WARM UP

1000 MIGLIA

AUSTRIA

10 - 13 SEPTEMBER 2026

REGULATIONS

ORGANISATION: 301 EVENTS Gmbh
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SPECIAL EVENT REGULATIONS

Art. 1 - PROGRAMME

Day 1 - Thursday, September 10

- **Check-in, the crews accreditation operations, the cars controls and the Road book giving**
  venue: BAD GASTEIN / A-Rosa Straubinger Grand Hotel time: 10:00 to .11:30

- **Organizer' Briefing**
  venue: BAD GASTEIN / Bad Gastein Casino time: 12:00

- **Optional Training**
  venue: BAD GASTEIN / Sport Gastein time: 14:00 to .16:00

- **Running of the BAD GASTEIN TROPHY**
  venue: from BAD GASTEIN / Sport Gastein to BAD GASTEIN / Gasteiner Wasserfall
  time of 1st car: 16:15 to 18:00

Day 2 - Friday, September 11

- **Start of 1000 Miglia Warm Up Austria**
  venue: MALLNITZ / Campingplatz HOCHoben time of 1st car: 10:00

- **CT/PC Seeboden** time of 1st car: 10:50
- **CO/TC Techendorf - Lacus Hotel** (Lunch) time of 1st car: 12:20 to 13:30
- **CT/PC Großglokner** (10' Coffee Breack) time of 1st car: 15:25 to 15:35

- **Arrival of Leg 1**
  venue: MITTERSILL / Stadtplaz time of 1st car: 17:50

Day 3 - Saturday, September 12

- **Start of Leg 2**
  venue: MITTERSILL / Hotel Schloss time of 1st car: 08:30

- **CT/PC Kitzbühel** time of 1st car: 09:00
- **CT/PC Schloss Helbrunn** (15' Coffee Breack) time of 1st car: 10:45 to 11:00
- **CO/TC Laakirchen - Restaurant Landeplatz** (Lunch) time of 1st car: 13:00 to 14:30
- **CT/PC Manro Classic Auto & Musik Museum** time of 1st car: 15:50

- **Finish of 1000 Miglia Warm Up Austria**
  venue: SALZBURG / Kajetanerplatz time of 1st car: 16:45

- **Galà and Prize-giving of 1000 Miglia Warm Up Austria**
  venue: SALZBURG / Red Bull Hangar-7 time: from 19:00

Art. 2 - ITINERARY

Route of Regularity Race for Historic and Modern cars 1000 Miglia Warm-Up Austria 2026 will have an overall length of Km 605,34 and will be described in the Itinerary Table (TDT) attached to these Special Event Regulations (SER) and in the Road book (RB).

There will be 6 Time Controls (CO/TC), 38 Time Trials (PC/TT), 9 Average Trials (PM/AT) with a total of 45 detections and 6 Passage Controls (CT/PC). Start and finish of the Legs are scheduled at the places and times indicated in the Programme (Art. 1). A "Technical Guide" published and given by the organizer show the methods of carrying out the timed trials (PC/TT or PM/AT) valid for the classification.

The Regularity Race for historic and modern cars 1000 Miglia Warm-Up Austria 2026 will take place on roads open to traffic with average speed not exceeding 50 Km/h. Any route changes due to road works, or temporary obstructions, will be notified with Bulletins or directly on site, if possible, by person appointed by the organization.

Art. 2a - BAD GASTEIN TROPHY - ITINERARY

Route of Bad Gastein Regularity Trophy for historic and modern cars scheduled on Thursday, 10 of September, will have an length of Km 44,391 and will be described in the Itinerary Table (TDT) attached to these Special Event Regulations (SER) and in the Road book (RB).

There will be 2 Time Control (CO/TC), 14 Time Trials (PC/TT) and 2 Passage Controls (CT/PC). Start and finish are scheduled at the places and times indicated in the Program (Art. 1). A Technical Guide given by the organizer show the methods of carrying out the timed trials (PC/TT or PM/AT) valid for the classification.

The Bad Gastein Regularity Trophy for historic and modern cars will take place on roads open to traffic with average speed not exceeding 50 Km/h. Any route changes due to road works, or temporary obstructions, will be notified with Bulletins or directly on site, if possible, by person appointed by the organization.

