

WARM UP USA

WARM UP USA 2024
Washington, from October 22 to 27, 2024

SPECIAL RACE REGULATIONS
(S.R.R.)

ORGANIZATION: 1000 Miglia S.r.l.

INDEX

Articles:

	Remarks	page 3
	Program	page 4
1.	Organization and Race	page 6
2.	Route	page 6
3.	Competitors, drivers, and cars allowed	page 6
4.	Entries	page 8
5.	General obligations	page 12
6.	Running of the Race	page 13
7.	Maximum time	page 15
8.	Penalties and disciplinary measures	page 15
9.	Classifications, protests, appeals	page 17
10.	Prizes	page 18
11.	General rules	page 18

Attachments:

1.	Positioning of the Race Numbers on the cars	page 20
2.	Control Signs	page 21

REMARKS

All the times stated in these SR are understood as referring to the Time Zone in use in Washington, namely “Greenwich Mean Time -5” by UTC (GPS) signal convention | GMT -5.

The acronym “ASN” stands for: Autorità Sportiva Nazionale (National Sport Authority).

Value Added Tax (VAT), if due, will be applied to all amounts indicated in these SR and is understood to be 22% of the taxable amount (as of 2024/02/20). The Competitors will be informed of any changes in this percentage which will become effective in accordance with the laws enacted by the Italian State.

PROGRAM

Program before the Race week

Tuesday February 20, 2024

Date of publication of SR

Website

Opening date for entries

Competition Secretary

Friday, September 20, 2024 at 12:00

(Time zone in use in Italy, i.e., “Greenwich Mean Time + 1 hour”
by UTC (GPS) signal convention | Italy: GMT+1.)

Closing date for entries

Competition Secretary

By Friday, September 27, 2024

Notice of acceptance of entry
to the competitors not automatically accepted

Competition Secretary

Program of the Race week

Tuesday, October 22, 2024

14:00 – 16:00	Arrival of the entered Crews and check-in operations	Salamander Resort & Spa - Middleburg
16:00 – 18:00	Overview of 1000 Miglia events, Cars Check-in	Salamander Resort & Spa - Middleburg
18:00 – 19:00	General Warm Up USA briefing	Salamander Resort & Spa - Middleburg
19:00	Dinner	Salamander Resort & Spa - Middleburg

Wednesday, October 23, 2024

08:00 – 09:00	Breakfast	Salamander Resort & Spa - Middleburg
10:00 – 11:30	Pre race Training I	Summit Point Circuit – West Virginia
11:30 – 12:30	Pre race Training II	Summit Point Circuit – West Virginia
12:30 – 14:30	Light Lunch	Summit Point Circuit – West Virginia
14:30 – 15:30	Pre race Training III	Summit Point Circuit – West Virginia
15:30 – 16:45	Pre race Training IV	Summit Point Circuit – West Virginia
17:15 – 18:30	Micro 1000 Miglia Trophy	
19:30	Dinner	Salamander Resort & Spa - Middleburg

Thursday, October 24, 2024

08:00 – 09:00	Breakfast	Salamander Resort & Spa - Middleburg
09:30 – 09:45	Lineup for 1 st Leg	Middleburg downtown
10:00 – 13:00	1 st Leg – Morning	

13:00 – 14:30	Lunch during the Race
14:30 – 17:30	1 st Leg – Afternoon
17:30 – 19:00	Dinner during the Race
	Warm Up USA briefing for 2 nd Leg
19:30 – 20:30	1 st Leg - Evening

Friday, October 25, 2024

07:00 – 07:30	Breakfast	Salamander Resort & Spa - Middleburg
08:00 – 08:30	Lineup for 2 nd Leg	Middleburg downtown
08:30 – 12:30	2 nd Leg – Morning	
13:00 – 14:00	Lunch during the Race	
14:00 – 15:30	2 nd Leg – Afternoon	
16:30 – 18:00	Middlebourg Trophy	Middleburg downtown
18:00 – 19:30	Barbeque Dinner on the road	Middleburg downtown
20:30 – 21:00	Warm Up USA briefing for 3 rd Leg	Salamander Resort & Spa - Middleburg

Saturday, October 26, 2024

06:30 – 07:30	Breakfast	Salamander Resort & Spa – Middleburg
07:30 – 8:00	Lineup for 3 rd Leg	Middleburg downtown
8:00 – 12:00	3 rd Leg – Morning	
11:00 – 11:30	Passage to the Italian Embassy	Italian Embassy (Italian Soil)
12:00 – 13:30	Lunch during the Race	Congressional Country Club
13:30 – 17:00	3 rd Leg – Afternoon	
18:00	Publication of final classification	Website – Race Noticeboard
19:30	Prize-Giving Ceremony	

Sunday, October 27, 2024

08:00 – 10:00	Farewell Breakfast	Salamander Resort & Spa – Middleburg
---------------	--------------------	--------------------------------------

Competition Headquarters and Competition Secretary

Salamander Resort & Spa - Middleburg
Congressional Country Club

Official Notice Board

Website

<https://1000miglia.it/en/events/1000-miglia-warm-up/warm-up-usa-2024/>

App Sportity Password

1000MigliaWUUSA24

Article 1 – ORGANIZATION AND RACE

These Supplementary Regulations (SR) are drawn up in accordance with the International Sport Code (and its Attachments, as applicable), the National Sport Regulations (and its Sector Regulations, as applicable) and other provisions of ACI Sport, according to which anything not indicated in the following articles shall be understood to be regulated.

The Organizer will notify the Officials involved in the event before the start of the Race.

The Organizer 1000 MIGLIA s.r.l., with headquarters in Brescia - Via Enzo Ferrari 4/6 organizes from Tuesday October 22 to Sunday October 27, 2024 a Classic Regularity Car Race for historic and modern cars, known as:

WARM UP USA 2024

Article 2 – ROUTE

The Race route will be described in the Itinerary, Times Distance and Table (TDT) distributed as an attachment to the event Road Book. The TDT will also indicate the Time Trials and Average Trials valid for the compilation of the classification. The TDT may be subject to some variations at the sole discretion of the Organization.

