



## RULES & REGULATIONS

The **1000 Miglia S.r.l.**, registered in Brescia - Via Enzo Ferrari 4/6 - Brescia, holder of valid licence number 356540, announces and organizes its official classic automobile race for historical cars known as **MILLE MIGLIA 2014**.

To be held from the 13<sup>th</sup> – 18<sup>th</sup> May, 2014

### PROGRAMME

Registration

Opening

date: 01 / 11 / 2013

Closing

date: 15 / 01 / 2014 at 24:00

Distribution of Road Books:

where: Brescia – during the pre-event checks  
date: Tuesday 13th, Wednesday 14th and  
Thursday 15th May, 2014

Administrative checks prior to the event

where: Brescia  
date: 13 / 05 / 2014  
time: 14:00-20:00 (the schedule of  
summons will be posted on the website:  
[www.1000miglia.it](http://www.1000miglia.it))

date: 14 / 05 / 2014  
time: 09:30-20:00 (the schedule of  
summons will be posted on the website:  
[www.1000miglia.it](http://www.1000miglia.it))

date: 15 / 05 / 2014  
time: 07:30-11:00 (the schedule of summons  
will be posted on the website:  
[www.1000miglia.it](http://www.1000miglia.it))



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Technical checks prior to the event

where: Brescia  
date: 13 / 05 / 2014  
time: 14:00-20:00 (the schedule of  
summons will be posted on the website:  
[www.1000miglia.it](http://www.1000miglia.it))

date: 14 / 05 / 2014  
time: 09:30-20:00 (the schedule of  
summons will be posted on the website:  
[www.1000miglia.it](http://www.1000miglia.it))

date: 15 / 05 / 2014  
time: 07:30-11:00 (the schedule of  
summons will be posted on the website:  
[www.1000miglia.it](http://www.1000miglia.it))

Checks prior to the event only for the  
participants in the waiting list

where: Brescia  
date: 15 / 05 / 2014  
time: 11:15-13:30 (the schedule of  
summons will be posted on the website:  
[www.1000miglia.it](http://www.1000miglia.it))

Briefing with the Clerk of the Course

where: Brescia  
date: 13 / 05 / 2014 time: 14:00-20:00  
date: 14 / 05 / 2014 time: 09:00-20:00  
date: 15 / 05 / 2014 time: 07:30-15:00

Sealing

where: Brescia  
date: 15 / 05 / 2014  
time: 08:30-15:30 (time slot assigned during  
the checks)

Pre-event parc fermée

where: Brescia – Various squares in the  
historic city center  
Entry date: 15 / 05 / 2014  
time: Each car after its sealing, and until  
15:30

where: Brescia – Viale Venezia  
date: 15 / 05 / 2014





time: 17:00 – 19:00  
Individual times will be published along with individual start times

Start

where: Brescia - Viale Venezia

Start of the 1st car

date: 15 / 05 / 2014 time: 18:00

Finish  
Arrival of the 1st car

where: Brescia – Viale Venezia  
date: 18 / 05 / 2014 time: 11:30

Cars on the ramp  
First Car

where: Brescia - Viale Venezia  
date: 18 / 05 / 2014 starting at: 11:35

where: Brescia

Expo date: 18 / 05 / 2014  
time: 15:00

#### a) THE ROUTE OF THE RACE

The route will cover a total distance of **1.753,50** kilometers described in the timetable, attached below as an integral part of these regulations, and also indicated in the road book. The timetable will also show the circumstances under which the regularity stages will be carried out.

There will be **74** regularity stages (PC), n. 6 regularity tests at imposed average speed, n. **16** time controls (CO), and **25** passage controls (CT).

The starting line is in Brescia. The starting time for the first car will be at 18:00 H on Thursday, May 15<sup>th</sup> 2014. It is anticipated that cars will begin to cross the finish line in Brescia-Viale Venezia at 11:30 H on Sunday, May 18<sup>th</sup>, 2014.

