

REGULARITY

Date: 29 September 2026
Subject: Clerk of The Course Briefing

Time: 10:00
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I heartily welcome all the Participants to this regularity rally for classic cars, to whom I remind that, in order to better enjoy this event, all the Participants will have to abide to the instructions issued by the Race Control; furthermore, **during the rally, the Participants will not be able to invoke in any way cases of force majeure, and any possible obstacle caused by bad weather, obstructions and similar occurrences will have to be overcome by the Participants on their own, except for different decisions that the Race Control may take.**

In order to better understand the unfolding of the event, please read carefully the following information:

1. ITINERARY

The compulsory route that all Crew will have to follow is described in the itinerary attached to the Supplementary Regulations and to the Road Book; it is split in five legs, each one of whom is to be completed within the prescribed times and at average speeds lower than 50 km/h (except some sectors). All junctions from one Trial to another will be held on roads opened to regular traffic, therefore all Drivers will have to observe the Traffic Code.

2. RACE (OR LEG) START

It will be given individually at the first Time Control (TC) point, while the car is stationary and the engine is running at the time indicated to each Competitor by the starting order, which will be drawn up by the Clerk of the Course after the scrutineering.

Each Competitor must check his/her estimated time of departure on the rally noticeboard on the website.

In this race two cars will start every single minute.

The cars will have to be lined up according to their starting order at least **10'** before their estimated time of departure.

At the starting line, to each Competitor will be given his/her own Time Card where, at the departure of the car, **the assigned Timekeeper will write the effective starting time.**

Each Competitor, after his/her departure, will have to follow the route indicated by the Road Book scrupulously in order to reach the next Time Control, which he/she will have to go through at the time resulting from adding the prescribed time to complete the leg to the **effective time of departure.**

The passage through Time Controls must take place according to the example below:

Effective time at TC 1	Leg time	TC 2 passage time
h. 11:00' +	h. 2:20' =	h. 13:20'
h. 11:01' +	h. 2:20' =	h. 13:21'
h. 11:02' +	h. 2:20' =	h. 13:22'

3. TIME CONTROL (TC)

Time controls delimit the legs in which the course of the rally is divided, in order to control its unfolding and to uphold the prescribed average speed.

The Competitors will not incur any penalty if the control takes place during the minute before his/her estimated time of passage.

Example: a Competitor who must pass at 13.20' is considered on schedule if he/she passes between 13.20'00'' and 13.20'59''; likewise, the one that must pass at 13.21' is considered on schedule if he/she passes between 13.21'00'' and 13.21.59''.

To better apply the regulations regarding the registration of the TC passage times, with reference to the Supplementary Regulation it is specified that:

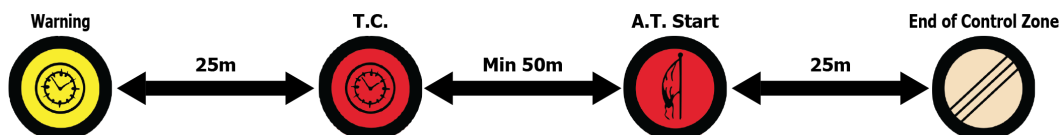
- every TC point will be properly indicated with a yellow board (start of time control area), red board (TC) and tan board (end of TC area);
- **during the check operations (except the departure TC of each leg), the participants are forbidden to synchronize their stopwatches.** The synchronization of personal stopwatches can be made only with the watches located at the start of each leg, without, however, connecting to it;
- **the registration of the passage time will be carried out when a member of the crew will hand the Time Card to the Timekeepers assigned to registration control operations;**
- the Competitors are allowed to enter the time control area, aboard their own car, in the minute before the estimated time of passage, and to wait there only for the time required to register the passage time;
- the differences between the effective passage time and the estimated times contribute to determine the classifications;
- the Competitors will not (and will need not to) catch up after a late or early arrival at a TC point at the next one.

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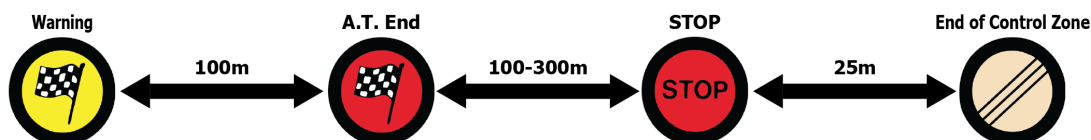
4. AVERAGE SPEED TRIALS (AT)

Some sector of the route includes AT, which are segments of the course that must be run at a prescribed average speed. This speed is generally different in each AT and is defined in a Bulletin and written on your Time Cards. In every AT there will be a number of hidden average speed checks; this quantity of hidden checks for each trial is written on your Time Cards.

Every AT will be preceded by a TC and will be indicated with: warning board (yellow), located between about 25m before a red board which marks the timekeeping line; then, after a minimum distance of 50m will be located AT starting line, indicated by a red board displaying a flag. 25m after starting line will be placed a tan board indicating the end of the control area.



After checking at Time Control, go to AT starting line. Hand on your Time Card to the Timekeeper who will write your actual starting time on it, and starting procedure will begin. An electronic device will show the countdown to your starting time; at your starting time the green light will turn on and timekeeping of your trial will begin; starting time of a given AT will always be the earth time written on your Time Card. The end of the A.T. stage will be marked as follows:



A warning board with a checkered flag on yellow background will be placed 100m before the end of AT stage; the end will be marked by the same checkered flag board, but with red background. From 100 to 300m after the finish line there will be a red STOP sign, where you must stop and hand in your time card to the timekeeper; He will sign your time card and you can go on. After 25m there will be tan board indicating the end of Control Zone. The control stations (TC and AT) will be closed by the Timekeepers 15' minutes after the estimated time of the last Competitor.