There will be 11 Time Controls (CO/TC), 79 Time Trials (PC/TT), 8 Average Trials (PM/AT) with a total of 90 readings and 7 Passage Controls (CT/PC).

The start and finish of the Race are scheduled at the places and times indicated in the Race Program.

The Race will take place on roads open to traffic, and except for any prescriptions established by competent Administrative Authorities, in compliance with the current highway code.

Any changes in the route, due to works or momentary impediments, will be announced by Bulletins and signaled on the spot, where possible, by the Police Forces and/or persons appointed by the Organization.

Article 3 – COMPETITORS, DRIVERS AND CARS ALLOWED

3.1 COMPETITORS AND DRIVERS ALLOWED

- 3.1.1 At least one member of the Crews must have a valid driver's license during all phases of the Race and valid on U.S. soil.
- 3.1.2 A competitor may enter, for each car, a Crew of no more than two persons, who will be the only ones authorized to be on board the car during all phases of the Race.
- 3.1.3 No passengers, i.e., Crew members who have not been verified will be allowed.

3.1.4 CLASSIFICATION OF THE CREWS

3.1.4.1 VETERAN CREW

A Crew is defined as VETERAN if at least one of the two entered drivers has participated in at least two 1000 Miglia Races or Ferrari Tribute 1000 Miglia within the last 10 years (2015 to 2024).

3.1.4.2 NOVICE CREW

A Crew is defined as NOVICE if both drivers of the Crew have taken part in at most one 1000 Miglia or Ferrari Tribute 1000 Miglia within the last 10 years (2015 to 2024).

3.2 CARS ALLOWED

- 3.2.1 Up to no. 40 cars divided into the:

- “1000 Miglia Era”
- “Post 1000 Miglia Era”
- “Guest List”

Cars with test plates will not be admitted.

3.2.2 CARS BELONGING TO THE “1000 MIGLIA ERA” CLASS

The cars whose models participated in the 1000 Miglia Race held between 1927 and 1957 belong to the “1000 Miglia Era” Class.

To be part of the 1000 Miglia Era Class, the car must be in possession of the Registro 1000 Miglia Certificate;

Cars entered and lacking this document, given the training purpose of the event, may be allowed at the discretion of the Organizers.

Cars must be equipped with tires for road use, no race tires are allowed.

3.2.3 CARS BELONGING TO THE “POST 1000 MIGLIA ERA CARS”

Sport and Grand Touring cars built from 1958 to the present belong to the “Post 1000 Miglia Era”.

The cars must be in their original configuration, i.e. the one intended by the manufacturer for normal road use.

For cars manufactured from 1958 to 1990, the Organizer will take into consideration the possession of at least one of the following valid sport documents:

- HTP FIA (Historic Technical Passport FIA);
- FIA Historic Car Regularity Pass;
- FIVA ID card.

Cars entered and lacking one of the documents listed in this article, given the training purpose of the event, may be allowed at the discretion of the Organizers. Cars manufactured since 1991 are not required to have any sporting document.

Cars must be equipped with tires for road use, no race tires are allowed.

3.2.4 CARS BELONGING TO THE “GUEST LIST”

Cars manufactured before 1957 that are of high historical and/or sporting interest, even though they were not entered in the 1000 Miglia speed race (1927-1957). Those cars will have to be in possession of the Registro 1000 Miglia certificate, type “Guest List Class”.

Cars belonging to the “Guest List Class” will be added to the “1000 Miglia Era” Class.

Cars entered and lacking one of the documents listed in this article, given the training purpose of the event, may be admitted at the discretion of the Organizers.

Cars must be equipped with tires for road use, no race tires are allowed.

3.3 The following is always prohibited and subject to penalty which may go as far as exclusion by the Officials:

- a) the installation and use of any protrusion of the body of the car, not provided for by the Manufacturer, which has the purpose of targeting the timing lines;
- b) the installation or fabrication, on the outside and inside of the car, of viewfinders with adhesive material measuring more than cm. 15 in length and cm. 2 in width;
- c) the presence of any adhesive viewfinders on the race number plates, on the organizer’s advertising stickers and on the race plates.

Article 4 – ENTRIES

4.1 Applying does not entitle the applicant to participate in the Race, it being up to the unquestionable judgment of the Organizer to select the applications and accept the entries.

Non-acceptance of the entry by the Organizer shall not have to be justified and shall not entitle the Organizer to any reimbursement and/or compensation and/or refund of expenses, except for the return of the security deposit (Art. 4.9 of these SR).

4.2 APPLICATION PROCEDURE

Entry applications are to be sent via the web application prepared by the Organizer to 1000 MIGLIA S.r.l. - via Enzo Ferrari n. 4/6 - 25134 BRESCIA - Tel. +39 030 2318211 - Fax +39 030 2319288 – E.mail: info@1000miglia.it.

Entry applications must be submitted electronically, on the days and at the times indicated in the Program of these SRR, to the website www.1000miglia.it accompanied by payment of the sum provided for in Article 4.3.1 below as the entry fee.

The submission date of each competitor’s entry application shall coincide with the date on which the sum provided for in Article 4.3.1 below is credited to the bank account of 1000 Miglia S.r.l..

4.3 PAYMENT OF THE SECURITY DEPOSIT VERSAMENTO DEL DEPOSITO CAUZIONALE

4.3.1 The payment of the amount chosen according to the basic package of services identified, valid as a security deposit for the entry of the car and Crew must be made in one of the following ways:

- a) by Credit Card (only VISA - MASTERCARD) by 12:00 (GMT+1) on Friday, September 20, 2024;
- b) by bank transfer, to the bank details indicated in the application form, with maximum value date of credit to the current account of 1000 Miglia S.r.l. by 12:00 (GMT+1) on Friday, September 20, 2024.

