

**1000 Miglia Experience UAE
from 3rd to 7th December, 2023**

ORGANIZATION: Octanium Experiences LLC

**SPECIAL RACE REGULATIONS
REGOLAMENTO PARTICOLARE DI GARA**

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1. DEFINITIONS

Unless otherwise defined in the body of these SRR or in the General Conditions, the following terms have the meanings indicated below.

- 1.1 **ASN:** means the Emirates Motorsport Organisation (EMSO), the National Sports Association recognized by the International Automobile Federation as the only sporting power qualified to apply the code of ethics adopted by the same and to regulate motor sport in all territories under its jurisdiction.
- 1.2 **Operational and Selection Committee:** means the committee composed of the members referred to in art. 2.3 of these SRR, appointed by the Organizer, with the task of proposing the admissions and / or exclusions of the cars to the Race.
- 1.3 **Competitor/s:** means the natural or legal person/s suitable to enter a car and its drivers in the Race.
- 1.4 **Conductor:** means the natural person who takes part in the race with the function of driver and/or navigator of a registered car. The driver/s is/are indicated by the Competitor and must be in possession of the requisites provided for by art. 6 of these SRR.
- 1.5 **Admitted Drivers:** means the crewmembers accepted and verified to drive the car entered by the Competitor.
- 1.6 **Driver:** means the crewmember who drives the car.
- 1.7 **Technical Support Convoy:** means the forerunners, "pace cars" and "technical cars" as well as further defined and nominated by the organizer with their crews.
- 1.8 **PIM:** means the personal identification mark suitable to uniquely and indisputably identify a Driver.
- 1.9 **TC:** means the time controls that regulate the timing of the race.
- 1.10 **PC:** means stamp controls.
- 1.11 **NSC:** means the national sporting code adopted by EMSO.
- 1.12 **Clerk of the Course:** means the race official referred to in art. 2.4 of these SRR.
- 1.13 **Crew:** means the crew appointed by the Competitor for each car entered and/or accepted consisting of a maximum of 2 (two) Drivers.
- 1.14 **FIA HERITAGE CERTIFICATE:** means the certificate issued by the Federation Internationale de l'Automobile.
- 1.15 **FIVA INTERNATIONAL IDENTITY CARD:** means the international document issued by the Fédération Internationale des Véhicules Anciens.
- 1.16 **Race:** means the car race named "1000 Miglia Experience UAE Prologue".⁽⁹⁾
- 1.17 **GPS TRACKER:** means the electronic equipment made available to the Organizer and installed on the car.
- 1.18 **Guest Car:** means a car registered with a dedicated registration application and accepted to a special classification.
- 1.19 **HTP/FIA:** means the *Historical Technical Passport* of the car issued by the *Federation Internationale de l'Automobile*.
- 1.20 **Waiting List:** means the waiting list prepared by the Organizer for competitors who have submitted an application for registration, but have not been accepted at the date of publication of the list of Competitors and accepted cars.
- 1.21 **Registered Trademarks:** this means the following trademarks: "1000 MIGLIA EXPERIENCE", "MILLE MIGLIA", "1000 Miglia" both verbal and figurative.
- 1.22 **Navigator:** means the crewmember who assists the driver.

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- 1.23 Organizer:** means the company Octanium Experiences LLC with head-office in Villa 11, Yas Marina Circuit ,VAT n° 100517433700003.
- 1.24 Paddock:** means the area prepared by the Organizer responsible for carrying out the sporting and technical checks of the race.
- 1.25 TT:** means timed trials.
- 1.26 AT:** means average speed tests.
- 1.27 Program:** means the Race programme referred to in art. 3 of these SRR.
- 1.28 NSR:** means the National Sporting Regulations adopted by ACI Sport and its sector regulations, as applicable.
- 1.29 Road Book:** means the document prepared by the Organizer indicating the Race route.
- 1.30 RPG/SRR:** means these Special Race Regulations.
- 1.31 Website:** means the website www.1000migliaexperience.ae
- 1.32 Sponsors:** means sponsors having a sponsorship agreement with the Organizer.
- 1.33 Sponsor Team:** means the team of the cars indicated by the sponsor in its contingent in accordance with the sponsorship agreement.
- 1.34 Roadmap:** means the document showing the transit times recorded at the TC.
- 1.35 Leg:** means the race leg envisaged by the Program.
- 1.36 TDT:** means the table of distances and times attached to the SRR, the final version of which is included in the Road Book or in the Information Bulletins.

