1000 MIGLIA WARM-UP AUSTRIA 2024

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REGULATIONS

1. PROGRAMME

Check in, Crews accreditation, Road book distribution and cars checking			
	venue:	Rosewood Schloss Fuschl	
	date:	Thursday 26 September	time: 12:00 > 15:00
Briefing	venue:	Rosewood Schloss Fuschl	
	date:	Thursday 26 September	time: 15:00 > 15:30
Travelling to Salzburgring Race Track			
	date:	Thursday 26 September	time: 15:30 > 16:00
Shakedown/Training in Salzburgring Race Track			
	date:	Thursday 26 September	time: 16:00 > 18:30
Travelling to Rosewood Schloss Fuschl			
	date:	Thursday 26 September	time: 18:30 > 19:00
Start of Leg 1	venue:	HOF BEI SALZBURG - Arabella Jagdhof Resort am Fuschlsee	
	date:	Friday 27 September	time: 09:00
Arrival of Leg 1	venue:	MITTERSILL - Stadtplatz	
	date:	Friday 27 September	time: 17:00
Start of Leg 2	venue:	MITTERSILL - Sepp-Bacher-Straße	
	date:	Saturday 27 September	time: 08:00
Arrival of Leg 2	venue:	SALZBURG - Mozartplatz	
	date:	Saturday 27 September	time: 13:30
Prize giving	venue:	Hangar-7 Red Bull	
	date:	Saturday 27 September	time: 18:30

2. ITINERARY

1000 Miglia Warm-Up Austria 2024 route will have an overall length of **Km 544,06** and will be described in the Itinerary Table (TDT) attached to these Regulations and in the Road book. The Itinerary Table (TDT) will also show the methods of carrying out the timed Legs for classification.

There will be **6** Time Controls (CO/TC), **32** Time Trials (PC/TT), **5** Average Trials (PM/AT) with a total of **22** detections and **3** Passage Controls (CT/PC).

The start and finish of the legs are scheduled at the places and times indicated in the Art. 1 Programme.

1000 Miglia Warm-Up Austria 2024 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 directly on site, if possible, or by person appointed by the organisation.

3. CHECK IN, CREWS ACCREDITATION, CARS CHEKING

Competitors and crew members (driver and co-driver) must hold:
- a ID Card or Passport;
- a valid driving licence during all the legs of the race (only the driver if the co-driver 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 members who have been verified and accepted with that specific vehicle. Passengers will not be allowed, that is, crew members who have not been verified.

4. BRIEFING AND SHAKEDOWN/TRAINING

A Briefing is scheduled on Thursday 26 September, from 15:00 to 15:30 in Rosewood Schloss Fuschl. The attendance is compulsory for all the members of the crews.

ALL crews are invited to Shakedown/Training in Salzburgring Race Track, from 16:00 to 18:30; will be scheduled:
- a single PC/TT: each crew will be authorised to repeat these PC/TT, without limit of number;
- a interconnected PC/TT with 3 arrivals: each crew will be authorised to repeat these PC/TT without limit of number;
- a PM/AT of Km. 3,564 long, with 3 detections, to be run at 50 km/h, on the Salzburgring Race Track: each crew will be authorised to repeat these PM/AT without limit of number.

5. 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 Organiser's advertising;
- 2 series of pre-spaced fluorescent competition numbers.

5.1 APPLYING THE COMPETITION STICKERS 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.

6. SAFETY TRACKING DEVICE

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 devicewill 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 thespeed of the car. Recorded data will be available to the Organiser 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 Organiser convoy.

7. 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 behaviour should always be prudent for oneself and especially for spectators.
Each competitor is always responsible also for the behaviour of their service and team vehicles, which mustnecessarily strictly observe the instructions given and must follow the route envisaged in the Road book in some parts of the competition route. 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:
(i) drink wine or any alcoholic drink from 6 (six) hours before the start of each leg up to the end of the same leg;
(ii) assumere sostanze stupefacenti e/o idonee ad alterare le condizioni psico-fisiche.

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 quicklyas possible.
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 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. 9 of these Regulations.
Drivers must keep to the Official Times stated in the Itinerary Table (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 placedat 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 thesaid checks, in the application of the average to each competitor and/or the annulment of the checks themselves for all competitors.