4.4 ENTRY FINALIZATION

Entry will be considered finalized only upon acceptance of the entry application by the Organizer, which will be announced by Friday, September 27, 2024, and upon charging the amount paid as the entry fee, which will be followed by the issuance of an invoice.

4.4.1 AUTOMATIC FINALIZATION OF ENTRY APPLICATION

An entry made for a car in possession of the Registro 1000 Miglia Certificate will be considered automatically finalized, thus confirmed, upon receipt of the corresponding entry fee. The automatism will cease when the maximum number of eligible entries is reached.

4.5 ENTRY FEES

The following application fees are applicable:

Entry request period (*)	Type	Nights	Total Cost
By 2024/05/03	Double room	5	11.500,00 Euro
	Double suite		14.000,00 Euro
	Single room		15.000,00 Euro
From 2024/05/04 To 2024/09/02	Double room	5	12.500,00 Euro
	Double suite		15.000,00 Euro
	Single room		16.000,00 Euro
From 2024/09/03 To 2024/09/20	Double room	5	13.500,00 Euro
	Double suite		16.000,00 Euro
	Single room		17.000,00 Euro

(*) In compliance with the provisions of Articles 4.1 - 4.2 - 4.3 - 4.4 of these regulations

4.5.1 DOUBLE ROOM ENTRY FEE

The Double Room entry fee for Warm Up USA 2024 includes:

- **Hospitality for two people as detailed below:**
 - ⇒ 5 nights hotel accommodation in double room with breakfast (Tuesday 2024/10/22, Wednesday 2024/10/23, Thursday 2024/10/24, Friday 2024/10/25 and Saturday 2024/10/26)
 - ⇒ 4 dinners per person (Tuesday 2024/10/22, Wednesday 2024/10/23, Thursday 2024/10/24, Friday 2024/10/25)
 - ⇒ 4 lunches per person (Wednesday 2024/10/23, Thursday 2024/10/24, Friday 2024/10/25 and Saturday 2024/10/26)
 - ⇒ 1 Cocktail Party (Saturday 2024/10/26)
- **Participation kit:**
 - ⇒ Technical race documents
 - ⇒ Welcome bag (passes, jackets, hats, bag, etc.)
- **Assistance and services included:**
 - ⇒ During the Event, parking of the entered car, where possible covered
 - ⇒ Coordination of the Organization's staff throughout the Race
 - ⇒ Mechanical assistance during the course of the Event

4.5.2 DOUBLE SUITE ENTRY FEE

The Double Suite Entry Fee at Warm Up USA 2024 includes:

- **Hospitality for two people as detailed below:**
 - ⇒ 5 nights hotel accommodation in Double Suite with breakfast (Tuesday 2024/10/22, Wednesday 2024/10/23, Thursday 2024/10/24, Friday 2024/10/25 and Saturday 2024/10/26)
 - ⇒ 4 dinners per person (Tuesday 2024/10/22, Wednesday 2024/10/23, Thursday 2024/10/24, Friday 2024/10/25)
 - ⇒ 4 lunches per person (Wednesday 2024/10/23, Thursday 2024/10/24, Friday 2024/10/25 and Saturday 2024/10/26)
 - ⇒ 1 Cocktail Party (Saturday 2024/10/26)
- **Participation kit:**
 - ⇒ Technical race documents
 - ⇒ Welcome bag (passes, jackets, hats, bag, etc.)
- **Assistance and services included:**
 - ⇒ During the Event, parking of the entered car, where possible covered
 - ⇒ Coordination of the Organization's staff throughout the Race
 - ⇒ Mechanical assistance during the course of the Event

4.5.3 SINGLE ROOM ENTRY FEE

The Single Room entry fee for Warm Up USA 2024 includes:

- **Hospitality for two people in Single Room as detailed below**
 - ⇒ 5 nights hotel accommodation in Single Room with breakfast (Tuesday 2024/10/22, Wednesday 2024/10/23, Thursday 2024/10/24, Friday 2024/10/25 and Saturday 2024/10/26)
 - ⇒ 4 dinners per person (Tuesday 2024/10/22, Wednesday 2024/10/23, Thursday 2024/10/24, Friday 2024/10/25)
 - ⇒ 4 lunches per person (Wednesday 2024/10/23, Thursday 2024/10/24, Friday 2024/10/25 and Saturday 2024/10/26)
 - ⇒ 1 Cocktail Party (Saturday 2024/10/26)
- **Participation kit:**
 - ⇒ Technical race documents
 - ⇒ Welcome bag (passes, jackets, hats, bag, etc.)
- **Assistance and services included:**
 - ⇒ During the Event, parking of the entered car, where possible covered

- ⇒ Coordination of the Organization’s staff throughout the Race
- ⇒ Mechanical assistance during the course of the Event

4.6 ADDITIONAL SERVICES – NON-REFUNDABLE

4.6.1 Support Car Package

For entered Competitors who wish to be accompanied during the event by their own team of mechanics, the following package has been provided:

- **Hospitality for two people as detailed below:**
 - ⇒ 5 nights in a hotel in a double room with breakfast (Tuesday 2024/10/22, Wednesday 2024/10/23, Thursday 2024/10/24, Friday 2024/10/25 and Saturday 2024/10/26)
 - ⇒ 4 dinners per person (Tuesday 2024/10/22, Wednesday 2024/10/23, Thursday 2024/10/24, Friday 2024/10/25)
 - ⇒ 4 lunches per person (Wednesday 2024/10/23, Thursday 2024/10/24, Friday 2024/10/25 and Saturday 2024/10/26)
 - ⇒ 1 Cocktail Party (Saturday 2024/10/26)
- **Participation kit:**
 - ⇒ Technical race documents
- **Assistance and services included:**
 - ⇒ During the Event, parking of the entered car, where possible covered
 - ⇒ Coordination of the Organization’s staff throughout the Race