All times indicated in these SRR are to be understood as referring to the Time Zone GMT +4 hours

The acronym "ASN" indicates: National Sports Authority.

Value Added Tax (VAT), if due, will be applied to all the amounts indicated in these SRR and is to be understood as equal to 5% of the taxable amount ⁽¹⁴⁾. Any changes in this percentage will be communicated to the competitors and will become effective in accordance with the laws issued by the UAE Govt.

2. ORGANIZATION

The Operational and Selection Committee is composed of: ⁽¹⁵⁾

President:	Mr. Martin Halder
Secretary:	Mr. Talha Benani
Components:	Mrs. Francesca Parolin
	Mr. Ivo Kapitzki
Headquarters:	Established at the operational headquarters of the organizer indicated in the definitions
Clerk of the Course:	Mr. John Spiller

2.1 Approval

ASN registration number / Visa

Visa No.: EMSO_UAE-2023-XXXX

Approved On:

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3. PROGRAM

Program before the race

DATE	ACTIVITY	LOCATION
23 th November, 24:00	Date of publication of the Special Race Regulations Registration opening date	online
26 th November, 24:00	Registration closing date	online
By 27 th November, 24:00	Notice of acceptance of registration to competitors Publication of the list of competitors and accepted cars	online
3 rd December, 19:00	Publication of the Order and Start Times of the legs of the race	Meydan

Race week programme

2nd December 2023

TIME	ACTIVITY	LOCATION
10:00-12:00	Registration desk setup	Meydan
12:00-18:00	Registration desk open	Meydan

3rd December 2023

TIME	ACTIVITY	LOCATION
9:00-15:00	Registration desk open	Meydan
9:00-18:00	Scrutineering of the cars	Meydan
9:00-18:00	Practical rally training	Meydan

4th December 2023

TIME	ACTIVITY	LOCATION
07:00-08:00	Breakfast	Meydan
08:15	Arrival of registered crews and personnel check-in operations	Meydan
08:45	Check-in cars taking part in the race	Meydan
09:15	Briefing with the Organizer - explanation of the race procedures	Meydan

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09:30	Line up for the start of the Leg 1 (30' before the individual start time)	Meydan
10:01	Departure of the first car - Leg 1	Meydan
12:50	Luncheon during the race	Ritz Carlton
17:00	Arrival of the first car - Leg 1	Hayat Island
TIME	ACTIVITY	LOCATION
19:00	Publication of the partial classification of the Leg 1	Hayat Island
20.00	Dinner	Hayat Island

5th December 2022

TIME	ACTIVITY	LOCATION
07:00	Breakfast	Hayat Island
08:30	Line up for the start of the Leg 2 (30' before the individual start time)	Hayat Island
09:01	Departure of the first car - Leg 2	Hayat Island
12:45	Luncheon during the race	Summit Jebel Jais
17:00	Arrival of the first car – Leg 2	Intercontinental, Al Aqa'a
19:00	Publication of the rally results	Intercontinental, Al Aqa'a
20.00	Dinner	Intercontinental, Al Aqa'a

6th December 2022

TIME	ACTIVITY	LOCATION
07:00	Breakfast	Intercontinental, Al Aqa'a
08:30	Line up for the start of the Leg 3 (30' before the individual start time)	Intercontinental, Al Aqa'a
09:01	Departure of the first car - Leg 3	Intercontinental, Al Aqa'a
12:45	Luncheon during the race	Hatta Fort Hotel
17:00	Arrival of the first car – Leg 3	QE2, Dubai
19:00	Publication of the rally results	QE2, Dubai
20.00	Dinner	QE2, Dubai

7th December 2022

TIME	ACTIVITY	LOCATION
07:00	Breakfast	QE2, Dubai
08:30	Line up for the start of the Leg 4 (30' before the individual start time)	QE2, Dubai
09:01	Departure of the first car - Leg 4	QE2, Dubai

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12:45	Lunch during the race	Platinum Desert Resort
16:20	Arrival of the first car – Leg 4	Maryah Island
18:00	Publication of the rally results	Park Hyatt Hotel
18:30	Dinner & Prize giving ceremony	Park Hyatt Hotel

Race Secretariat until 3rd December 2023

Full Address: PO Box 105156, Abu Dhabi, UAE

Telephone: +971 54 581 0277; e-mail: talha.benani@octanium.ae

Race Management and Race Secretariat from 10:00 3rd December to 7th December

Full Address: PO Box 105156, Abu Dhabi, UAE

Telephone: +971 54 581 0277; e-mail: talha.benani@octanium.ae

Official Race List c/o Race Management

Website www.1000migliaexperience.ae

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4. RACE

The Organizer will notify which Race Officials will be involved in the event before the start of the race with an Information bulletin.