The event will take place on roads open to the public, with normal traffic, except where specifically restricted by the respective Public Administration Authorities, and the average speed of the cars must not exceed 50 Km/h.

Any variations of the programmed route due to road works or temporary obstructions will be communicated via a bulletin as well as on site by the police or by 1000 Miglia Srl staff.



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### a.1.) CONDUCT OF THE RACE

Drivers are obliged to respect the official times indicated on time cards. No restrictions apply for use of devices to measure racing time. Time-keeping devices can be synchronized with the official clock at the starting point without a direct cable connection (UTC-GPS).

Should the time-keeping device malfunction or cease to function, then:

⇒ Each vehicle involved, for a maximum of up to 20% of the cars affected, will be attributed an average point penalization that the vehicle received of the same type and on the same day the malfunction occurred. This average will obviously be calculated excluding the contested reading. If the checkpoint was for time controls, the average point penalization will then be calculated as the sum of points assigned multiplied by the appropriate coefficient. The individuals responsible for attributing the penalizations will be the Stewards. Until they have reached a decision, cars will be temporarily assigned zero points.

⇒ If for some reason more than 20% of competing cars are affected, the reading will be eliminated for all cars.

### a.1.1.) PENALTIES AND OTHER DISCIPLINARY PROCEEDINGS

#### a.1.1.1.) Time Controls (CO)

- ⇒ For each minute or fraction of a minute early arrival: 100 negative penalty points
- For each minute or fraction of minute of late arrival: 100 negative penalty points
- ⇒ For any delay beyond maximum time allowed: 12.000 negative penalty points

#### a.1.1.2.) Regularity Stages (PC)

For every 1/100 of a second early arrival or delay: 1 negative penalty points (with a maximum of 300)

#### a.1.1.3.) Tests at imposed average speed

- ⇒ For each minute or fraction of a minute early arrival: 1 negative penalty points
- ⇒ For each minute or fraction of a minute late arrival: 1 negative penalty points

#### a.1.1.4.) Secret Passage Checks

- ⇒ Up to 20 minutes early arrival: 320 negative penalty points
- ⇒ More than 20 minutes early arrival: 12.000 negative penalty points
- ⇒ More than 20 minutes early arrival (second time): expulsion





#### a.1.1.5.) Time Card

- ⇒ Modifications, changes or corrections not officially approved by the Race Marshals: expulsion from the race
- ⇒ Missing annotation at a Time Control: 12.000 negative penalty points
- ⇒ Missing stamp at a Passage Control: 12.000 negative penalty points
- ⇒ Time card not turned in at finish line: expulsion from the race

#### a.1.1.6.) Additional Penalties

- ⇒ Failure to start at the scheduled time and order: 100 negative penalty points
- ⇒ Stopping the car in a control zone (stopped car): 100 negative penalty points
- ⇒ Crew's unauthorized access to a control zone (unless otherwise directed): 300 negative penalty points
- ⇒ Missing passage or time annotation at any Checkpoint (CO – PC): 12.000 negative penalty points
- ⇒ Unauthorized stopping in a control zone: expulsion from the race
- ⇒ Blocking the passage of and/or harming other crews: expulsion from the race
- ⇒ Unsportsmanlike behavior: from a reprimand to expulsion
- ⇒ Passing checkpoint in the wrong or other direction: expulsion from the race
- ⇒ Infringement of Italian traffic laws: up to expulsion
- ⇒ Irregularities in documents at the administrative checks: refused entry into event
- ⇒ Late arrival regarding the checks schedule: up to refused entry into event
- ⇒ Not departing from the starting line of the first or second leg: expulsion from the race
- ⇒ Having people other than the official driver or navigator drive the car in the event: expulsion from race
- ⇒ Lack of an event number or event license plate: fine
- ⇒ Lack of two or all event numbers on the car: expulsion from the race
- ⇒ Lack of a notice of withdrawal to the Clerck of the Course: fine
- ⇒ Not following procedure regarding Synchronization of chronometers: expulsion from the race
- ⇒ Imprudent behavior on the part of the driver, navigator or support or accompanying crew member: up to expulsion
- ⇒ Leaning out of a moving car: up to expulsion
- ⇒ Not respecting the orders of the Race Marshals: up to expulsion
- ⇒ Paragraph b.1.1. – first offence: 300 negative penalty points
- ⇒ Paragraph b.1.1. – second offence: 12.000 negative penalty points
- ⇒ Paragraph b.1.1. – third offence: expulsion from the race