Prices for the “Support Car” service are listed in the chart below:

Entry request period (*)	Nights	Total cost
By 2024/05/03	5	8.500 Euro
From 2024/05/04 To 2024/09/02	5	9.000 Euro
From 2024/09/03 To 2024/09/20	5	9.500 Euro

4.6.2 Significant Others Package (reserved for Competitors who purchase the single room option)

For entered Competitors who choose accommodation in two single rooms and who wish to be accompanied during the Event by people close to them who will not be driving the cars in the Race, but who will use the overnight stays, dinners in the hotel and dinners in the race (no lunches), the following package has been provided:

- ⇒ 5 nights in a hotel in a double room with breakfast (Tuesday 2024/10/22, Wednesday 2024/10/23, Thursday 2024/10/24, Friday 2024/10/25 and Saturday 2024/10/26)
- ⇒ 4 dinners per person (Tuesday 2024/10/22, Wednesday 2024/10/23, Thursday 2024/10/24, Friday 2024/10/25)
- ⇒ 1 Cocktail Party (Saturday 2024/10/26)

Prices for the “Significant Others” service are listed in the chart below:

Entry request period (*)	Nights	Total cost
By 2024/05/03	5	2.000 Euro
From 2024/05/04 To 2024/09/02	5	2.250 Euro
From 2024/09/03 To 2024/09/20	5	2.500 Euro

4.6.3 Additional Nights Package

For those who wish to extend or bring forward their stay at the hotel identified for the Event, packages are provided as detailed below:

Entry request period (*)	Type	Nights	Total Cost
By 2024/05/03	Double room B&B	1	900,00 Euro
	Single room B&B		850,00 Euro
From 2024/05/04 To 2024/09/02	Double room B&B	1	1000,00 Euro
	Single room B&B		950,00 Euro
From 2024/09/03 To 2024/09/20	Double room B&B	1	1.100,00 Euro
	Single room B&B		1.050,00 Euro

4.7 WITHDRAWAL OF AN ENTRY

Withdrawal of an entry must be made by email notification to 1000miglia@legalmail.it.

4.8 RETURN OF ENTRY FEE IN CASE OF WITHDRAWAL OF ENTRY

In case of a competitor’s withdrawal of an accepted entry, the return of the relevant entry fee will be made only in accordance with the following:

Period of entry withdrawal request (*)	Percentage of entry fee returned to the Competitor
Until 2024/08/02	70% of the entry fee paid will be returned to the Competitor.
From 2024/08/03 to 2024/09/02	50% of the entry fee paid will be returned to the Competitor
From 2024/09/03	Confirmed entry fee will not be refunded

Additional services (Art. 4.6) are non-refundable.

4.9 RETURN OF SECURITY DEPOSIT TO UNACCEPTED CREWS

Non-accepted Competitors will be refunded the amount paid as a security deposit by bank transfer crediting a credit card, no later than Monday, November 04, 2024.

4.10 POSTPONEMENT, CANCELLATION OR SUSPENSION OF THE EVENT

In case of force majeure or otherwise for reasons beyond its control, the Organizer reserves the right, at any time and at its sole discretion, to postpone and/or cancel or suspend the Event. In such a case, nothing will be due to Competitors entered for the Event.

4.10.1 POSTPONEMENT OF THE EVENT DUE TO CAUSES DEPENDING ON FORCE MAJEURE

The Organizer reserves the right, at any time and at its sole discretion, to postpone the Race if the due to extraordinary supervening and unforeseeable events beyond its control such as, but without any limiting intent, new epidemics, measures by the authorities, earthquakes, floods, sudden climatic changes, which do not make it possible to hold all or part of the Race.

4.10.2 CANCELLATION OR SUSPENSION OF THE EVENT DUE TO CAUSES DEPENDING ON FORCE MAJEURE

The Organizer reserves the right, at any time and at its sole discretion, to cancel and/or suspend the Race if the due to extraordinary supervening and unforeseeable events beyond its control such as, but without any limiting intent, new epidemics, measures taken by the authorities, earthquakes, floods, sudden climatic changes, which do not make it possible to hold all or part of the Race.

In case of cancellation and/or suspension of the Race, the Organizer will refund the entry fees as follows:

From: opening of entries To: closing of entries	The amount paid by the Competitor as security deposit will be returned to the Competitor in full;
From: the day following the closing of entries To: Friday, October 18	The entry fee paid by the Competitor will be returned in full to the Competitor, less a deduction for administrative and management fees equal to 50% of the fee paid plus VAT at 22%
From: Saturday, October 19	The entry fee will not be refunded

In case of postponement of the Race, the above mentioned time limits will be extended.

4.11 OBJECTIONS FOR THE ENTRY FEES

No objection shall be allowed, after the Event has taken place, regarding the entry fees, since they must be considered congruous at the time of entry in relation to the totality, type and quality of the services offered by the Organizer, since the organization of the Event implies, already from the preliminary stages, a series of financial commitments (including but not limited to: costs for advertising the Event; realization, production and distribution of communication materials; hotel reservations and other).

Article 5 – GENERAL OBLIGATIONS

5.1 PRE-RACE CHECKS

5.1.1 ADMINISTRATIVE CHECKS AND SCRUTINEERING

Competitors and their Drivers will be required to present themselves in person and with the entered car, in the manner and time stipulated in the program, in order to be subjected by the Sporting Operations Inspectors to the following checks and formalities:

- a) check of the compulsory documents for Competitors and Drivers to be presented in original form:
 - valid driving license;
 - valid car insurance;
 - the registration certificate of the car;
 - any sports document of the car.

5.2.1 RACE NUMBER STICKERS

At the administrative checks each Competitor will be given a sticker kit consisting of:

- 3 round number holder stickers, bearing the race number and the Organizer’s advertising;
- 2 sets of fluorescent pre-spaced race numbers.