Art. 3 - PARTICIPANTS AND CARS ADMITTED

Art. 3.1 - ENTRANTS AND DRIVERS ALLOWED

- For each car, a Crew of no more than two persons (Driver and codriver) will be admitted.
- At least one member of the Crew must have a valid driving license in European Community, during all phases of the event.
- No passengers, i.e., Crew members who have not been checked will be allowed.

Art. 3.2 - CARS ALLOWED

Up to 50 cars will be accepted. The cars will be divided as follows:

- Historic cars built up to December 31st, 1957 - 1000 Miglia Era;
- Historic cars built from January 1st, 1958 to December 31st 1995 - Post 1000 Miglia Era;
- Challenge for Modern Grand Touring or Super cars manufactured from January 1st, 1996 to present.

Art. 4 - CHECK-IN, CREWS ACCREDITATION, CARS CHEKING

Crew members (driver and co-driver) at the accreditation operations must hold:

- a valid ID Card or Passport (both members);
- a driving license, valid during all the phases and legs of the race (only the driver if the co-driver does not drive the car);
- the documents of the competition car;
- a valid insurance certificate of the competition car.

During all the phases of the competition the vehicle may be driven only by crew member(s) who have been verified and accepted with that specific vehicle. No passengers, i.e., Crew members who have not been checked will be allowed.

Art. 5 - BRIEFING AND TRAINING

A Briefing is scheduled at 12:00 of Thursday, September 10 in BAD GASTEIN / Bad Gastein Casinò. The attendance is compulsory for all the members of the crews.

All crews are invited to Training in BAD GASTEIN / Sport Gastein from 14:00 to 16:00; will be scheduled:

- Two single PC/TT, with o-ring layout; each crew will be authorized to repeat one or both these PC/TT without limit of number;
- an interconnected PC/TT with 4 arrivals; each crew will be authorized to repeat these PC/TT without limit of number;

Art. 6 - 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.

Art. 6a - Applying of the competition stickers and numbers to the cars

Stickers will be applied according to the following instructions:

- 1 round number holder sticker for each side of the competition car on the front doors (in cars with doors) or in the front sides (on cars without doors or with small doors);
- 1 round number holder sticker on the front bonnet of the competition car;
- 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;
- 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.

Art. 7 - SAFETY TRACKING DEVICE / "GPS-Tracker"

The "GPS-Tracker" equipment supplied by the Organizer 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 Organizer in order for them to take disciplinary action against the competitors who have broken the Road Safety Rules and the competition regulations. Data could be made available following a request by the legal authorities.
In the case of loss or malfunction of the device, the competitor will notify this to the 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 device will be returned to the persons responsible for this in the Organizer convoy

Art. 8 - OBLIGATIONS OF CREWS - RULES OF CONDUCT

Throughout the event, drivers must drive prudently and carefully, scrupulously respect the Road Traffic Law. In the case of infringements will apply the following penalties:

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

Driving behavior should always be prudent for oneself and especially for spectators.
Each competitor is always responsible also for the behavior of their service and team vehicles, which must necessarily strictly observe the instructions given and must follow the route envisaged in the RB in some parts of the itinerary. Failure to comply with this provision willresult in sanctions against the relevant competitor and may even lead to expulsion from the race.

It is strictly forbidden:

- drink wine or any alcoholic drink from 6 (six) hours before the start of each leg up to the end of the same leg;
- to consume narcotic substances and/or substances capable of altering psycho-physical conditions.

Art. 9 RUNNING OF THE COMPETITIVE PART OF 1000 MIGLIA WARM UP AUSTRIA 2026 AND OF TROFEO BAD GASTEIN

Art. 9.1 - Start

The cars will leave one at a time, from a stationary position with the engine running, one car departingevery minute. Each car, once they have been given the "go", will have to free the departure area as quicklyas possible Competitors must not stop the competition car in the control areas (between the areas signaling the Start and End areas), exception being made for the check areas where the authorization stamp will be printed by the Marshal or the Timekeeper, reversing, changing direction, opening doors and in any way hindering the other teams will lead to the application of the penalty as stated in Art. 10 of these SER.
Drivers must keep to the official times stated in the TDT and in the Time Card. 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.

