

## BULLETIN N. 1

Doc. 3. 1

Date: 20/01/2026

Time: 10.30

From: **Clerk of the Course**

to: **all Entrants/Drivers**

Object: **Briefing of the Clerk of the Course**

First of all a hearty welcome in Madonna di Campiglio. Even this year, with the Winter Marathon 2026, the new sports season begin with an event that is different from the others because of its particular organising effort and the quality of its Competitors, and it requires a greater attention by everyone.

For the best outcome of the event and in the general interest, I therefore want to draw your attention to all regulations and information given by the Race Direction, above all remembering that **once started, the crews cannot appeal, for any reason, to events beyond their control. Any problem caused by bad weather or any kind of obstacles, must be consequently overcome by the crews themselves, using their own initiative.**

### NOTICE BOARD AND SMS COMMUNICATIONS

All official race documents, Bulletin from both the Steward of the Meeting and the Clerk of the Course, Starting Orders and Results will be published on the Notice Board available both at Race Headquarters and through the **App. Sportity (password: WM2026)** of which I recommend a frequent consultation.

During the Race, any other **important communications from the Race Direction may also be sent via SMS** to the crew's mobile phone numbers provided during the administrative checks; again I recommend frequent consultation of your cellphones.

### CREWS ACCREDITATION / ADMINISTRATIVE CHECKS AND SCRUTINEERING

Upon your arrival in Madonna di Campiglio, according to the individual times slots agreed with the Organizer, **the racing cars must be obligatorily parked in Piazza Sissi**. After which both crew members will have to walk to the Savoia Palace Hotel (in front of Piazza Sissi) where all the administrative formalities necessary for your sporting admission to the competition will be completed; in this occasion you will be collected the competition material (sticker numbers, plates, Road Book, regulations and any Bulletin) as well as exclusive gifts.

Once the administrative checks are over both crew members will head back to Piazza Sissi to complete the mandatory scrutineering operations on the car with the receipt of the **"VERIFICATO" sticker** from the Marshals and the installation of the **"BE Traced" GPS device**.

In order to facilitate the task of Marshals in charge during scrutineering please guard the car until the operations have been completed.

**Once scrutineering have been completed, the square must be cleared as soon as possible!**

### USE OF "BE TRACED" GPS TRACKING DEVICE

The instructions for the use of the device are included in the Road Book; Competitors will be able to use the "SOS" button if they deem it necessary to request medical or mechanical assistance.

Once the alarm has been received, it will be the responsibility of the Race Direction to contact the crew as quickly as possible.

### ROUTE

The route that the Competitors' cars have to follow is shown in the race itineraries enclosed to the Event Supplementary Regulations and in the Road Book.

The planned sectors must be covered within the established times and in any case with average speeds always lower than 46 km/h.

**I highlight that the race route is not closed to ordinary traffic and therefore in order to safeguard your safety and that of others it is essential that you avoid dangerous maneuvers and pay the most careful and scrupulous observance of the rules of the Highway Code.**

### START

The starting signal will be given to each single car at the **Time Controls (CO) no. 1 and 4**, standing still on the starting line with the engine on at the time established for each Competitor in the starting order prepared by the Clerk of the Course and published at least 1 hour before the start of each Leg and **published on App. Sportity (password: WM2026); each crew is bound to check his scheduled starting time on the official noticeboard.**

Before the start of each Leg the Organizing Committee has provided a Parc Ferme that has been planned in the **park in front of Alpen Suite Hotel in Viale Dolomiti di Brenta** where all the cars must gather according to the times scheduled by Organizer through specific Bulletin.

On the starting line in **Piazza Righi** each crew will receive their own Time Card on which, at the start of the car, the Timekeeper will mark the scheduled start time. At the start of each Leg, a maximum delay of 15 minutes with respect to the theoretical starting time is permitted, with the application of the penalties provided by the RDS Autostoriche in force.

Each Competitor, after leaving, will have to follow with great attention the route on the Road Book in order to reach the next Time Control (CO), where he will have to transit at the time obtained by adding the time allowed to complete the road section to his **actual start time**.

**As in this event the starts will be given to 2 (two) cars at a time in the interval of 60 seconds, the transit at the Time Controls (CO) will take place like in the following example:**

Race no.	Actual start time CO 1	Target time for the section	Transit time CO 2
1	h. 19. 00' +	h. 3. 10' =	h. 22. 10'
2	h. 19. 00' +	h. 3. 10' =	h. 22. 10'
3	h. 19. 01' +	h. 3. 10' =	h. 22. 11'
4	h. 19. 01' +	h. 3. 10' =	h. 22. 11'

#### TIME CONTROLS (CO)

Time Controls have the aim to bound the sections into which the event route is divided, in order to regulate the progress of the same and to make the foreseen average speed respected.