The Organizer, Octanium Experience LLC announces and organizes a classic Regularity car rally for Historic Cars, from 03/12/23 to 07/12/23 called:

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5. ROUTE

The race route will be described in the Table of Distances and Times (TDT) attached to these SRR, of which it is an integral part, and in the Road book. The TDT will also indicate the Time Trials and the Average Trials valid for compiling the classification. The TDT may undergo some changes at the sole decision of the organization, which will be communicated to the competitors through the online race register.

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 the competent administrative authorities, in compliance with the traffic regulations in force.

Any changes in the route, due to work or temporary impediments, will be communicated with Information Bulletins and reported on the spot, where possible, by the Police and/or by the persons in charge of the organization.

6. COMPETITORS, DRIVERS AND CARS ADMITTED

6.1 COMPETITORS AND DRIVERS ADMITTED

- 6.1.1 At least one of the crewmembers must be in possession of a valid driving license during all phases of the race.
- 6.1.2 A competitor may enter, for each car, a crew composed of a maximum of two people, who will be the only ones authorized to board the car during all phases of the race.
- 6.1.3 Passengers, namely crewmembers who have not been verified, will not be accepted. .

6.2 CARS ADMITTED

- 6.2.1 Up to 40 cars will be accepted, divided into the following groups:
 - 1. **1000 Miglia Eligible class:** cars from 1927-1957 from the existing list of eligible cars
 - 2. **Classic Icons class:** cars older than 1976. If a car does not have MM Registro certificate it enters Classic Icons Class if not decided differently according to 6.2.2.
 - 3. **Contemporary Icons class:** post-1976 automobiles of iconic significance. Only the teams from MM Class and Classic Icons Class can win an Overall winner trophy. Contemporary Icons Class teams are not eligible for overall awards even if they score the best results.

6.2.2 CARS BELONGING TO THE "1000 MIGLIA Eligible" class

- 1. Cars that hold a valid 1000 Miglia Registro certificate can enter the "1000 Miglia Eligible" class.
- 2. Cars without a valid 1000 Miglia Registro certificate but produced before 1957 may also be accepted to this class at the discretion of 1000 Miglia Registro committee after conducting a pre-check.

In the process of selecting the cars entered, the Organizer will take into consideration the possession of the following valid document:

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- Certificate from the Registro 1000 Miglia (also registration is valid);

The cars must be road legal and road registered, equipped with road tyres, racing tyres are not allowed.

6.2.3 VEHICLES BELONGING TO THE Classic Icons class

The Sport and Gran Turismo cars built before 31/12/1976 and are not eligible to the 1000 Miglia Class belong to the Classic Icons class. Cars other than Sport and GT, but which are of high historical and/or sporting interest, may also be accepted to this class.

In the process of selecting the cars entered, the Organizer will take into consideration the possession of at least one of the following valid documents:

- Certificate from the 1000 Miglia Register (also the registration is valid);
- FIVA identity card.
- HTP FIA (Historic Technical Passport FIA);

Cars registered but lacking one of the documents listed in this article may be accepted at the discretion of the Organizers.

The cars must be road legal and road registered, equipped with road tyres, racing tyres are not allowed.

6.2.4 CARS BELONGING TO THE “Contemporary Icons” class

The Sport and Gran Turismo cars built between 1977 and today belong to the “Contemporary Icons” class. Cars other than Sport and GT, but which are of high historical and/or sporting interest, may also be accepted to this class.

Cars belonging to this class need not present specific documentation

- 6.5** All cars entered must be in their original configuration, that is to say the one provided by the manufacturer for normal road use.

All cars must be road legal, road registered and equipped with road tyres, racing tyres are not allowed.

- 6.6** The following are always prohibited and subject to penalties that could lead to exclusion from the race by the Officials:

- a) the installation and use of any protrusion of the car body, not provided for by the Manufacturer, which has the purpose of sighting the chronometric detection lines;
- b) the installation or construction, inside and outside the car, of viewfinders with adhesive material larger than cm. 15 in length and cm. 2 wide;
- c) the presence of any adhesive viewfinders on the race number plates, on the organizer's advertising stickers and on the race plates.