⇒ Failure to respect publicity regulations for entered cars:

12.000 negative penalty points

As well as the consequences for failure to respect the regulations stated paragraph h.1. the penalty points accumulated in the regularity stages (paragraph a.1.1.2.) will then be transformed into point on the basis of the attached "points table".

### **a.2.) THE START**

The order at the starting line will be based mainly on the following criteria:

⇒ All OM cars:

⇒ Next, the cars belonging to each of the periods listed in the coefficients table, these in increasing order.

The starting list will receive requests of unification only from the Main Sponsor (they take part incisively in the event), with a maximum of 10 cars. These cars will be positioned on the basis on the grouping. This must be approved by the Organizing Committee.

Vehicles on the waiting list will be positioned on the basis of the event number assigned by the Organizing Committee. When possible, the Organization will follow the criteria stated before in this paragraph.

Three cars will start at one time, with each car at a standstill, waiting, with its engine on. Once an automobile is given the start signal, it should leave immediately and without delay.

Cars that cannot start on their own may be push-started. Bear in mind that the Marshals of the event will be keeping a watchful eye on departures.

Crew that do not start from CO 1 Brescia – Partenza will be penalized as stated in paragraph a.1.1.5.) for each missed transit checkpoint. However, in order to avoid exclusion from the race they must pass through the first CO checkpoint of the second leg of the event.

There will be three cars in front of the competing cars, one of which (the one with the number "0") playing the role of "test chronometer".

### **b) REGISTRATION FOR THE RACE**

Contact:

1000 Miglia S.r.l.

Via Enzo Ferrari, 4/6 – 25134 Brescia (Italy)

Tel: +39 030 2318211 Fax: +39 030 2319288

Mail: [info@1000miglia.it](mailto:info@1000miglia.it)

Applications must be completed online, on the internet site [www.1000miglia.it](http://www.1000miglia.it) and submitted along with the entry fee of Euro 7.000,00 + VAT 22% (8.540,00 VAT included). The opening and closing dates of entry applications will be indicated in the programme (refer to cover page of this document).

The entry fee can either be paid by credit card (VISA-MASTERCARD) or by bank transfer. The banking coordinates for wire transfers are indicated in the application module.

Carefully verify that your applications request is complete and submitted with ALL documentation requested (including photographs) and the necessary entry fees indicated above.

Incomplete or untruthful applications will not be accepted, and the same applies for applications



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submitted without the necessary documentation or payment. The date you will make the payment, will be considered as the date of the entry application.

As of 28<sup>th</sup> February 2014 applicants may log in, go to their personal area and verify whether their application has been successful. They shall also receive written confirmation by registered mail.

In case of unsuccessful application, as of 3<sup>rd</sup> March 2014 applicants should enter the appropriate bank/credit card details in order to obtain a full refund of their fees (i.w. re-credit of amount deducted by credit card or paid by bank transfer) within 60 days from the date of publication of the starting list.

The fees due for additional services which may be required must be paid by midnight on 31<sup>st</sup> March 2014.

During registration applicants must state whether they wish to be placed on the waiting list in case of unsuccessful application. Should a competitor forego his right to participate and his place become available, the Organizing Committee may, at its sole discretion, make that place available to another applicant on the waiting list.

Should a competitor wish to retire, formal communication must be made via mail to [1000miglia@legalmail.it](mailto:1000miglia@legalmail.it).