5.2.2 APPLICATION OF RACE STICKERS ON THE CARS

Cars must be presented at scrutineering with all the stickers from the kit referred to in Article 8.2.1 of these SR already applied, according to the following scheme:

- a) 1 round number holder sticker for each side of the car on the front doors (cars with doors) or on the front sides (cars without doors or with small doors);
- b) 1 round number holder sticker on the front hood of the car;
- c) 1 fluorescent pre-spaced number on the front windshield: in the absence of the latter, the sticker must be affixed to the front hood in such a position that it can be seen when looking at the front of the car;
- d) 1 fluorescent pre-spaced number on the rear window: in the absence of the latter, the sticker shall be applied on the rear hood in such a position as to allow its view when looking at the rear of the car;

A diagram for the placement of the race numbers can be found in Attachment 1 to these SRR.

If, due to lack of space, it is not possible to apply on the cars all the three round number holder stickers delivered, only 2 stickers can be applied: in this case, the third sticker must be compulsorily returned to the Organizer during the Scrutineering, under penalty of exclusion from the race.

5.3 COMPETITORS' OBLIGATIONS – RULES OF CONDUCT

Throughout the event, Drivers shall conduct themselves in a conscious and prudent manner, they shall scrupulously comply with the rules of the Highway Code of the territories affected by the event and the orders given by the Clerk of the Course.

Article 6 – RUNNING OF THE RACE

6.1 START OF THE RACE

The cars will leave one at a time, from a stationary position and with the engine running, at a rate of one car per minute. Each car, having received the go-ahead, must clear the starting space as quickly as possible.

Under the control of the Officials, departure may take place by pushing the car, should the car be unable to start on its own.

Drivers must not stop the car in the control zones (between the start and end zone signs), (except at controls where it is required to receive the authentication stamp from the Officials), move backwards, reverse, open the doors and obstruct other Crews in any way, which will lead to the application of the penalties provided for in Article 11 of these SRR.

Crews who fail to make the CO/TC 1 – Departure Leg 1 will be penalized as stated in Article 11 of these SRR for each missed transit check. It will still be compulsory, under penalty of exclusion from the Race to transit at the CO/TC of the departure of Leg 2.

Drivers are obliged to adhere to the official race times indicated in the Time Card. No restrictions will be imposed on them with regard to the use of timing devices. The same may be synchronized with the clock placed at the start of each Leg, without direct connection to the aforesaid clock.

Any defect in timekeeping, caused by failure or malfunction of the equipment may result, for the controls concerned, in both the application of the average to each Competitor and the cancellation of the controls for all Competitors.

The Organizer will indicate in the Road Book, and this will also be indicated on site, a straight stretch of road with indications of measurements, verifiable by the Competitors before the Race, which has been used as a measured base in the preparation of the Road Book.

6.2 TIME CONTROLS (CO/TC)

The purpose of the Time Controls (CO/TC) is to demarcate the sectors into which the Race route is divided in order to regulate the course of the Race and to enforce the prescribed average speed.

For each Competitor, the readings must be taken to the full minute (e.g.: for transit time 14.01 it will be possible to transit without penalty from 14.01.00 to 14.01.59).

Discrepancies from the imposed theoretical times will contribute to the classification.

The penalties for early arrivals and delays at the COs/TCs are as stated in Article 8 of these SRR.

Delays and early arrivals at one CO/TC must not be caught up at the next CO/TCs. Crews must leave the “check area” free for transit, in which they are allowed to enter on board their cars, in the minute preceding the theoretical transit time and to stop only for the time strictly necessary for recording the transit time.

When the time is being read, the car must be inside the time-reading area.

During the reading operations, at least one Crew member must be on board the Race car.

The time used for the reading operation is not neutralized in any way. The reading is taken at the moment when a Crew

member hands over the Time Card to the Timekeepers.

In the event that cars are late or early with respect to their theoretical time, transit at the CO/TC in the minute pertaining to the cars on time, the Timekeeper must note on the Time Card of the Crews that are late or early the actual time of transit, a time that corresponds to the start of the next sector, giving precedence in the reading operations to the Crew with the least delay with respect to the theoretical time of transit.

All CO/TCs will be appropriately marked with signs in accordance with the examples attached to these SR (Attachment 2).

Cars transiting at a CO/TC in the opposite direction or in a direction other than the one decided by the Organizer will be excluded from the Race.

6.3 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 an imposed time indicated in the Itinerary, Times and Distance Table and the in the Time Card.

The readings will be taken to the 1/100th of a second with no tolerance. Differences from the imposed times will contribute, as for the differences taken at the CO/TC, to determine the classification.

The PC/TTs will be undertaken with departure read at free entrance; the Driver will be able to choose freely the start time of the PC, nonetheless within approximately 5 seconds from the “go-ahead” given by the appointed Race Official or Timekeeper in charge.

There will be several consecutive (interconnected) PC/TTs, where the time of passage to the final reading of the previous PC/TT will be the start time of the following PC/TT, and so forth.

For PC/TTs located in equipped areas or temporary circuits, racetracks, go-kart tracks and for PC/TTs with a length of less than 300 m. an appropriate map will be attached to the Road Book.

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 (Attachment 2).

In the area of the route between the yellow start sign and the beige sign showing the end of the measuring area, stopping (stopped car), parking the car and opening the doors is prohibited. Should any cars stop in this measuring area due to a breakdown, they must be removed immediately according to the instructions given by the Race Officials, under penalty of exclusion. Furthermore, unauthorized access of drivers and co-drivers is also forbidden.

Cars transiting through a PC/TT in the opposite direction than the one decided by the Organizer will be excluded from the Race.