7. RACE NUMBERS – STARTING ORDER

- 7.1** The assignment of race numbers, also valid for drawing up the Starting Order, is made in compliance with the increasing order of the assigned numbers. Subject to particular organizational needs, the assignment of race numbers will preferentially respect the following criteria:

- a) division of cars into the foreseen classes:
 1. 1927-1957 1000 Miglia Eligible Class (registered and/or pre-checked by 1000 Miglia Registro)
 2. 1927-1976 Classic Icons Class.
 3. 1976-2023 Contemporary Icons Class.
- b) inside each block, in increasing order according to year of manufacture.
- c) specific starting numbers can be allocated by the event organizer

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8. REGISTRATIONS

8.1 The submission of the application does not give the right to participate in the race, the selection of applications and the acceptance of registrations is at the sole discretion of the organizer.

Non-acceptance of a registration by the organizer does not need justification, and will not give the right to any compensation and/or refund of expenses, without prejudice to the return of the security deposit (Article 8.9 of these SRR).

8.2 METHOD OF SUBMITTING AN APPLICATION FOR REGISTRATION

Applications for registration must be made via the provided online link, on the days and at the times indicated in the Program of these SRR

The date of submission of the application for registration of each competitor coincides with the date of crediting the organizer's current account with the sum provided for in Article 8.3.1 below.

8.3 COMPLETION OF REGISTRATION

Registration will be considered completed only upon acceptance of the registration application by the organizer and upon the allocation of the amount paid as registration fee, followed by an invoice, issued by the organizer.

8.4 REGISTRATION FEE

The registration fee at 1000 Miglia Experience UAE 2023 is 11.900 USD + VAT AED and includes:

- **Hospitality for two people, details as follows:**
 - ⇒ Hotel stay in a double bedroom
 - ⇒ Breakfasts, dinners and lunches
 - ⇒ Participation in the rally training and opening day at 3rd Dec
- **Participation kit:**
 - ⇒ Technical race documentation
 - ⇒ Welcome Bag
- **Assistance and services included:**
 - ⇒ During the Event, parking for the registered car, covered where possible
 - ⇒ Coordination of the organization staff throughout the race
 - ⇒ Mechanical assistance during the event

8.5 WITHDRAWAL OF A REGISTRATION

Withdrawal of a registration must be made by e-mail to the organizer
Talha.Benani@octanium.ae .

8.6 REFUND OF THE REGISTRATION FEE IN CASE OF WITHDRAWAL OF THE REGISTRATION

The refund of the registration fee in case of withdrawal by a competitor will take place only in accordance with the following:

- a) In the event that the communication of the withdrawal of the registration is received by 23:59 (GMT +4 UAE) on the 15th of October 2023, the registration fee will be refunded in the amount of 50%.
- b) In the event that the communication of the withdrawal of the registration is received after 24:00 (GMT +4 UAE) on the 15th of October 2023, the registration fee cannot be refunded.

8.7 CANCELLATION OR SUSPENSION OF THE EVENT

In the event of force majeure or in any case 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 this case, nothing will be due to the competitors registered for the Event.

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8.8 COMPLAINTS REGARDING REGISTRATION FEES

Once the Event has taken place, no objection relating to the registration fees is accepted, since said fees must be considered appropriate at the time of registration in relation to the totality, type and quality of the services offered by the Organizer. As the organization of the Event implies, right from the preliminary stages, there are a series of financial commitments (by way of example but not limited to: costs for advertising the Event; creation, production and distribution of communication materials; hotel reservations and others).

9. GENERAL OBLIGATIONS

9.1 PRE RACE CHECKS

9.1.1 ADMINISTRATIVE AND TECHNICAL CHECKS

Competitors and their drivers will be required to present themselves in person and with the registered car, in the manner and times provided for in the programme, in order to be subjected to the following checks and formalities by the Sporting Inspectors:

- a) check of the mandatory documents for competitors and drivers, to be submitted in original format:
 - a valid driving license for at least one of the participants;
 - car insurance, currently valid;
 - the registration certificate of the car;
 - any sports document/historicity of the car.

9.2.1 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;

9.2.2 ATTACHING RACE STICKERS ON CARS

The cars must be presented at the technical checks with all the stickers of the kit referred to in Article 9.2.1 of these SRR already attached, 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 plate sticker on the front hood/bonnet of the car;

The layout for the positioning of the race numbers is shown in Attachment 3 to these SRR.

If, due to lack of space, it is not possible to attach all three round number stickers delivered to the cars, the attachment of only 2 stickers is permitted: in this case, the third sticker must be returned to the Organizer during the technical inspection, under penalty of exclusion from the race.

9.3 COMPETITORS' OBLIGATIONS - RULES OF CONDUCT

Throughout the event, the drivers must maintain a conscious and prudent driving behavior; scrupulously respect the traffic regulations of the territories affected by the event and the orders given by the Clerk of the Course.