Fees shall be refunded as follows:

- 85% if communication is made before close of registrations, i.e. 15<sup>th</sup> January 2014;
- 50% if communication is made before midnight on 31<sup>st</sup> March 2014;
- No refund if communication is made after midnight on 1<sup>st</sup> April 2014;
- Refund within 60 days from the date of communication of retirement.

Competitors who fail to attend scrutineering, or attend with documents/vehicles not in line with the Rules & Regulations of the event, shall not be accepted and shall receive no refund or compensation.

1000 Miglia S.r.l. shall not be liable and shall provide no refund or compensation in the event that the race be suspended or cancelled due to *force majeure* or acts of God – as well as other factors and events outside the organizers sphere of influence – e.g.: adverse weather, riots, civil or military unrest, acts of terrorism, acts of war, etc.

With their signatures, the applicant and the participants undertake to respect the Rules & Regulations of the event as well as the International Sporting Regulations which apply hereto.

### **b.1.) DRIVERS & COMPETITORS**

Drivers, competitors and navigators must all be holders of a valid CSAI Competitor/Driver's license. Competitors may register a team comprised of one or two drivers, or otherwise, of one driver and one navigator per vehicle.

During the race, cars can be driven by members of the team that have been registered/verified and that hold a valid driver's license.

Navigators under 18 years old are not permitted.

A one-time CSAI regularity license valid for one event (rather than a year) can be purchased during the pre-event checks at the beginning of the event. This license is necessary for foreign competitors, drivers and/or navigators that may not have the appropriate sports license required for the race.



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It is forbidden to substitute the competitor after the entry closing date.

One member of the participating team may be substituted up to the point in time when document scrutineering takes place in Brescia, at the sole discretions of the Organizing Committee. In the time between technical scrutineering and communication of the final Starting Grid, the additional approval of the Clercks of the Course is required.

Substitution of both members of the participating team is subject to the sole, discretionary approval of the Organizing Committee.

A first substitution incurs no additional charge. Any further changes are subject to an administration fee of € 250 + VAT due upon application.

### **b.1.1.) THE DRIVER'S OBLIGATIONS**

Throughout the entire event, the driver must be prudent and alert, scrupulously respecting the Italian traffic laws and the rules put in place by the Clerck of the Course and Race Marshals.

If a driver should not abide by the aforementioned rules and/or laws, the following penalties will apply:

- ⇒ First infraction: 300 negative penalty points
- ⇒ Second infraction: 12.000 negative penalty points
- ⇒ Third infraction: expulsion from the race.

In the checkpoints area – between the signs posted at the beginning and end of the zone – drivers should not stop (with the exception of a quick stop to have your competitor's card stamped by the Race Marshall). In checkpoint areas, not only stopping is forbidden but also: going in reverse, making U-turns, opening car doors, or in any way hindering other competitors.

The Organization reserves the rights to modify the route under unexpected circumstances such as road obstruction or other misfortunate cases of "force majeure" prior to departure time. It may be necessary to actually change the programmed route or alternatively place a speed limit on certain parts of the route where the obligatory average speed could prove dangerous.

Drivers have the personal responsibility of being prudent drivers throughout the race not only for themselves, but also for the clercks of the course, and in particular for the spectators.

Each competitor is responsible for the behavior of his support vehicles and accompanying cars. This support team also has to rigorously abide by the rules laid out by the Road Marshals as well as carefully follow the parts of the itinerary indicated in the road book. Failure to do so will lead to sanctions against the competitor, and may potentially result in expulsion from the event, depending on the decisions of the College of Stewards of the Event.

The Judges of Fact will be on the lookout for any competitor misbehavior, or wrongdoings on the part of their support vehicle and/or accompanying cars. Any wrongdoing will be communicated to the Clerck of the Course, but they will not make any decisions regarding sanctions on their own.