8.2 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 3 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. 10.1 of these Regulations.

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 momentin which one member of the team hands over the Time Card 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 Time Card 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 Road book will be excluded from the race.

8.3 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 marshal and/or the timekeeper in charge.
Various consecutive PC/TTs will be envisaged (interconnected), where the time for passing to the finalreading 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 Road book.
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 competition official, on penalty of exclusion. Furthermore, unauthorised 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 organiser 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.

8.4 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 Itinerary Table and the Time Card.
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 Road book 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 Time Card 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.

8.4.1 START OF THE AVERAGE TRIALS

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

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

c. The competitor proceed immediately, without stopping, to the second station and take the actual start for the PM/AT from the **Zero space/Zero time** line corresponding to that station. At this line, the competitor must start counting space and time in order to respect the imposed average assigned for each Trial.

d. In order to allow the competitor to reach the ideal average, there will be no measurements during the first 500m of each Trial.

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

8.5 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 Time Card. The absence of this stamp will mean exclusion.
All the CT/PC areas will be properly marked with signs in compliance with the examples shown in the Technical Guide
Vehicles transiting through a CT/PC area in the opposite direction than the one described in the Road bookwill be excluded from the race.

9. MAXIMUM LATENESS

A crew will be over the maximum lateness:

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

10. PENALTIES AND DISCIPLINARY MEASURES

10.1	**TIME CONTROLS (CO/TC)**	
10.1.1	for every minute or fraction thereof early:	100 penalty points
10.1.2	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
10.3	**AVERAGE TRIALS (PM/AT)**	
	for each second early or late at each detection:	1 penalty point
10.4	**TIME CARD**	
10.4.1	alterations, changes or corrections not endorsed by organiser:	exclusion
10.4.2	failure to record a CO/TC:	12.000 penalty points
10.4.3	lack of a control stamp (CT/PC):	12.000 penalty points
10.4.4	failure to return to the CO/TC of Leg arrival	exclusion

10.5 OTHER PENALTIES

10.5.1	refusal to start at the hour and in the set order:	100 penalty points
10.5.2	stopping the car in the control area (stationary wheel)	100 penalty points
10.5.3	unauthorised access of the crew in the check area (subject to further action):	300 penalty points
10.5.4	missing transit or time annotation at any control point:	12.000 penalty points
10.5.5	unauthorised stopping in a control area:	12.000 penalty points
10.5.6	blocking the passage and/or damaging other crews:	exclusion
10.5.7	for non-sportsmanlike behaviour:	from warning to exclusion
10.5.8	for passage in a control area in a wrong or different direction:	exclusion
10.5.9	for infringiments of the Road Rules:	up to exclusion
10.5.10	document irregularities during administrative checks:	non-acceptance
10.5.11	failure to comply with the checking times:	up to non-acceptance
10.5.12	allowing a person other than a crew member to drive the car:	exclusion
10.5.13	lack of a competition number or competition licence plate:	fine
10.5.14	lack of two or all of the competition numbers:	exclusion
10.5.15	failure to comply with provisions concerning the synchronisation of chronometers:	up to exclusion
10.5.16	for non-prudent behaviour of a crew member, or assistant or team car:	up to exclusion
10.5.17	for leaning out of a moving car:	up to exclusion
10.5.18	failure to comply with the orders of officials and marshals:	up to exclusion
10.5.19	Art. 7, first offense:	1.000 penalty points
10.5.20	Art. 7, second offense:	12.000 penalty points

11. CLASSIFICATION

The following classifications will be drawn up:

- Overall Classification;
- Average Trials Classification;
- Female Crews Classification;
- Porsche Challenge Classification (Porsche cars built after 1976).

12. PRIZES

1000 Miglia Warm-Up Austria 2024 will distribute the following prizes:

- To the first crew classified in the overall classification:	2 awards
- To the second crew classified in the overall classification:	2 awards
- To the third crew classified in the overall classification:	2 awards
- To the first crew classified in the Average Trials classification:	2 awards
- To the first crew classified in the Female Crews classification:	2 awards
- To the first crew classified in the Porsche Challenge classification:	2 awards
- To the second crew classified in the Porsche Challenge classification:	2 awards
- To the third crew classified in the Porsche Challenge classification:	2 awards