9.4 SAFETY EQUIPMENT

For this event tracking devices will be used.

10. RACE PROCEDURE

10.1 START

The cars will start one at a time, from a stationary position and with the engine running, with a frequency of one car per 30 seconds. Once given the start signal, each car must clear the starting area as quickly as possible.

Under the control of the Race Officials, the start may also be allowed by pushing, in case the car fails to start by itself.

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In the control areas (between the start and end zone signs), the drivers must not stop their cars (with the exception of checks where a visa must be affixed by Race Officials), reverse, turn around, open car doors and obstruct other crews in any way, under penalty as provided for in Article 12 of these SRR.

Crews that fail to carry out the TC 1 - Start of Leg 1 will be penalized as indicated in Article 12 of these SRR for each failure to pass through a control. In any case, it will be mandatory, under penalty of exclusion from the race, to transit to the Start TC of at least one of the subsequent Legs.

Drivers are obliged to respect the official race times indicated in the time card. No restrictions will be imposed on them in relation to the use of time recording devices. The same can be synchronized with the clock placed at the start of each Leg, without direct connection to the said clock.

Any defect in timing detection, caused by failure or malfunction of the equipment may lead, for the controls concerned, to the application of the average to each competitor, and the cancellation of the said controls for all competitors.

The organizer will note in the Road book and will indicate on the spot, a straight stretch of road with indications of measurements, verifiable by the competitors before the race, which was used as a measured basis for the preparation of the road-book.

10.2 TIME CHECKS (TC)

The Time Checks (TC) have the purpose of delimiting the sectors into which the route of the race is divided to regulate the progression of the same and to enforce the envisaged average speed.

For each competitor, the measurements must be made to the full minute (eg: for the transit time 14.01 it will be possible to transit without penalty from 14.01.00 to 14.01.59).

The deviations from the theoretical times imposed contribute to determine the classification.

The penalties for early and late transit at the TC are those indicated in Article 11.1.1 of these SRR.

The delay and early arrival at a TC must not be recovered in subsequent TC. The crews must leave the "detection zone" free for transit, in which they are authorized to enter in their cars, in the minute preceding the theoretical time of transit and to stop only for the time strictly necessary for recording the time of transit.

At the moment of recording the time, the car must be inside the detection area.

During the detection operations, at least one crewmember must be in the car.

The time taken in the detection operation is in no way neutralized. The detection is taken when a member of the crew delivers the time card to the timekeepers.

In the event that cars, later or earlier than their theoretical time, pass through the TC in the minute pertaining to cars that are on time, the timekeeper must note the real time of transit on the time tables of the late or early crews. This time will correspond to the start of the next sector, giving priority in detection operations to the crew with the least delay compared to the theoretical transit time.

All TC will be appropriately marked with signs conforming to the models attached to these SRR (Attachment 4).

Cars passing through a TC in the opposite direction or different from that envisaged by the Organizer will be excluded from the race.

10.3 TIMED TRIALS (TT)

Timed Trials (TT) are the timed sections of the route, included between two consecutive detections in which the drivers must respect a set time indicated in the TDT and in the Roadmap.

The measurements will be made at 1/100 of a second without any tolerance. The deviations with respect to the set times will contribute, as the deviations detected at the TC, to determine the classification.

The TT will be carried out with the start detected with free entrance; the driver will have the right to freely choose the start time of the PC, in any case within about 5 seconds from the "green light" of the Race Official or the Timekeeper in charge.

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There will be multiple consecutive TT (linked together), where the time of passage at the final detection of the previous TT constitutes the start time of the following TT, and so on.

For TT located in equipped areas or in temporary circuits, racetracks, kart tracks and for TT with a length of less than 300 m, an explanatory plan will be attached to the Road book.

All TT will be appropriately marked at the start and at the finish, with signs conforming to the models attached to these SRR (Attachment 4).

In the section of the route between the yellow start sign and the beige sign at the end of the detection area, stopping (vehicle stopped), parking the car and opening the doors is prohibited. The cars that do stop due to a breakdown in the detection area must be immediately removed according to the indications of the Race Officials, under penalty of exclusion. Unauthorized access by drivers and navigators is also prohibited.

Cars passing through a TT in the opposite direction of travel other than that envisaged by the organizer will be excluded from the race.

In case of failure to do so by a competitor, or even lack of result of one or more TT, no matter for what reason, the competitor will always be assigned a time relative to the missing TT resulting from the average of the TT actually disputed by the competitor himself in the Leg in which the TT are missing. The application will be made at the end of the Leg being considered.