The Organization will install the following devices, which must remain installed for the entire event and then be given back at the CO at the finish line:

- ⇒ A GPS tracker

The device will be fitted to your vehicle by qualified technicians during the technical checks. A strip of Velcro will be placed in your car together with all the necessary information/data







concerning how the device work. The GPS tracker is given to you during the line-up in Viale Venezia (Brescia). It must remain in place for the duration of the event and then be given back at the final time control at the finish line.

## **b.2.) VEHICLES ADMITTED**

Automobiles will be admitted that belong to the classification periods – C, D, and E – those models that have participated in or that were entered in the historic Mille Miglia speed races (from 1927 to 1957).

These vehicles will be divided into the following categories:

- ⇒ 1° category cars pertaining to Period C (built from 1927 to 1930)
- ⇒ 2° category cars pertaining to Period D (built from 1931 to 1946)
- ⇒ 3° category cars pertaining to Period E (built from 1947 to 1957).

Maximum 450 vehicles will take part. 30 of these vehicles will be placed in a “Special List”.

Cars built before 1927 may participate, provided that these models participated or were entered in the Mille Miglia speed races from 1927 to 1957.

Admission to the Mille Miglia requires that all cars have the appropriate CSAI or FIA papers or a FIVA passport.

The “Special List” may, at the sole discretion of the Organizing Committee, include cars of special historical, sporting or technical significance, which were built in the period 1927 – 1957 but did not participate in the historic race events (1927-1957).

The selection committee is solely responsible for establishing which cars are to be admitted. Their decisions cannot be questioned.

It is forbidden to:

- ⇒ substitute a car once the online entry application process has closed;
- ⇒ enter cars with temporary license plates;
- ⇒ modify the car body by adding appendages that were not originally part of the car manufacturer’s design in order to enhance performance;
- ⇒ the use of adhesive target finders on the outside and on the inside of the car, larger than 15 cm long and 2 cm wide;
- ⇒ the placement of stickers or adhesives obstructing the car’s event participation number, the Organization’s advertising or the event license plates.

### Coefficients

In order to compensate for the diverse aspects, technical characteristics and capabilities of the varieties of cars in the race, a coefficient will be calculated for each car. The period of the car’s design and construction will be taken into consideration in determining the coefficient. To see the calculation procedures for these coefficients, kindly refer to the attached table.

Cars on the “Special List” shall be given a coefficient of 1,00.

### Waiting List

Cars on the waiting list shall:

- satisfy the Rules & Regulations of the event;
- not be deemed to qualify for the starting grid in the first instance, at the sole discretion of the Organizing Committee;





- belong to applicants who gave their express for inclusion in the waiting list.

### **b.3.) CHECKS PRIOR TO THE EVENT**

Competitors and drivers must show up with their cars at the time and place indicated in the programme in order to carry out the following formalities:

- ⇒ checking of documents required for competitors/drivers and navigators (sport license, driver's license, medical certificate, etc.)
- ⇒ Clerk of the Course Briefing: procedures

Once the technical checks have been completed, the crews will then be asked to listen to a talk given by the Clerk of the Course on general race recommendations. Participants will then receive a written version of these recommendations and will be asked to sign for them.

At the Info Point, entrants will be able to clarify any doubts and ask the Clerk of Course (and his subordinates) any questions they may have.

### **c) REGROUPING**

No regrouping will be permitted.

### **d) MAXIMUM TIME LIMIT**

A crew will be considered beyond the maximum time limit:

- ⇒ If they pass a Time Control (CO) more than 30 minutes after their expected passage time.
  - ⇒ If they transit various controls late and accumulate more than 60 minutes of late passage time.
- Only at the Time Controls at the beginning of each leg (which means in Brescia, Ferrara, and Rome), will crews will be considered to have exceeded the time limit if they transit more than 15 minutes late.

The opening and closing times of the Regularity Stages (PC) and of the Passage Controls (CT) will be those indicated on the timetable.

### **e) FINISH LINE**

The finish line checkpoint will be located at Brescia, in Viale Venezia and open from 11.45 am on Sunday the 18th of May 2014.

