

	NAME	CISALPINA CLASSIC RACE	 
	PLACE AND DATE	La Salle (AO) 25/26/27 JUNE 2026	
	ORGANIZER	CLASSIC PADDOCK - license 495515	
	TYPE	SUPERCLASSIC REGULARITY RALLY FOR HISTORIC CARS AND ITALIAN GRANDI EVENTI CHAMPIONSHIP RESERVED FOR GT CARS	
	CALENDAR	NATIONAL - ENPEA	
	VALIDITY	NON-CHAMPIONSHIP/ITALIAN CHAMPIONSHIP	
Date: 23.06.2026 - Time 09:00			Doc. 3.1
From: Clerk of the Course			
To:	All Competitors/Drivers via the Organizing Committee		
Subject:	BULLETIN NO. 1 FROM THE CLERK OF THE COURSE - BRIEFING		

In extending my warmest welcome to all Competitors/Drivers to the **CISALPINA CLASSIC RACE 2026**, I deem it appropriate, for the best success of the event and in the general interest, to draw your attention with this document to the following information and indications, as well as to all provisions issued by Race Control.

Firstly, I remind you that **once the start has been taken, Competitors may not invoke, for any reason, cases of force majeure; any obstacles caused by bad weather, obstructions, or similar must be overcome purely on the initiative of the Competitors themselves.**

OFFICIAL NOTICE BOARD

As per information circular n. 1 from the Organizing Committee, all Official Documents, Information Circulars, Communications from the Sole Judge, Bulletins from the Clerk of the Course, Starting Orders, and Classifications will be published, in accordance with the provisions of art. 8.18 letter c) of the current RDS Historic Cars, both on the **Physical Notice Board** located at Race Control and **on-line** on the Organization's website www.cisalpinaclassicrace.it and on the **Sportity** platform, with access to the application either from the website www.cisalpinaclassicrace.it or downloadable from the website www.sportity.com with password **CCR26**; frequent consultation is recommended. All times of the PC and PM can be viewed on the official website of the FICR.

RACE CONTROL

- **Until the start of the race:** Relais Mont Blanc (La Salle - AO)
- **At the finish of the first day and at the start/finish of the second day:** Relais Mont Blanc (La Salle - AO)
- **During the race:** itinerant

ROUTE

The route that Competitors are required to follow is the one provided both by the distance and time schedules and by the **Road Book**. The route is to be understood as **NOT closed to ordinary traffic** and therefore it is hardly necessary to mention that the careful and scrupulous compliance with all provisions of the Highway Code is an indispensable condition to guarantee your own and others' safety.

START

Starts will be given individually at **Time Controls (C.O.) no. 1 and no. 6**, with the car stationary and engine running at the time indicated for each Competitor by the starting order and times prepared and published, for both days, on the official notice board at 20:00 on June 25; each Competitor is required to check their own theoretical start time and line up at least **10 minutes** prior to that time.

On the starting line located in the place provided by the event program, each Competitor will be handed their own **time card** on which the actual start time will be recorded by the assigned Timekeeper; the time card will not be replaced between the first and second day of the race. Every Competitor, after having started, must scrupulously follow the route indicated in the Road Book to reach the next Time Control where they must transit at the time obtained by adding to the actual start time the allowed time to cover the sector. In this event, starts will take place at **1-minute intervals**.

TIME CONTROLS (C.O.)

Time Controls have the function of delimiting the sectors into which the race route is divided, with the aim of regulating its execution and ensuring compliance with the planned average speed. The Competitor does not incur any penalty if the passage through the timing point occurs during the minute of their theoretical transit time; *example: a Competitor who must transit at 11:40:00 will be considered on time if they transit between 11:40:00 and 11:40:59, just as one who must transit at 11:41:00 will be considered on time if they transit between 11:41:00 and 11:41:59.*

For the purpose of a correct application of the regulations regarding the recording of transit times at C.O., I specify that:

- All C.O. will be appropriately marked with the clock symbol displayed on a **yellow sign** (advance warning) and a **red sign** (control and timing point);
- During control operations, Competitors are **forbidden to synchronize stopwatches**, which can be done exclusively on the clock located at the start of each day (C.O. 1/6) but without connecting to it;
- Competitors are authorized to enter the control zone only on board their own car in the minute preceding their theoretical transit time;
- The differences between the actual transit time and the theoretical times contribute to determining the classification;
- A delay or advance at a C.O. **cannot (and must not) be recovered** by Competitors at subsequent C.O.

TIMED TRIALS (PC)

Within a sector, multiple series of PCs are planned, consisting of sections to be covered in an allowed time corresponding to an average speed generally different from that of the sector that includes them. PCs not linked to the previous one begin with a recorded start (open access); I specify that although it is the driver's choice to freely choose the start time of the PC, this must **strictly take place within 5 seconds** of the green light given by the Marshal or Timekeeper assigned to the control.

All PCs will be marked with: an **advance warning sign (yellow)** positioned at a distance between 25 and 300 meters from the **red sign** indicating the timing line; in this race, the beige end-of-control-zone sign will not be used, which in any case ideally ends 25 meters after the red sign (control point). In linked PCs having a length of less than 300 meters, the yellow advance warning sign will not be used, except for the timing points located at the start of the linked sections in question.

