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From: **Organiser**
To: **Entrants - Crews**

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Attachments: **//**

POWER STAGE CLASSIC REGULATIONS

Foreword

The POWER STAGE CLASSIC is made up of 3 Time Trials to the hundredth of a second (called SPLIT), concatenated together.

The POWER STAGE CLASSIC takes place on the margins of the main regularity race and the penalties acquired are NOT included in the sum of the penalties accumulated by the competitors during the race COPPA DELLE ALPI 2025.

La POWER STAGE CLASSIC will be filmed in its entirety and will be broadcast both on the SKY satellite platform and ON Demand across the major ON LINE video platforms.

The images will be accompanied by technical commentary and innovative television graphics that will allow all the time trial recordings (imposed time, actual time, difference in hundredths, personal average) to be captured in real time, so as to increase the involvement of the television audience and broaden the audience of fans.

At the end of the POWER STAGE CLASSIC each crew will be interviewed briefly for a comment in the heat of the moment on their performance. The interview point will be equipped with a display where the participants can view their results.

Art. 1 - Drivers and accepted Cars

All the drivers who started in the main event in the car which passed the technical checks and was entered in the starting order displayed on the notice board will be accepted in the POWER STAGE CLASSIC.

Art. 2 - Structure of the Power Stage

The POWER STAGE CLASSIC is made up of no. 3 Time Trials which will be called SPLIT 1, SPLIT 2, SPLIT3.

Each Split will be shorter than 300 m and there will be no intermediate yellow signs other than the one before the start of Split 1.

Both the aforementioned yellow sign and the red signs which determine the start and end of each Split will be replaced by the Arches with a yellow or red Chequered base.

Art. 2.1 - Start

The start of each crew will be given with an interval of 1 minute.

The driver must position the car in the vicinity of the starting arch (yellow checkered bases). A traffic light will give the go-ahead for the start.

The traffic lights will have the following automatic procedure:

- RED LIGHT = Do Not Leave (the competitor in front is carrying out the trial)
- FLASHING ORANGE = Get ready to start
- GREEN LIGHT = It is possible to start

The Orange signal will flash for 10 seconds before the green light comes on.
From the green light signal the competitor will have 5 seconds to start.

The competitor who is following will enter the start area by passing the access gap between the two “Power Stage Classic” signs and will position himself in the space left free, in the vicinity of the start arch. The traffic light will change from green to red and the procedure will resume as illustrated above.

Art. 2.2 - Execution

After leaving the start arch (yellow chequered bases) the competitor will cross:

- the arch relative to SPLIT 1 (red chequered bases) where **the time recording to the hundredth of a second by photocell will begin.**

Afterwards the competitor will cross:

- the arch of End of Split 1-Start of Split 2 (red chequered bases) equipped with a photocell for the time recording to the hundredth of a second;
- the arch of End of Split 2-Start of Split 3 (red chequered bases) equipped with a photocell for the time recording to the hundredth of a second;
- the arch of End of Split 3 (red chequered bases) equipped with a photocell for the time recording to the hundredth of a second

Art. 2.3 - Interviews

After passing the last arch (end of Split 3) the competitor will encounter a “MICROPHONE” sign where they will find a journalist and a cameraman for a short interview. A display will be available at this point to show their performance (total penalties, personal average and classification position).

Art. 3 - Penalties

The difference in hundredths of a second between the imposed time and the time taken by the competitor to cover each split will be converted into a penalty. Every hundredth of a second of early or late arrival will correspond to a penalty.

The winner of the Power Stage Classic will be the one with the lowest number of penalties, adding up the penalties gained in each Split.

No coefficient linked to the age of the car will be applied to the acquired penalties.

Art. 4 - Classifications

The following classifications will be drawn up:

- Drivers' Overall Classification;
- Classic Regularity Category 1 (RC1): cars built up to 1930;
- Classic Regularity Category 2 (RC2): cars built from 1931 to 1950;
- Classic Regularity Category 3 (RC3): cars built from 1951 to 1969;
- Classic Regularity Category 4 (RC4): cars built from 1970 to 1981;
- Classic Regularity Category 5 (RC5): cars built from 1982 to 1992;
- Female Crews;
- Drivers Under 30;
- Teams;
- Gentleman.

The classification will be obtained by adding up, for each team, the penalties of the three best classified cars;

following this, the teams with two cars will be classified.

In the event of ex-aequo in the Drivers' classifications (General, Category, Under 30, Female), priority must be given to the crew in the oldest car. Should the ex-aequo remain, priority shall be given to the crew having scored the lowest number of penalties in the first SPLIT and then in the second and third.

In the event of further ex-aequo, the lowest race number shall be taken into account.

In the event of ex-aequo in the Teams' classification, precedence shall be given to the team with the three best placed crews in the overall Power Stage Classic classification.

Art. 5 - Prizes

The following special prizes will be awarded:

- First Crew classified in the Power Stage Classic Overall Classification;
- First Crew classified in the Power Stage Classic Classification Category (RC1, RC2, RC3, RC4, RC5);
- First Female Crew classified in the Power Stage Classic Ladies' Cup;
- First Driver Under 30 classified in the Power Stage Classic Ladies' Cup;
- First Crew classified in the Power Stage Classic Team Classification;
- First Crew classified in the Power Stage Classic Gentleman Classification.