In the case of absence of a reading by a Competitor, or even the absence of a result in one or more PC/TTs, no matter for what reason, the Competitor will always be assigned a time relating to the missing PC/TT(s) as resulting from the average of the PC/TTs actually carried out by the Competitor in the Leg in which the PC/TT(s) are missing. The application will be made at the end of the Leg under consideration.

6.4 AVERAGE TRIALS (PM/AT)

Averaging Trials (PM/AT) are those areas of the route within a sector, where Drivers must keep to a set hourly average, stated in the Itinerary, Times and Distance Table and the in the Time Card.

For the purpose of the trial classification, all the readings taken for each PM/AT will be considered.

The Road Book will indicate the starting area and the place that constitutes the theoretical maximum limit of the end of the PM/AT. In the sector between the start and end of the PM/AT, the average is taken at one or more points not known to the Driver(s).

The Itinerary, Times and Distance Table will indicate the expected number of readings for each PM/AT.

The transit time will be read to the second, either manually, with writing equipment, or by means of GPS tracking instruments.

6.4.1 START OF THE AVERAGE TRIALS

- a. The AT start will be a "free start". The start is indicated in the Roadbook and identified by a panel showing a flag on a red background. Approximately 50 meters before the Red Flag Panel, there will be a Yellow Flag Panel.
The second station, the Red Flag panel, allows for optimum precision of the timing function of the GPS-tracking system by detecting the transit of the car already in motion. It will not be manned by Marshals.
- b. Starting from the first station, the Yellow Flag panel, the competitor, leaving at least 200 meters away from the previous competitor must proceed without stopping to the second station and take the actual start for the AT from the Zero-distance/Zero-time line corresponding to that station. At this line, the competitor must start counting distance and time in order to respect the imposed average assigned for each Trial.
- c. In order to allow the competitor to reach the ideal average, there will be no measurements during the first kilometer of each Trial.
- d. No complaints will be accepted regarding any obstacles, difficulties or hindrances that may arise in the course of the AT: each competitor must overcome them using his or her own means and abilities, while respecting the Road Traffic Regulations.

6.5 PASSAGE CONTROLS (CT/PC)

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

The opening and closing times of the CT/PCs will be notified by the Race Control. At the CT/PCs, Drivers must stop their cars to have the passage or "all clear" stamp affixed in the space provided on the Time Card. The absence of this stamp will mean exclusion from the classification.

All CT/PCs will be marked with signs in compliance with the examples attached to these SR (Attachment 2).

Cars transiting through a CT/PC in the opposite direction or one other than that specified in the Road Book will be excluded from the Race.

6.6 ARRIVAL

Arrival check will be located in the TBD area and open from 17:00 on Saturday, October 26, 2024.

After the arrival CO/TC, Competitors will proceed, following the instructions of the appointed Race Officials.

Article 7 – MAXIMUM TIME

A Crew will be considered out of maximum time:

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

Only at the starting CO/TC of each Leg, will a Crew be considered out of maximum time if it transits with more than 15 minutes of delay.

The opening and closing times of the Time Trials (PC/TT), the Average Trials (PW/AT) and the Passage Controls (CT/CP) will be notified through the Information bulletin.

Article 8 – PENALTIES AND DISCIPLINARY MEASURES

Time Controls (CO/TC)

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

Time Trials (PC/TT)

- for each 1/100 second early or late: 1 penalty with a maximum of 300

Average Trials (PM/AT)

- for every second of a minute early or late: 1 penalty with a maximum of 300

Secret Transit Checks

- for every second of a minute early beyond the tolerance of 20%: 10 penalties

Time Card

- alterations, changes, or corrections not endorsed by the Race Officials: exclusion
- failure to record a CO/TC: exclusion (*)
- lack of a passage 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 order established: 100 penalties
- stopping the car in the control area (stationary wheel): 100 penalties
- for unauthorized access of the Crew in the control area (subject to further action): 300 penalties
- failure to transit or note the time at any control: exclusion (*)
- for unauthorized stopping in the control area: exclusion (*)
- for 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 of the Highway Code: non-acceptance
- failure to comply with the checking times: up to non-acceptance
- for more than 15 minutes delay at the start: non-acceptance
- for allowing a person other than a Crew member to drive the car: exclusion
- for lack of a race number or race license plate: fine
- for lack of two or all race numbers: exclusion
- for failure to notify Race Control of the withdrawal: fine
- for failure to comply with provisions concerning the synchronization of the stopwatches: up to exclusion
- for imprudent behavior of a Crew member or a member of the assistance or accompanying car: up to exclusion
- for leaning out of a moving car: up to exclusion
- for any pretextual or unsubstantiated request for time verification: up to exclusion
- failure to comply with the orders of the Race Officials: up to exclusion
- article 7.5 - prima offense: 1.000 penalties
- article 7.5 – second offense: 12.000 penalties
- for infringements of the rules on advertising on cars in the Race: 12.000 penalties

(*) Readmission

Crews out of maximum time and Crews who have not passed through one or more controls (CO, PC, PM, CT) are automatically readmitted to the start of the next Leg. If readmitted, they will receive a penalty of 12000 points.

Article 9 – CLASSIFICATIONS PROTESTS APPEALS

9.1 CLASSIFICATION PROVIDED

The following classifications will be drawn up:

- 1) “1000 MIGLIA ERA” for all classified cars belonging to the “1000 Miglia Era” grouping (art. 3.2.2) and for cars of the “Guest List” class manufactured up to 1957/12/31
 - a. “1000 MIGLIA ERA Veteran group” for all classified cars belonging to the “1000 Miglia Era” grouping whose drivers fall into the Veteran category (art.3.1.4.1)
 - b. “1000 MIGLIA ERA Novice group” for all classified cars belonging to the “1000 Miglia Era” grouping whose drivers fall into the Novice category (art. 3.1.4.2)
- 2) “POST 1000 MIGLIA ERA” for all classified cars belonging to the “Post 1000 Miglia Era” grouping (art. 3.2.3).
 - a. “POST 1000 MIGLIA ERA Veteran group” for all classified cars belonging to the “POST 1000 Miglia Era” grouping whose drivers fall into the Veteran category (art.3.1.4.1).
 - b. “POST 1000 MIGLIA ERA Novice group” for all classified cars belonging to the “POST 1000 Miglia Era” grouping whose drivers fall into the Novice category (Art. 3.1.4.2)

9.2 COMPILATION AND PUBLICATION OF THE CLASSIFICATIONS

The classifications will be compiled on the basis of the penalties obtained by each Crew in the PC/TT and PM/AT, in the CO/TC and calculated on the basis of the coefficient assigned to each car with the addition of the possible penalties reported in art. 8.