5. CIRCUIT ACCESS

Leg 1

The access to the circuit will be regulated by a T.C.

At this T.C. every competitor will have his own ideal time as follow:

- T.C. 3 starting time + target time

Penalties will be issued both early and late checking.

The time-card must be returned at the final arrival of each Leg.

The transponder will be given to you and installed on your car, and it must be returned at the TC before leaving the circuit.

Leg 2 – Leg 3

The access to the circuit will be regulated by a T.C.

At this T.C. each competitor will have the same ideal time of:

- Leg 2 "Autodromo Imola" 09:30 (T.C. and gate open at 08:30)
- Leg 3 "Mugello Circuit" 09:30 (T.C. and gate open at 08:30)

In these T.C. there won't be penalties for early check-in. Penalties will be issued for lateness.

At T.C. you will receive your time-card for the current Leg with ideal time for circuit out T.C.

The transponder will be given to you and installed on your car, and it must be returned at the TC before leaving the circuit.

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6. SERVICE IN PADDOCKS

After checking at circuit access T.C., please follow marshals' instructions and indication signs to reach the paddock area reserved for the event; service vehicles must be placed following marshals' instructions; service is admitted in this area.

7. CIRCUIT TIME TRIALS (TT)

This rally includes 5 groups of circuit TT, 3 time trials each and which will be held in the following way:

exit the pit lane and go on along the circuit for **about a full lap**, until you will reach circuit start/finish line (you will see a red board as above pictured): **this is your launch lap and will not be timed.**

As you pass start/finish line timekeeping will start: this **first full lap** will be your **target time** for all TT of this group; **every next full lap will be a TT** linked to the previous one (second TT of the group linked to the first, third to the second) and you will have to **make every lap in a time as close as possible to your target time.**

After last TT of given group you can exit out of the track and reach the paddock or you can do a free laps until the end of the session.

Each car will start from the end of the pit lane, with a gap of about 10" between each car. Warm up lap (from pit lane exit) will not be timed; timing will be measured on track start/finish line to the hundredth of a second; Timekeeping point will be displayed as follows:



Remember to uninstall transponder from the car before leaving circuit area.

Supplementary lights are not allowed during circuit races; if present on the car, they must be removed before entering the track. Front and rear lights must be on and working.

It is **absolutely forbidden** driving in any part of the track, including pit lane, in reverse direction; infringement of this rule can cause penalty to be applied from Stewards.

CIRCUIT EXIT

When the session will be end, please return to the paddock area following the directions of marshals. Service is admitted in this area.

Leg 1

After the race and dinner, please follow the roadbook to reach the final arrival and return your time-card in time at the arrival of the Leg.

Leg 2 – Leg 3

After the race and lunch, please reach the T.C. at the exit of the circuit at your given time, following the standard sporting rally procedures.

8. FINISH

In each leg, it corresponds to the last Time Control, where the Competitors will hand in the Schedule.

The crews that will exceed the maximum time limit, or the ones that will skip one or more checks (TC, AT or TT) can re-start to the following leg, with penalties as stated in Supplementary Regulations.

Please remember that to be admitted in final classification, it is compulsory to reach final control and parc fermé in Modena – piazza Roma on Saturday, October 10th.

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9. TIME CHECKS REQUESTS

At the end of each leg, the Supplementary Regulations allows the Competitors to request the verification of a maximum of one check made during the same day, thus any request related to the previous legs will not be admitted.

The Competitors, after seeing the displayed times, will have 15' minutes from the time of the display of the last valid trial of the leg (or from their own time of arrival, if the last valid trial has already been displayed) to hand in the written verification requests, exclusively to the Competitors Relations Officer, for maximum one check of the leg.

10. SIGHTS

Any protrusion from the body of the car, not applied by the car-maker, whose purpose is to sight the timekeeping measurement line, is forbidden. Likewise, creating with adhesive material any kind of sights longer than 15cm and larger than 2cm outside or inside the car is not allowed. Either way, it is forbidden to superimpose the plates bearing the racing numbers or the sponsors of the Organizer with any kind of sights.

11. LASTLY, REMEMBER THAT:

- timing during the AT will be measured manually to the second;
- timing during circuit TTs will be measured to the hundredth of a second with automatic device (transponder);
- it is forbidden to block or hinder other Competitors and/or to damage the other crews during the time trials;
- **during stages (average trials and timed trials) you must always wear your helmet**
- **the pace cars must not be passed in any way;**
- Drivers and Co-Drivers must maintain a prudent conduct towards themselves, the Marshals and especially towards the spectators;
- **it is forbidden to lean out of the car while it is moving;**
- any anomalies of the Road Book, which can be spotted clearly before Rally Start, must be reported to the Race Control at least 120' minutes before the estimated time of departure of the first Participant;
- **SERVICE IS STRICTLY FORBIDDEN IN ALL CITY CENTER, SPECIALLY IN:**
Viterbo, Orvieto, Assisi, Cortona, Arezzo, Scarperia, Cervia, Rimini, Repubblica San Marino, Urbino, Forlì, Imola and Modena.

Knowing that the conduct of everyone will follow the sporting spirit essential to finish in a pleasant way this beautiful event, I give you my best regards.