After passing the checkpoint at the finish line, competitors must proceed on to the finish line stage in Viale Venezia, Brescia.

### **f) CLASSIFICATION**

Automobiles will be classified in the following categories:

- 1) general;
- 2) grouping;
- 3) special:
  - 3.1 car manufacturers (the highest scoring car for each Joint Presenting Sponsor)





3.2 ladies

3.3 penalties

3.4 nations, with at least 10 cars crews

Classification will be decided on the basis of the number of points acquired by each vehicle (calculated using the “points chart” and the coefficient assigned to each car) deducting any penalty points received. The crew with the highest number of points will be declared the winner. In the event of a tie in the final classification, the winner will be the crew which has been attributed the least number of penalty points, not the most number of points, during the race.

#### **f.1) PROTESTS & APPEALS**

All protests and appeals must be presented in the form and the terms established by the National Sports Regulations.

Each protest will require a cautionary deposit of Euro 350.00.

Each appeal requires a cautionary deposit of Euro 3,000.00

#### **g) AWARDS**

The following trophies of honor will be awarded at the event:

- ⇒ the first 15 cars in the general classification will receive trophies for both members of the crew;
- ⇒ the first to classify in each of the 3 groupings;
- ⇒ the first to classify in each of the 3 top priority driver categories (2nd, 3rd and 4th levels);
- ⇒ the first to classify in the car stable category;
- ⇒ the first to classify in the special categories.

Crews who do not show up at the awards ceremony will lose the right to receive their trophy, without however changing their classification.

#### **h) GENERAL REGULATIONS**

By registering for the Mille Miglia, each competitor thereby declares for himself and for his own drivers, navigators, personnel in his support vehicles and accompanying cars, employees, and others at his service:

- ⇒ the recognition and acceptance of the clauses of the Italian National Sport Regulations (in addition to its Addendums) and the above Specific Regulations of a Non-titled Event, promising to respect them and have others respect them;
- ⇒ that they will make a concerted effort to settle any controversy which may come up with respect to the Organization and the running of the event by means of the mechanisms and methods of resolution set up by the CSAI, and thereby refraining from involving the intervention of any other authority other than that of the sport authorities for protection of their rights and interests along with those of their own drivers, navigators, employees, and others at their service.
- ⇒ that they hereby absolve from all responsibility the Automobile Club of Italy (ACI), the CSAI, the Organization and all those working for the Organization, the other automobile clubs tied to the event, the event officials and the property owners along the route for any responsibility concerning damage to the competitors, their drivers, navigators, employees and/or others at their





service, and also concerning any damage done by them—competitors, or their drivers, navigators, employees and/or others at their service—to third parties.

#### **h.1) ADVERTISING**

No form of advertisement may be placed on the cars with the exception of that specifically decided by the Organization, which will be communicated, respecting the C.S.A.I. regulations currently in use.

The names of the members of the crew may be written on each side of the car, however the allotted space must not exceed the maximum dimensions of 10x40 cm per side.

A club insignia, which is not being used either totally or partially for advertising purposes, is allowed on the sides of the car as long as it occupies a space no larger than 10 x 10 cm or equivalent area per side of the car. Identification insignia or other signage that was originally on the car, and is still in its exact original format on the car, will be tolerated, even if this gives added publicity to the car or car manufacturer, as long as it serves the same function as it did in the past. It will be necessary to prove that this was originally on this specific car by identifying the car by its chassis number.

The Organization and the event officials will remove from all vehicles any kind of advertising that does not conform to the above rules. There will be an initial check prior to the race and further checks will take place throughout the event.

Infractions by entrants, or non-adherence to what is stated in this article, will result in 12,000 penalty points. Any future entry applications for the event submitted by such crews will not be accepted. The Organization reserves the right to charge offenders for any damages caused to itself.

Entrants will be obliged to release the organizers from any responsibility and/or damages to the Organization and to 3rd parties in general and any compensation that is due to these will be at the entrant's expense, as a consequence of violating the aforementioned regulations.





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