The coefficient assigned to each car being part of the “1000 Miglia Era” and “Post 1000 Miglia Era” Classes is calculated by applying the following criterion: 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: $500 \times 1,39 = 695$) (E.g.: production year 2005 Coeff.: 2,05 Penalty assumption: 500 points Score: $500 \times 2,05 = 1,025$)

Cars belonging to the “Guest List” Class will have a coefficient of 1,00.

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

There will be no “discards”.

The Crew with the lowest number of penalties, multiplied by the relevant coefficient, will be proclaimed the winner.

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 Participant 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 10 PCs made from the Thursday, net of the coefficient.

The classifications will be displayed as per the Program.

9.3 PROTESTS AND APPEALS

Protests and appeals must be submitted in the manner and within the time limits established by the National Sporting Regulations.

- For each complaint the security deposit is € 350.00
- For each appeal the security deposit is € 3,000.00

9.3.1 TERMS FOR SUBMITTING PROTESTS OR REQUESTS OF TIME VERIFICATION

The classifications compiled at the end of Legs 1, 2 and 3 are to be considered final in the elements used to compile them. These classifications will be published 30 minutes before the start of each Leg: Competitors may lodge complaints (including requests for time verification) against the classifications published up to the time of their individual departure by submitting, in writing, the reasons for the dispute to the Competitor Relations Officers present at the start.

Article 10 – PRIZES

10.1 The race will have the following honor prizes:

1. Prizes for the top 3 Crews in the "1000 MIGLIA ERA" classification.
2. Prizes for the first 3 Crews in the "POST 1000 MIGLIA ERA" classification.
3. Prizes of honor will be granted to all classified Crews.

Crews who do not show up for the Prize-Giving Ceremony will lose their right to the honor prizes awarded to them without the classification being changed.

10.2 In addition to the honor prizes, the Race will have the following prizes:

- a. the First and Second Crews in the "1000 Miglia Era Veteran Group" classifications (Art. 9.1 point 1.a) will be guaranteed acceptance to the 1000 Miglia 2025 event, upon payment of the entry fee and compliance of the car with the Race SR.
- b. the First and Second Crews in the "1000 Miglia Era Novice group" classification (Art. 9.1 point 1.b) will be guaranteed acceptance to the 1000 Miglia 2025 event, upon payment of the entry fee and compliance of the car with the Race SR.
- c. the First Crew of the "Post 1000 Miglia Era Veteran Group" classification (art. 9.1 point 2.a) will be guaranteed acceptance to the 1000 Miglia 2025 event, upon payment of the entry fee and compliance of the car with the Race SR.
- d. the First Crew of the "Post 1000 Miglia Era Novice Group" classification (art. 9.1 point 2.b) will be guaranteed acceptance to the 1000 Miglia 2025 event, upon payment of the entry fee and compliance of the car with the Race SR and upon entry of an all-female Crew.

10.3 The prizes that will entitle participation in the 1000 Miglia 2025 edition will be awarded to the physical or legal entity to whom the invoice for the entry fee paid for the Warm Up USA 2024 will be made out to. This is without prejudice to the right of the aforesaid subject to notify 1000 Miglia via e-mail at warmupusa@1000miglia.it by the closure of the registration of 1000 Miglia 2025 of a different subject who will acquire this right. In any case, participation will be subject to the payment of the fee indicated in the Supplementary Race Regulations and will be guaranteed exclusively to cars eligible according to the provisions of the aforementioned Regulations.

Article 11 – GENERAL RULES**11.1 RESPONSIBILITIES**

By the very fact of entering the race, each Competitor declares for himself/herself and for his/her Drivers, for the personnel on board his/her own and accompanying vehicles, for his/her Employees and Appointees:

- to recognize and accept the provisions of these SRR and undertakes to respect and enforce them;
- to comply with the Highway Code of the territories crossed by the Race;
- to relieve the Organizer 1000 Miglia S.r.l. and all persons assigned to the organization, as well as the Race Officials, volunteers and owners of the routes where the Race is held, from any liability regarding any damage occurring to Competitors, their Drivers, Co-Drivers, Employees and Appointees or things, or produced or caused to third parties or things by the Competitors, their Drivers, Co-Drivers, Employees and Appointees.

11.2 ADVERTISING

No form of advertising may appear on the car, unless this is expressly provided for by the Organizer according to what will be announced by a special information bulletin.

The names of the Crew Members may be written on each side of the car in the maximum size of 10 x 40 cm. per side.

A Club emblem, not having for its object (in whole or in part) advertising purposes, may appear on each side occupying a

maximum space of 10 x 10 cm. per side or equivalent surface.

The original livery is accepted as far as the identifying emblems are concerned, even if they involve advertising, limited, however, to what was originally used for that specific car, identified with the chassis number.

Any form of advertising that does not comply with what is stated in this article will be removed by the Organizer and/or Race Officials who will carry out checks both before and during the Race.

Violation of the rules in this article will be punished with 12,000 penalties. Crews found in breach of the above provisions will be denied participation in future editions of the Event. The Organizer reserves the right to charge the offending Crew for any damages resulting from the contravention of this article.