Art. 9.2 - Time Controls (CO/TC)

The purpose of the Time Control (CO/TC) is to outline the areas in which the route of the competition is divided, in order to regulate the conduct of the same and to make sure the average speed is respected.
Each competitor (even when 2 cars a minute have been planned for) 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 Art. 9.1 of these SER.
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 authorized 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 neutralized in any way. The reading is taken at the moment in which one member of the team hands over the Timecard to the timekeeper in charge.
If the 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 Timecard of the team that islate 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 shown in the Technical Guide
Vehicles transiting through an OC/TC in the opposite direction or a direction other than the one described by the RB will be excluded from the race.

Art. 9.3 - Time Trials (PC/TT)

Time Trials (PC/TT) are those timed areas of the route, between two consecutive readings where the drivers must keep to a set time indicated in the Itinerary Table and in the Time Card.
Readings will be done at 1/100 of a second without any tolerance. Differences in the ideal time will, as for the differences read at CO/TC, be used in determining the classification.
PC/TT will be undertaken with departure read at free entrance; the driver will be able to choose freely the start of the PC/TT, nonetheless within approx. 5 seconds from the "all clear" given by the Steward and/or the Timekeeper in charge.

Various consecutive PC/TTs will be envisaged (interconnected PC/TTs) where the time for passing to the final reading of the previous PC/TT will be the start time of the next PC/TT, and so forth.
For PC/TTs located in equipped areas or temporary circuits, competition tracks, kart-racing tracks, and for PC/TTs with lengths less than 300m, an appropriate map will be attached with the RB.
All PC/TTs will be properly marked both at the start and at the end, with signs in compliance with the examples shown in the Technical Guide.
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 Stewards, on penalty of exclusion. Furthermore, unauthorized access by drivers and co-drivers is also forbidden.
Vehicles transiting through a PC/TC area in the opposite direction than the one decided by the organizer will be excluded from the competition.
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 Leg where the PC/TT are missing. The request will be made at the end of the Lap under consideration.

Art. 9.4 - Average Trials (PM/AT)

Average Trials (PM/AT) are those sections of the route in a sector in which drivers must maintain a pre-established hourly average, indicated in the TDT and the Timecard.
For the purposes of the average trials (PM/AT) classification, all the scores made by proceeding to the arithmetic sum of the scores taken in each PM/AT.
The RB will indicate the starting place and the place that constitutes the theoretical maximum limitof the PM/AT end. In the sector between the beginning and the end of the PM/AT, the average is measuredat one or more points not known by the driver: the Itinerary Table and the Timecard will indicate the number of detections made for each PM/AT. For each average trial it will be possible to foresee up to 5 detections.
The transit time will be recorded per second, rounded down, through the GPS-Tracking equipment installedat the pre-race checks.

Art. 9.4.1 - Start of the Average Trials

1) 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 meters apart.
2) The first station will only be signaled 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 handheld flag on a red background.
3) The competitor proceeds immediately, without stopping, to the second station and take the actual start for the PM/AT from the Zero space/Zero timeline 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.
4) In order to allow the competitor to reach the ideal average, there will be no measurements during the first 500m of each Trial.

Art. 9.5 - Passage Controls (CT/PC)

The purpose of the Passage Controls (CT/PC) is to check the strict adherence to the established route.
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 Timecard. The absence of this stamp will mean exclusion.
All the CT/PC areas will be properly marked with signs in compliance with the examples shown in the Attachment 2 to these SER.
Vehicles transiting through a CT/PC area in the opposite direction than the one described in the RB will be excluded.

Art. 9.6 - Maximum Lateness
A crew will be over the maximum lateness:

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

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

Art. 10 - PENALITÁ E PROVVEDIMENTI DISCIPLINARI

10.1- Time Controls (CO/TC)

- for every minute or fraction thereof early:	100 penalty points
- for every minute or fraction thereof late:	100 penalty points, max 300

10.2 - Time Trials (PC/TT)

- for each 1/100 of second early or late:	1 penalty point, max 300

10.3 - Average Trials (PM/AT)