10.4 AVERAGE TRIALS (AT)

Average trials (AT) are those sections of the route included in a sector in which the drivers must maintain a predetermined hourly average, indicated in the TDT and in the Roadmap.

For the purposes of the Trial classification, all the measurements carried out will be considered, to then proceed with the calculation of the average of the penalties.

The Road book will indicate the starting place and the place that constitutes the theoretical maximum limit for the finish of AT. In the sector between the start and the finish of the PM/AT, the average is measured in one or more points not known by the driver. The TDT will indicate the number of measurements envisaged for each AT. For each average trial, it will be possible to consider up to 5 measurements.

The transit time will be detected to the second, rounded down, by means of the GPS-Tracking equipment installed at the pre-race checks.

10.4.1 START OF THE AVERAGE TRIALS

- a. The AT start time is free and coincides with the passage on the pressure switch placed on the starting line;
- b. The transit time on the pressure switch, manually doubled by the race officials appointed for this purpose, will be considered to the completed second.

10.5 STAMP CONTROLS (PC)

The Stamp Controls (PC) have the purpose of checking the scrupulous respect of the established route.

The opening and closing times of the PC will be communicated by the Race Management. At the PC, the drivers must stop the cars to have the control stamp or "see passing" stamp placed in the appropriate space of the Roadmap, the absence of which will result in exclusion from the classification.

All PC will be marked with signage conforming to the models attached to these SRR (Attachment 6).

Cars passing through a PC in the opposite direction or different from that foreseen in the Road book will be excluded from the race.

10.6 FINISH

The finish check will be located at the Emirates Palace, Abu Dhabi and open at 16:00pm of 8th December 2022 ⁽⁴⁶⁾.

After the finish TC, the competitors must continue, following the instructions of the Officials in charge.

11. MAXIMUM TIME

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A crew will be considered out of maximum time:

- if it passes through a time control (TC) more than 15 minutes late;
- if it accumulates delays at several controls totaling more than 30 minutes.

At the starting TC of each Leg, a crew will be considered out of maximum time if it passes with more than 15' of delay.

The opening and closing times of the Time Tests (TT), of the Average Trials (AT) and of the Passage Controls (PC) will be announced through a Bulletin.

12. PENALTIES AND DISCIPLINARY MEASURES

Time Controls (TC)

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

Time Trials (TT)

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

Average Trials (AT)

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

Secret Transit Checks

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

Time Card

- alterations, tampering or corrections not endorsed by Officials: exclusion
- failure to record a TC: exclusion (*)
- lack of a control stamp (PC): exclusion (*)
- failure to return to the TC of Leg arrival: exclusion

Other Penalties

- for refusal to depart at the appointed time and order: 100 penalties
- for stopping the vehicle in the control area (wheel stop): 100 penalties
- for unauthorized access of the crew to the control area (without prejudice to further action): 300 penalties
- for failure to pass or record time at any checkpoint: exclusion (*)
- for unauthorized parking in the control area: exclusion (*)
- for blocking the passage and/or damaging other crews: exclusion
- for unsportsmanlike conduct: from warning to exclusion
- for passing through a control in the opposite or different direction: exclusion
- for infringements of the Road Safety Rules: up to exclusion
- document irregularities during Administrative Checks: non-acceptance
- failure to comply with the checking times: up to non-acceptance
- for delays at the start of more than 15 minutes: non-acceptance
- for having the car driven by a person other than members of the crew: exclusion
- for lack of a race number or a race license plate: fine
- for lack of two or all race numbers: exclusion
- for failure to notify the Race Direction of withdrawal: fine
- for failure to comply with the provisions relating to the synchronization of chronometers: up to exclusion
- for the unsafe behavior of a crew member or an assistance or accompanying car: up to exclusion
- for leaning out of a moving car: up to exclusion
- for any inaccurate or unsubstantiated request for time verification: up to exclusion
- non-compliance with Officials' orders: up to exclusion
- article 7.5 – first offence: 1.000 penalties

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- article 7.5 – second offence: 12.000 penalties
- for infringements of the rules on advertising of competing cars: 12.000 penalties

(*) Readmission

Crews who have exceeded the maximum time limit and crews who have failed to pass one or more controls (TC, TT, AT, CT/PC) are automatically reaccepted to the start of the next Leg. If they are reaccepted, they will receive a penalty of 12000 negative penalty points.