Cars forced to stop due to a breakdown near the trial timing area must be immediately removed following the instructions of the Marshals, **under penalty of exclusion**.

AVERAGE SPEED TRIALS (PM)

During scrutineering, qualified personnel will install the **BE Traced GPS tracking device** on the cars, a GPS localization system necessary for the real-time tracking service of the car and for recording transit times in average speed trials. The starting procedures adopted are specified in a specific information circular from the Organizing Committee.

PASSING CONTROLS (CT)

There are no Passing Controls planned.

FINISH

For each day, the race ends with C.O. 5 and 8; they will be considered as seen arriving and will be depenalized provided that the crew, on board their car, hands over their **Time Card** to the finish C.O.

REQUESTS FOR TIME CHECK / APPLICATION OF AVERAGE FOR OBSTACLE

Requests for checking times or applying averages for an obstacle must be submitted, for the first day of the race (26 inst.), before the restart time of the 1st competitor of the following day (27 inst.). For the second day (27 inst.), the methods and timing provided by the RDS Regularity for Historic Cars apply: art. 8.18 letter d) Verification of unofficial times.

I remind you that for each day of the race, a request for a time check is allowed for a **maximum number of one timing point**, in addition to **one request for the application of an average for an obstacle**. Further requests for **TIME CHECK** and/or requests for application of average for **OBSTACLE** may be advanced, within the deadlines provided, subject to the simultaneous payment of a security deposit of **€ 100.00 each**. The necessary forms will be available from the **Competitor Relations Officer**, to whom, in addition to handing over these forms duly completed and signed, the required security deposit must be paid. If the request for TIME CHECK and/or application of average for OBSTACLE is not accepted or is withdrawn after being submitted, the security deposit paid for its submission will be **forfeited**; if accepted, it will be **refunded in full**. At the end of the race, verification requests relating to the previous day will not be accepted.

Requests must be made in writing, using the appropriate form provided in the Road Book, exclusively to the Competitor Relations Officer; alternatively, this form, duly completed and signed, can be transmitted via WhatsApp, always to the Competitor Relations Officer Mr. Cotroneo Alberto, using the specifically dedicated number: 3396907050.

CAMERA CAR

The mounting of a camera car on board the car is authorized. The Competitor must declare their intention to position such equipment on board the car and communicate that they have adopted this option also during scrutineering, where the Scrutineers in charge will arrange to agree with the Competitor on the position and, if necessary, finalize the scrutineering form accordingly.

In any case, the equipment must be positioned **inside the cockpit**, must **not protrude from the car** (roof, sides, front hood, fenders, etc.) altering its aesthetic appearance, and must allow a view of the timing point; it is not possible, during the race, to position the camera car in a position different from the one authorized during scrutineering. Compliance with the procedure for reporting the camera car on board the car is an **indispensable condition** for any subsequent request by Race Control to view the footage when examining requests for obstacles.

SIGHTS

Any protrusion from the bodywork, not provided by the manufacturer, which has the purpose of sighting the chronometric timing lines, is **prohibited**, as is the creation on the outside and inside of the cars of sights made of adhesive material with dimensions exceeding **15 cm in length and 2 cm in width**; in any case, any adhesive sights may not overlap the race number plates, the organizer's advertising, and the race license plates.

INDICAZIONI DIVERSE:

OTHER INDICATIONS:

- The recording of transit times in the PCs is carried out to the **hundredth of a second** by means of a pressure switch;
- The recording of transit times in the PMs is carried out to the **second**;
- The course cars and especially the **Chrono Test car** must not be overtaken in any way, just as you must not let yourself be overtaken by the **sweeper car**; should this happen, you are requested to hand over your time card to the said car;
- For each car, a crew consisting of **two people** holding a suitable, currently valid sports license is admitted;
- Drivers and Co-drivers must maintain a **prudent behavior** throughout the event for themselves, for the Marshals, and in particular for any civilian personnel present;
- It is **forbidden to lean out of the moving car** (art. 8.20 letter f) - RDS Historic Cars). In this specific case, it is understood that with the car in motion, every part of the body must remain inside the envelope of the car itself; in this case, the mirrors are not considered part of the car's envelope. For further clarification, the members of the crew must always remain firmly seated in their own seats and keep, if fitted to the car, their **seat belts fastened**;
- It is **forbidden for assistance cars** to drive along the PCs and PMs during the running of the same; such cars must arrange with the track marshals for crossing the trials.
- Each control will be closed **15 minutes** after the theoretical transit time of the last competitor or after the passage of the **sweeper car**.

RETIREMENT FROM THE RACE / ROADSIDE ASSISTANCE AND EMERGENCIES

Please communicate retirement from the race to Race Control or to the Competitor Relations Officer, indicating any intention to re-enter; the reporting of accidents occurring during the race, including those involving other crews, is **mandatory**.

The Organizing Committee has arranged a Roadside Assistance service, entrusting it to:

- **Milano Classiche**: 380 1460 584
- **ACI Global Servizi**: 335.7772.929

With the certainty that the behavior of all of us remains within the scope of the sporting spirit that distinguishes us, I extend my most cordial regards to all.

The Clerk of the Course Cell. +39 339 3057671