**In this event, the transit of Competitors to all CO will be detected by photocells with 'flying finish' and without the annotation of the transit time on the Time Card.**

**The crew will not incur any penalty for lateness if the car passes on the control line during the check-in minute of its provisional transit time.** Example: a car that is due at the CO at **22. 10'** will be considered on time if it will transit between **22. 10' 00"** and **22. 10' 59"**, as well as the car due at **22. 11'** will not incur any penalty if it transits between **22. 11' 00"** and **22. 11' 59"**.

**In case that it will be necessary to establish a new starting time from the CO, drivers will be responsible for noting the new sector start time on the Time Card.**

In order to a correct application of the rule concerning the timekeeping of the transit times at CO, and with reference to the Event Supplementary Regulations it is underlined that:

- all Time Controls (CO) will be identified by the yellow sign (beginning of control area) and by the red sign (control line); the end of the control area is ideally placed, without affixing the beige sign with black transversal stripes, 25 meters from the red sign indicating the control and detection point;
- **during Time Control operations (except for the starting CO of each Leg) it is forbidden to synchronize the crews' timing instruments and watches** that can be done exclusively be made at the time clock placed at the start of each section, but without connecting to it;
- the detection time will be made automatically when a car passes in front of the red sign, placed in correspondence with the beam of the photocell;
- Competitors are allowed to enter the **control area**, in their cars, during the 60 seconds immediately preceding the target time minute, however the passage on the photocell must take place in its personal minute of transit;
- all differences between the actual transit times and the scheduled due will be considered for the final classification;
- the earlier or later arrival time at one CO will have not to be recovered at the next CO;
- crews that during Leg 1 will be out of time or did not pass one or more controls, will be readmitted in the Starting Order of Leg 2 with 12000 penalties more than those acquired. In the same way, crews that will be out of time during Leg 2 will still be included in the final classification with 12000 more penalties than those acquired.

#### PASSAGE CONTROL (CT)

There will be two Passage Control checks and more precisely CT 1 (Leg 1) located in Ponte di Legno and CT 2 (Leg 2) located in Madonna di Campiglio where the entire crew will have transit the control and deliver the Time Card.

**Each missing Passage Control on the Time Card will ultimately result in 1000 penalties, provided that the crew's actual transit through the relevant control area is certified via GPS tracking.**

#### PRECISION TIME TRIALS (PC)

Inside a road section there will be more series or groups of PC to be covered in a target time with an average speed different from the one of the relative road section.

This event includes series of PC in a row (linked one to the other), where the time recorded at the finish line of a PC is also the starting time of the following one, and so on.



DENOMINAZIONE **WINTER MARATHON 2026**  
LUOGO E DATA Madonna di Campiglio (Tn), 22/23/24 gennaio  
ORGANIZZATORE Vecars lic. 233362  
TIPOLOGIA Gara Internazionale di Regolarità Classica  
CALENDARIO Enpea - Superclassica



All PC will be identified by: **advance indication sign (yellow) placed at a distance between 25 and 300 metres prior the red sign defining the finish line; as already mentioned, the beige sign with black transversal stripes will not be used to indicate all the end of control zone. The detection point of each PC will be suitably marked with the aid of an orange cord coinciding with the photocell beam eventually implemented by led lights.**

**In the linked PC with a length lower than 300 metres there will not be the advance yellow sign, except for the first one of a group of linked PC.**

Even if the use of the beige sign with black transversal stripes indicating the end of the control area is not provided, in the section of the route between the yellow sign at the start and for at least 25 meters after the red sign, it is forbidden to stop the car; cars that will be forced to stop due to breakdown in the survey area will be immediately removed according to the instructions of the Marshals, under penalty of exclusion.

### REGULARITY TEST (PM)

There are **5 Regularity Test**, all valid for the final ranking.

The starting procedure of PM will be explained by specific Bulletin of the Clerk of the Course.

Along the route between the beginning and the end of each PM Competitors will have to maintain the pre-established speed average; the detection of the transit times will be made in seconds, through the **GPS tracking system by "BE Traced"** installed on each car, in a point not known by the Competitor.

**The total number of detections and the average to be observed are shown on the race itineraries.**

No detections will be made in the first 500 mt. of PM.

The Road Book shows the theoretical maximum limit of PM end.

### ARRIVAL

It corresponds for the Leg 1 with the Time Control (CO) no. 3 and for the Leg 2 to the Passage Control (CT) no. 2; in both occasion Competitors have to **return the Time Card**.

The Arrival point of the Leg 1 (CO 3) will be open at 23.15 hrs on Thursday 22 January and closed 15 minutes after the scheduled arrival time of the last Competitor.

The Arrival point of the Leg 2 (CT 2) will be open at 22.45 hrs on Friday 23 January and closed 15 minutes after the scheduled arrival time of the last Competitor.

### REQUEST OF TIMES VERIFICATION

In order to discover and solve any possible inexactness due to unintentional mistakes in copying, transmitting or processing the data, all provisional results of PC and PM will be published on the official F.I.Cr. website while final official classifications will be published on **App. Sportity (password: WM2026)**.