13. CLASSIFICATIONS-PROTESTS-APPEALS

13.1 CLASSIFICATION

The following classifications will be drawn up:

- a) general;
- b) group;

13.2 COMPILATION AND PUBLICATION OF CLASSIFICATIONS

The classifications will be drawn up based on the penalties scored by each crew in the TT and in the AT, in the TC and calculated based on the coefficient assigned to each car plus any penalties referred to in Article 12.

The coefficient assigned to each car 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 Coefficient: 1,39 Penalty hypothesis: 500 points Score: $500 \times 1,39 = 695$) (E.g.: production year 2005 Coefficient: 2,05 Penalty hypothesis: 500 points Score: $500 \times 2,05 = 1,025$)

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

There are no “discards”.

The crew with the lowest number of penalties, multiplied by the relevant coefficient, shall be declared the winner.

In case of a tie in the final classification, the best position will be awarded to the crew with the best result net of the coefficient, in case of further tie the best position will be awarded to the crew/participant with the oldest car, in case of further tie the best position will be awarded to the crew with the best position in the first 10 PC made since Thursday net of the coefficient.

The classifications will be displayed as per Program.

13.3 PROTESTS AND APPEALS

Protests and appeals shall be lodged in the manner and within the time limits laid down in the National Sporting Regulations.

- For each protest, the security deposit is AED 1,000
- For each appeal, the security deposit is AED 10,000

13.3.1 TERMS FOR THE SUBMISSION OF PROTESTS OR REQUESTS FOR TIME VERIFICATION

The classifications drawn up at the end of Legs 1, 2 and 3 are to be considered definitive in terms of the elements used to compile them. These classifications will be published 30 minutes before the start of each Leg: competitors may lodge a complaint (including a request for a time check) against the published classifications up to the time of their individual start by submitting, in writing, the reasons for the dispute to the Competitors' Relations Officer present at the start.

14. PRIZES

14.1 The event will have the following honor prizes:

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- for the first 3 Crews of the general classification: prizes each crew;
- for the first 3 Crews of each group classification: prizes for each crew;

The prizes are not cumulative; therefore, the winners of several classifications will be awarded only the prize of the most relevant classification (except for the participation gadget).

Crews who do not present themselves at the prize-giving ceremony will lose the right to the prizes awarded to them without the classification being changed.

15. GENERAL INSTRUCTIONS

15.1 RESPONSIBILITY

By the very fact of entering for the race, each competitor declares for himself/herself and for his/her drivers, for the personnel in his/her assistance and accompanying vehicles, for his/her employees and appointees:

- to acknowledge and accept the provisions of these SRR, committing themselves to comply with them and to have them complied with;
- to comply with the Highway Code of the territories passed through during the race;
- to consider the Organizer, Octanium Experiences L.L.C. and all the people in charge of the organization, as well as the Officials, the volunteers, and the owners of the routes where the race takes place as relieved from any liability for any damage occurred to the competitor, its drivers, co-drivers, employees and appointees or things, or produced or caused to third parties or things by the competitor, its drivers, co-drivers, employees and appointees.

15.2 ADVERTISING

No form of advertising may appear on the car, unless expressly provided for by the Organizer in accordance with the indications given in the information bulletin.

The names of the crewmembers may be written on each side of the car up to a maximum size of 10 x 40 cm per side.

A Club emblem, not having as its object (wholly or in part) advertising purposes, may appear on each side of the car occupying a maximum space of 10x10 cm. per side or equivalent surface.

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

Any advertising that does not comply with the provisions of this article will be removed by the Organizer and/or the Officials who will carry out checks both before and during the race.

Infringement of the provisions of this article will be sanctioned with 12,000 penalties. Crews found to be in breach of the above provisions will be refused participation in future editions of the event. The Organizer reserves the right to charge the offending crew with any damage resulting from the breach of this article.

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

16. INSURANCE

The Organization shall take care to take out compulsory insurance cover in accordance with national legislation and to supplement it in the spirit of maximum protection for itself and its clients.

