIBILETTI*

SEEN AND THEREBY APPROVES  
THE SECRETARY OF ACI SPORTS BODIES

signed mr. *Marco FERRARI*



# 1000 Miglia Experience Italy 2026 | Supplementary Regulations

## ATTACHEMENT 1

- Itinerary Table

The definitive Itinerary Table will be communicated with the Road book.

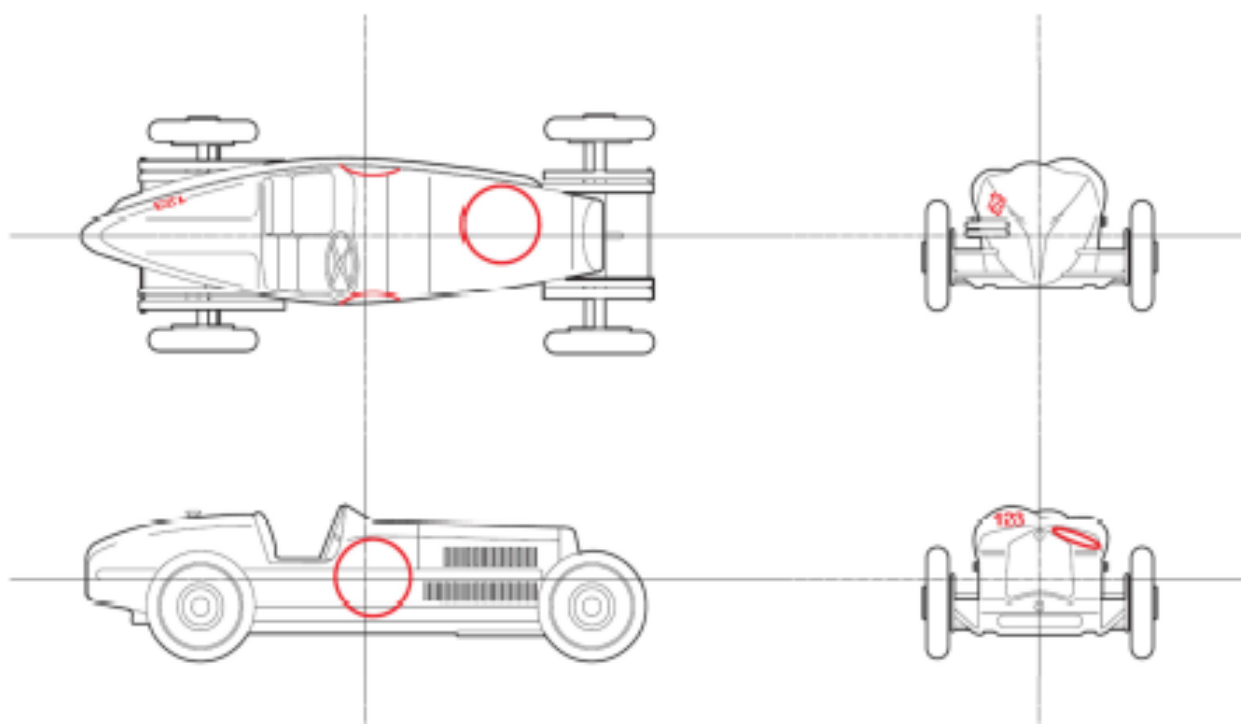
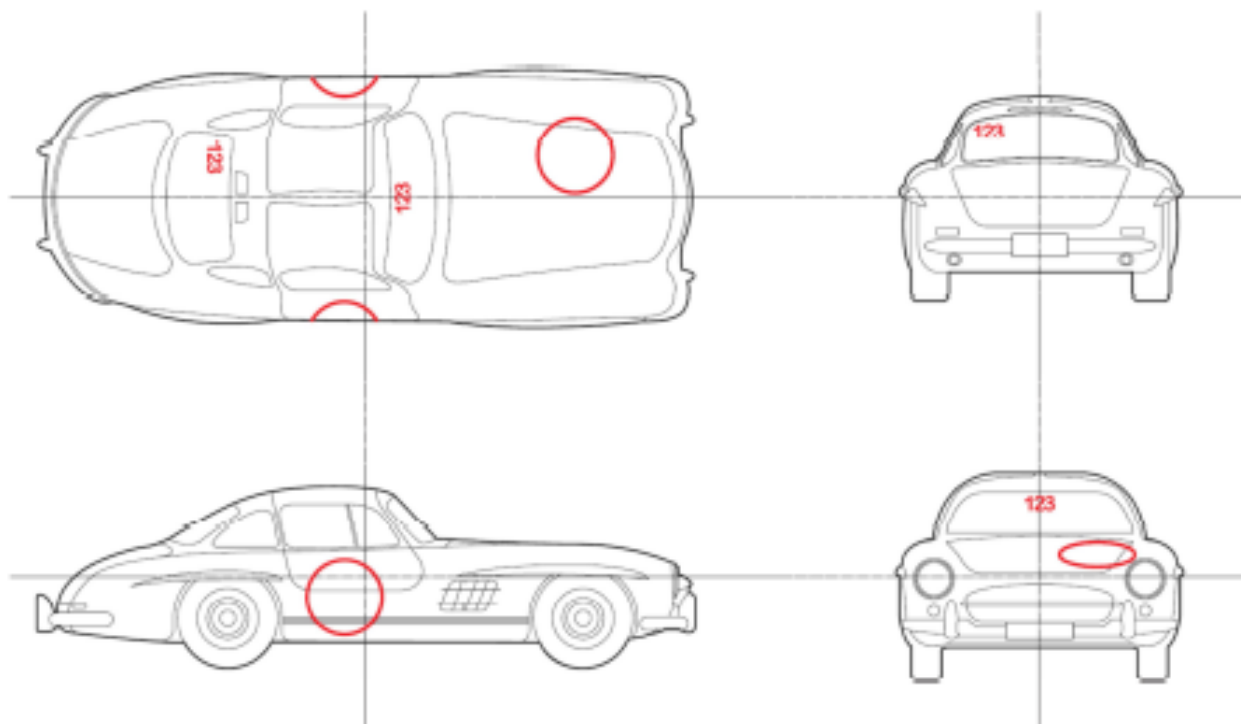
ATTACHEMENT 2

- Road Map



ATTACHEMENT 3

- Positioning of Race Numbers on the cars



## 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<sup>(\*)</sup>

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<sup>(\*)</sup>
- 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

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

**\*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

- Medical certificate for non-competitive sports activities

Legge n°125,art.4,comma 10 septis e Decreto Ministero della Salute dell'08 agosto 2014

**Certificato di idoneità alla pratica di attività sportiva di tipo non agonistico**

Sig.ra / Sig.....

Nata/o a ..... il .....

residente a.....

Il soggetto, sulla base della visita medica da me effettuata,dei valori pressione arteriosa rilevati,nonché del referto del tracciato ECG eseguito in data ....., non presenta controindicazioni in atto alla pratica di attività sportiva non agonistica.

Il presente certificato ha validità annuale dalla data del rilascio.

Luogo.....

data.....

il Medico

.....

timbro con codice identificativo e firma

**Certificate of Fitness for non-competitive sporting activities**

Mr/Ms.....

Born in ..... on.....

Resident in .....

The individual, on the basis of a medical examination carried out by myself, including arterial blood pressure readings and ECG, carried out on....., does not present any current contraindications to non-competitive sporting activities.

This certificate is valid for one year from the date of issue.

Place..... Date.....

The Doctor

.....

Stamp with identification code and signature