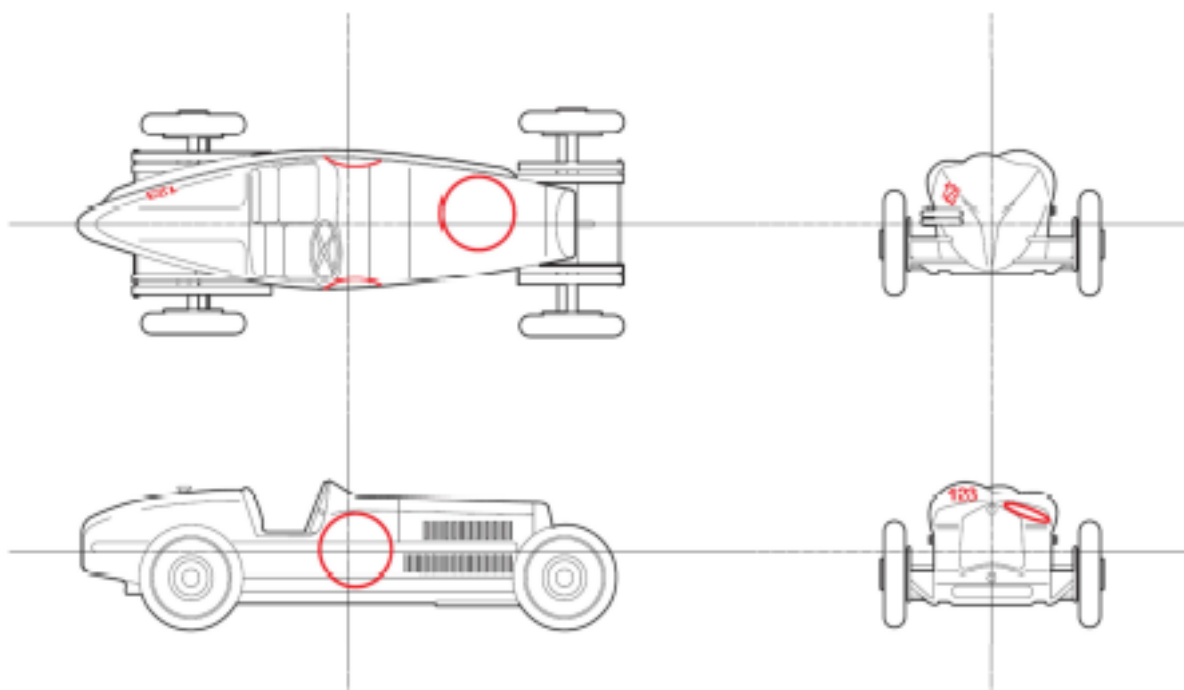
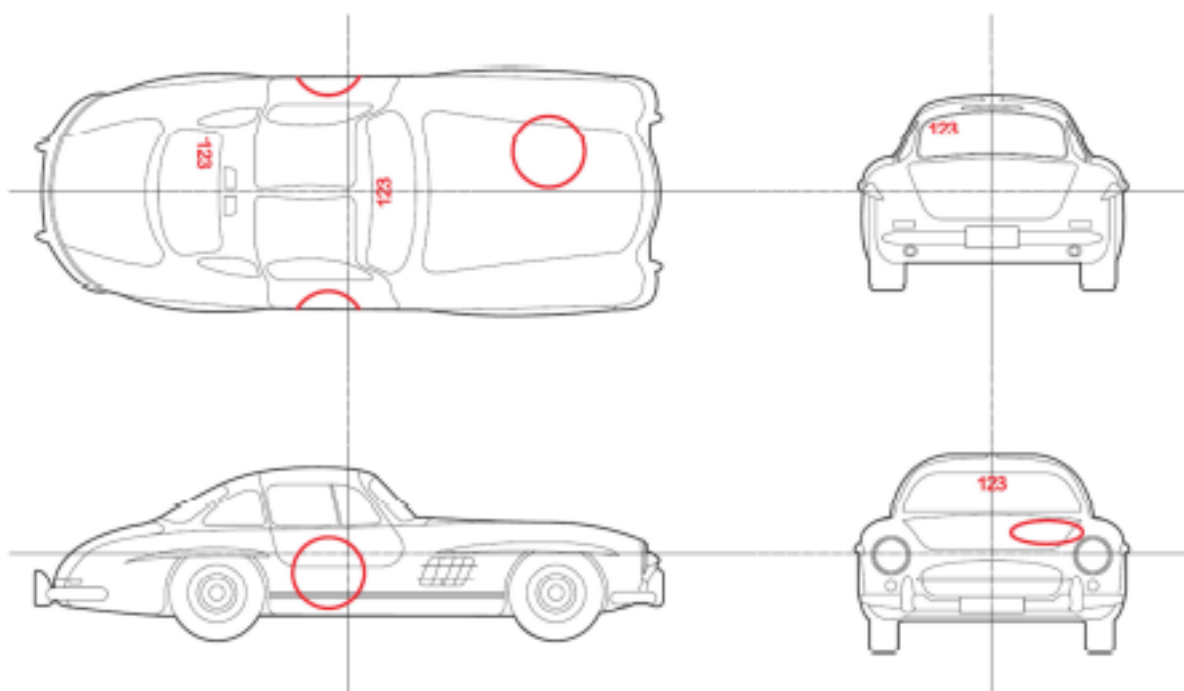
Competitors therefore agree to assume the obligation to indemnify any damage suffered by the Organizer and third parties in general, releasing the same from any liability, for any and all responsibility and/or damage resulting from the violation of the above prohibition.

Article 12 - ATTACHMENTS

The following attachments are an integral part of these Special Race Regulations:

- **ATTACHMENT 1:** Positioning of Race Numbers on the cars
- **ATTACHMENT 2:** Control Signs

Attachment 1: Positioning of Race Numbers on the cars



Attachment 2: Control Signs

CARTELLI DEI CONTROLLI - CONTROL SIGNS

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

***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.