Art. 6 - Failure to record the time

In the event of failure to record the time in one or more splits, the average will be assigned to each car concerned in the following manner:

- One recording is missing: the average calculated (with mathematical rounding) by using the times of the two recordings correctly made by the competitor will be assigned;
- Two or more recordings are missing: for each recording that is missing, an average will be assigned using the values, listed below, referring to the competitor's priority level used for the drawing up of the starting order:

SuperTop: 3,00 hundredths;

Top Driver: 4,00 hundredths;

Driver A: 6,00 hundredths;

Driver B: 10,00 hundredths;

Driver C: 20,00 hundredths;

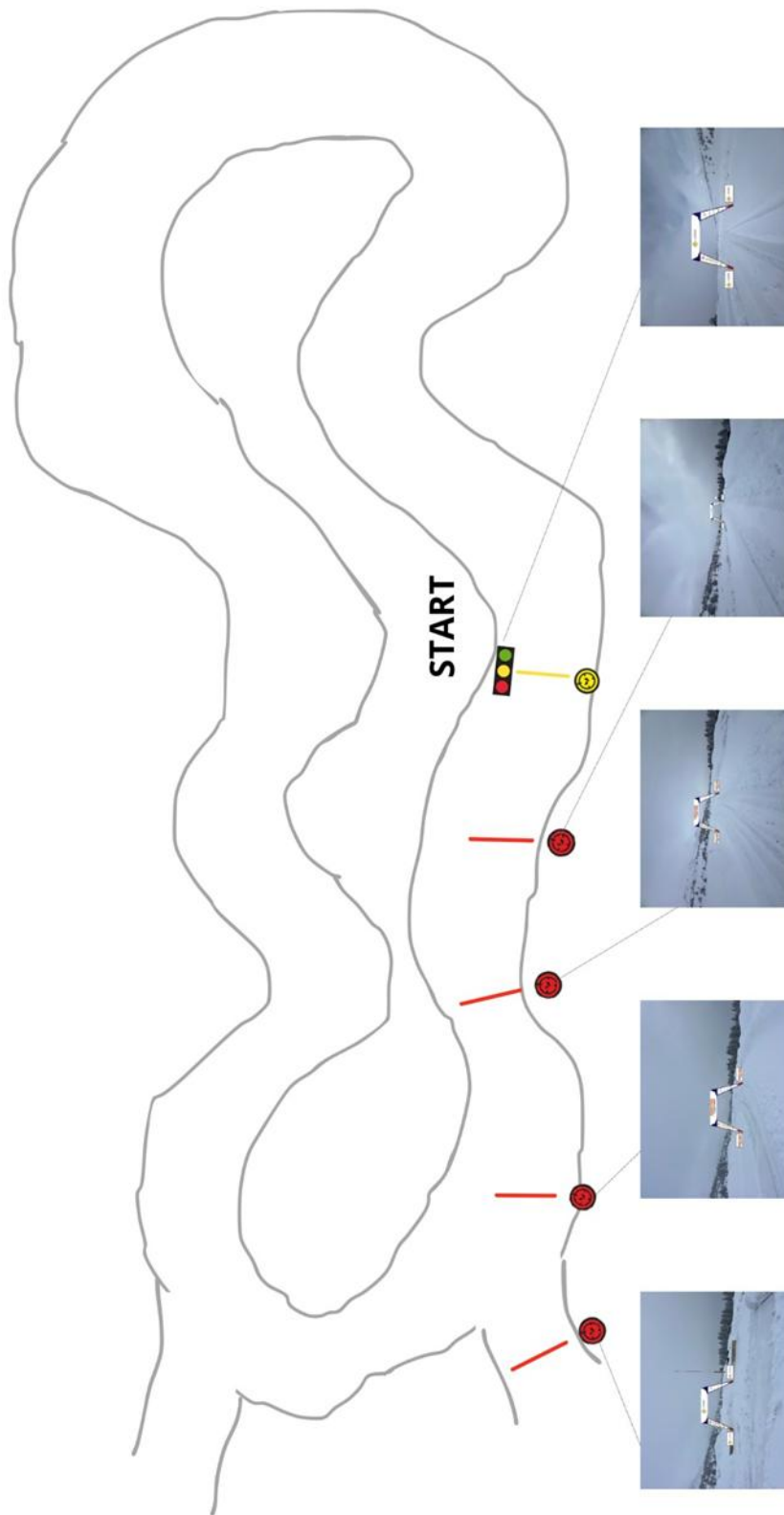
Driver D: 30,00 hundredths;

Driver NC (Not classified) 50,00 hundredths.

Art. 7 - Complaints

No complaints are allowed.

L'Organizzatore
1000 Miglia S.r.l.



START

INTERVISTE

POWER
STAGE
Classic



| | | | | | |
|---|----------------|---|----------------|---|----------------|
|  | SPLIT 1 |  | SPLIT 2 |  | SPLIT 3 |
|  | MT 45 |  | MT 50 |  | MT 45 |
|  | 12" |  | 14" |  | 12" |