**The control of unofficial times will be carried out according to what is specified in the RDS Autostoriche in force Art. 8.18 letter d): procedure for championships races.**

At the end of **Leg 1**, the crews, once read their times, will be able to make requests for TIME CHECK and/or average application per OBSTACLE by 9.00 hrs on Friday 23 January; beyond this deadline the requests must exclusively concern Leg 2.

At the end of **Leg 2**, the crews, once read their times, have 15 minutes available from the time of display of the Provisional Ranking or from their arrival time, to make their requests for TIME CHECK and/or average application for OBSTACLE.

All requests must be made using exclusively the appropriate form reported in the Road Book (at the end of each Leg) which must be duly signed by the Competitor and sent **via WhatsApp to the number: (+39) 335 7614430 or alternatively delivered by hand to the Competitor Relations Officer Mr. PAOLO RUDATIS.**

Additional TIME CHECK and requests for average application for OBSTACLE can be requested upon payment of a deposit of € 100,00 each; the necessary forms are available from the Competitor Relations Officer to whom, in addition to the delivery of these duly completed and signed forms, the required security deposit must be paid.

If the request for TIME CHECK and/or average application for OBSTACLE is not accepted or if it is withdrawn after being presented, the security deposit paid for its presentation must be forfeited.

If it is accepted, the deposit must be returned in full.

Since several summary documents (with the results and reasons) of the checks already carried out will be published during the race, priority Drivers are requested to submit their requests for time verification only after checking these documents. Any discrepancies in times that are below the limits indicated in Article 8.18 - letter d) are an exception, for which the Competitor has the right to request verification earlier.

### CAMERA CAR

The use of a 'camera car' on board is allowed but during scrutineering the Competitor must confirm the fact to the Marshals and report that on the technical verification sheet.

**This must be positioned inside the passenger compartment and must not protrude from the car** (roof, sides, front bonnet, mudguard, etc.) altering its aesthetic appearance and/or allowing Competitor to look at the detection point. During the race won't be possible to put the 'camera car' in a different position.

### SIGHTS

Any projection, that is, anything sticking out from the body of the car, which is not foreseen by the manufacturer and has the aim to sight the finish line of the time trial, is forbidden.

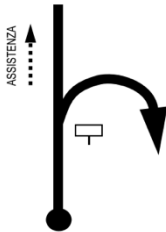


It is also forbidden to create outside and inside the car, sights in adhesive materials with dimensions exceeding the length of cm. 15 and the width of cm. 2. In any case the adhesive sights cannot cover and be placed on the cars' stickers, the Organisers' advertising and the race plates.

### PROJECTIONS OR CHANGES IN THE CAR / ADDITIONAL LIGHTS

We also recommend not to use any projections and/or make changes to the car body (the so called 'tail fins', metal parts that stick out from the body of the car). The fixing of additional lights can take place only in the respect of the Traffic Code and of the technical regulations in force for the vintage cars.

### SUPPORT CARS

Competitors must recommend to their Support cars to maintain a **respectful behavior** during the racetrack. In particular **it is recommended to all Support cars to follow the suggested alternative notes in the Road Book**, especially during Precision Time Trials and Time Controls (see example).

0,380	<b>0,280</b>	3				<b>ASSISTENZA PROSEGUIRE DRITTO</b> <b>SUPPORT CAR GO STRAIGHT</b>	<b>85,110</b>
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The Race Direction may propose to the Steward of the Meeting to take **disciplinary action** against Competitors whose Support cars have created obstacles, damage or danger.

It is finally reminded that:

- the recording of the times of PC will be made through photocells at the hundredth of a second;
- as the timing of all PC is automatically recorded through photocells, at the start of the first one or of any first PC of a group of linked ones, the Competitor will be free to choose his starting time, that in any case will have to take place within about 5 seconds from the 'go' of the Marshal or the Timekeeper;
- it is forbidden to block or obstruct the passage of another Competitor and/or damage other crews during the PC;
- **the Organisation's cars or Zero cars, opening the event, must not be absolutely overtaken;**
- the crew in each car must be made up **two people** in possession of the regular sports license;
- **during all the event, both the 1st and the 2nd Driver will have to behave correctly and prudently for themselves, for the Marshals and above all for all spectators;**
- **it is forbidden to lean out of the car in motion;**
- any anomaly in the Road Book, clearly detectable before the start, must be reported to the Race Direction at least 60 minutes before the due starting time (for each Leg) of the first Competitor;
- it will be the crew's responsibility to check that the "BE Traced" GPS tracking system works regularly and that it is always fixed during each phase of the race.

With the certainty that the behavior of all of us remains consistent with the sporting spirit of the event, I send you my best regards.

**The Clerk of the Course**  
 (+39) 339 3057671