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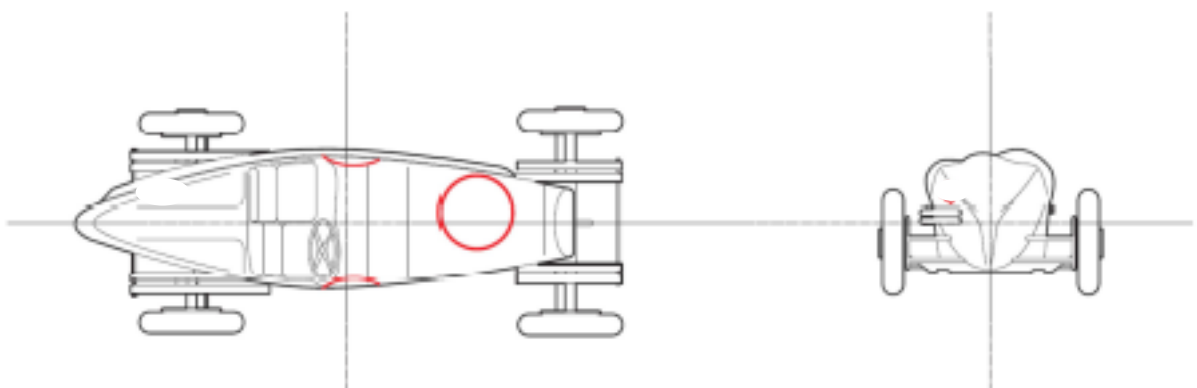
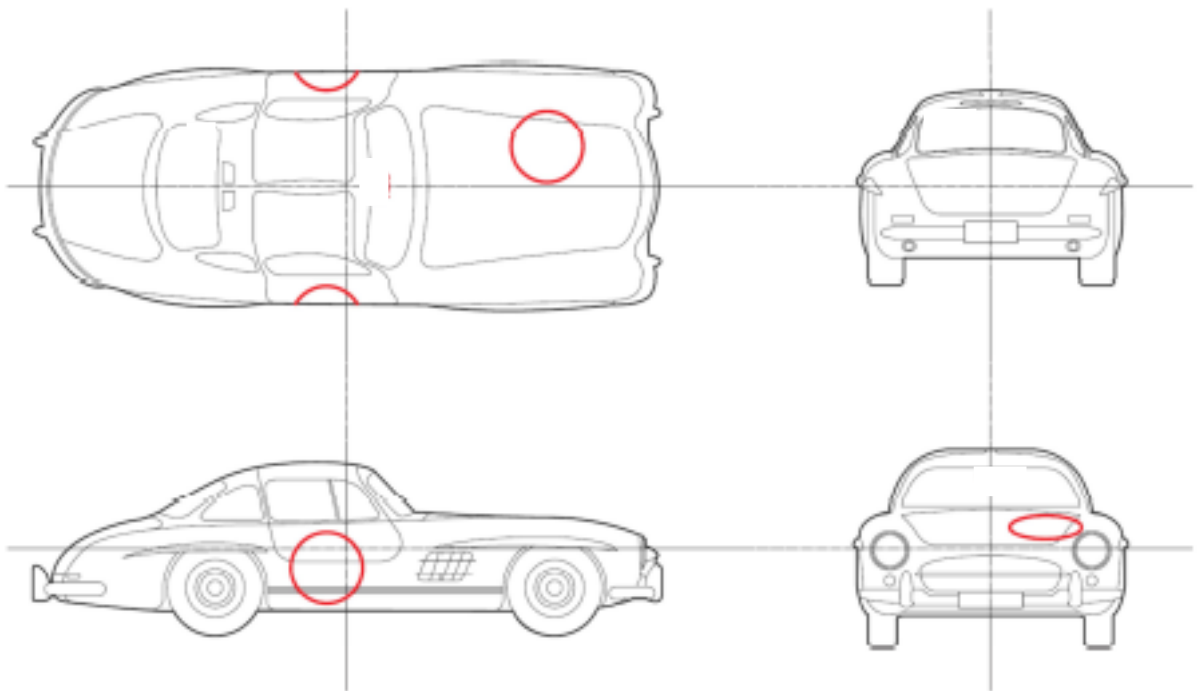
17. ATTACHMENTS

The following appendices form an integral part of these special race regulations:

- **ATTACHMENT 1:** Positioning of Race Numbers on the cars
- **ATTACHMENT 2:** Itinerary, Times, and Distance Table (the TDT will be distributed together with the Road Book)
- **ATTACHMENT 3:** Maps of the race route (the map of the race route will be distributed together with the Road Book)
- **ATTACHMENT 4:** Control Signs
- **ATTACHMENT 5:** Explanatory Notes

Allegato 1: Posizionamento Numeri di Gara sulle vetture

Attachment 1: Positioning of Race Numbers on the cars



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Attachment 2: Table of Distances and Time

To be issued at Documentation

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Attachment 3: Map of the Race Route

To be issued at Documentation

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Attachment 4: Control Signage

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CARTELLI DEI CONTROLLI - CONTROL SIGNS

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

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***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 e' 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 e' 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.