- for each second early or late at each detection:	1 penalty point, max 300

10.4 - Timecard

- alterations, changes or corrections not endorsed by organizer:	exclusion
- failure to record a CO/TC:	12.000 penalty points
- lack of a control stamp (CT/PC):	12.000 penalty points
- failure to return to the CO/TC of Leg arrival:	exclusion

10.5 - Other penalties

- refusal to start at the hour and in the set order:	100 penalty points
- stopping the car in the control area (stationary wheel)	100 penalty points
- unauthorized access of the crew in the check area (subject to further action):	300 penalty points
- missing transit or time annotation at any control point:	12.000 penalty points
- unauthorized stopping in a control area:	12.000 penalty points
- blocking the passage and/or damaging other crews:	exclusion
- for non-sportsmanlike behavior:	from warning to exclusion
- for passage in a control area in a wrong or different direction:	exclusion
- for infringements to the Road Rules:	up to exclusion
- document irregularities during administrative checks:	non-acceptance
- failure to comply with the checking times:	up to non-acceptance
- 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
- failure to comply with provisions concerning the synchronization of chronometers:	up to exclusion
- for non-prudent behavior of a crew member, or assistant or team car:	up to exclusion
- for leaning out of a moving car:	up to exclusion
- failure to comply with the orders of officials and marshals:	up to exclusion
- Art. 8, first offense:	1.000 penalty points
- Art. 8, second offense:	12.000 penalty points

Art. 11 - CLASSIFICATIONS

The following classifications will be drawn up:

- Historic cars Classification, with coefficient;
- Historic cars Female Crews Classification, with coefficient
- Historic 1000 Miglia Era cars Classification, with coefficient;
- Historic Post 1000 Miglia Era cars Classification, with coefficient;
- Historic cars Average Trials Classification, without coefficient;
- Challenge for Modern Grand Touring or Super cars General Classification;
- Challenge for Modern Grand Touring or Super cars Average Trials Classification;
- Penalty General (all Historic and Modern cars) Classification, without coefficient.

All the classifications will be compiled on the basis of the penalties obtained by each Crew in the PC/TT, in the PM/AT with the addition of all the possible penalties reported in Article 10 of these SER and calculated on the basis of the coefficient assigned to each car.

There will be no "discards". In case of a tie in the final classification, the best placement will be awarded to the Crew with the best result net of the coefficient, in case of a further tie the best placement will be awarded to the to the Crew with the oldest car, in case of a further tie the best placement will be awarded to the Crew with the best placement in the first 4 P.C(s); in case of a further tie the best placement will be awarded to the Crew with the best placement in the second, in the third or in the following group of P.C(s), net of the coefficient.

The coefficient assigned to each Historic car is calculated as following:

- the hundreds digit is removed from the year of production of the car indicated on the sporting documents of the car itself, and a comma is inserted in its place.
  (E.g.: production year 1939 Coeff.: 1,39 Penalty assumption: 500 points score: 500 x 1,39 = 695, E.g.: production year 1950 Coeff.: 1,95 Penalty assumption: 500 points score: 500 x 1,95 = 975).
- The final sum of all the penalties obtained by each Competitor is then multiplied by the assigned coefficient.

All cars belonging to the Challenge for Modern cars will have a coefficient of 1,00.

Art. 12 - PRIZES

1000 Miglia Warm-Up Austria 2026 will distribute the following prizes (both members of the crew):

- To the first crew classified in the Historic cars Classification: 2 awards
- To the second crew classified in the Historic cars Classification: 2 awards
- To the third crew classified in the Historic cars Classification: 2 awards
- To the first Female crew classified in the Historic car Classification: 2 awards
- To the first crew classified in the Historic 1000 Miglia Era cars Classification: 2 awards
- To the first crew classified in the Historic 1000 Post Miglia Era cars Classification: 2 awards
- To the first crew classified in the Historic cars Average Trials Classification: 2 awards
- To the first crew classified in the Challenge for Modern Grand Touring or Super cars Classification: 2 awards
- To the second crew classified in the Challenge for Modern Grand Touring or Super cars Classification: 2 awards
- To the third crew classified in the Challenge for Modern Grand Touring or Super cars Classification: 2 awards
- To the first crew classified in the Challenge for Modern Grand Touring or Super cars Average Trials Classification: 2 awards

SALZBURGERLAND

CHOPARD

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