



TERRE DI CANOSSA 27th – 30th of April 2023

Date: **14/04/2023**

Doc. **3.2**

Subject: **Communication no. 1 Clerk of The Course – Briefing**

Time: **15.00**

From: **Clerk of The Course**

To: **All Competitors/Crew Members**

I heartily welcome all the Participants to this regularity rally for classic and modern 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, competitors 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 competitors 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 and instructions:

ITINERARY

The course that the Participants will have to follow is indicated in the distances and times table attached to the Supplementary Regulations and to the Road Book; it is split in three legs, each one of whom is to be completed within the prescribed times and at average speeds lower than 40 km/h. The course will not be closed to regular traffic; therefore the Participants will have to observe the Traffic Code. Sector and stage times are calculated considering obstacles like traffic lights.

DEPARTURE

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

Each Participant has to check his/her estimated time of departure on the official notice board on website.

The cars will have to be lined up according to their starting order at least **15 minutes** before their estimated time of departure. Please take a look at road sections to leg departure in the road book to line up on time.

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

Each Participant, after his/her departure, will have to follow the road indicated by the Road Book scrupulously in order to reach the next Time Check point, 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.**

In this rally, two cars will depart at the same time on each minute.

The passage through Time Controls points 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

TIME CONTROL (TC)

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

As mentioned above, in this event the cars will go through a TC point in pairs every 60" seconds. **The Participant will not incur any penalty if the check takes place during the minute preceding his/her estimated time of passage.** Example: a Participant 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 (warning), red (TC and measuring) and beige (end of the TC point);
- **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, with car and the two crew members in front of time control point a member of the crew will hand the Schedule in to the Timekeepers assigned to registration control operations;**
- the Participants are allowed to enter the "checking area", aboard their own car, in the minute preceding the estimated time of passage, and to wait there only for the time required to register the passage time;
- the margins between the effective passage time and the estimated times contribute to determine the classifications;
- the Participants will not (and will need not to) catch up after a late or early arrival at a TC point at the next one.

TIME TRIALS (TT)

Each leg will include multiple TT groups, which are segments of the course that must be completed within a prescribed time corresponding to a generally different average from that of the rest of the leg.

There will be no. 25 time trials (TT)

This rally includes consecutive (linked) TT groups, where the passage time at the final check of a TT is also the departure time of the following TT, and so on.

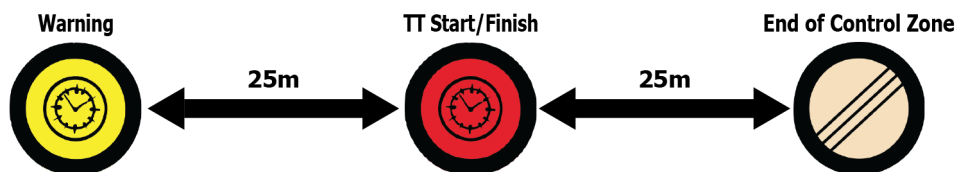
Every TT will be indicated with: **warning sign (yellow), located between 25 and 200m from the red sign which marks the measuring line; the end of the checking area is marked by the beige sign.**

In the linked TT no longer than 300m, the yellow warning sign will not be used, except for the checks located at the start of said linked segments.

The halt (stationary car) and the parking of the car are forbidden inside the segment of the course included between the yellow starting sign and the beige sign marking the end of the checking area; any car that will have to stop inside the checking area due to malfunctions will be immediately removed according to the instructions of the Rally Marshals, or it will be excluded.

The checking stations (TC and TT) will be closed by the Timekeepers 15' minutes after the estimated time of the last Participant.

All time trials are arranged as follows:



AVERAGE SPEED TRIALS (AT)

This rally includes also average speed trials, described in Itinerary. **There will be no. 5 average speed trials.**

These trials, indicated with signs similar to TT ones, are road sections in which competitors must follow the average speeds stated in the time card.

In each AT, secret checks of average speed will be present, number of secret checks for each AT is displayed on Time Card. ATs' start will be a "Earth Time" start with a minimum difference of 30" between cars. When reaching AT's start 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. Unless for this, everything stated for TT is applied to ST.

As for Supplementary Regulations, ATs will be included in Final Classification.



ARRIVAL

In each leg, it corresponds to the last Time Check point, where the Participants 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, TT, AT or PC) will be automatically admitted to the start of the next leg with a penalty.

TIME VERIFICATION REQUESTS

At the end of each leg, the Supplementary Regulations allows the Participants to request the verification, for each day, for a maximum of one **timekeeping issue** and one **obstacle in trial**; any request related to the previous legs will not be admitted. The Participants, 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 will already have been displayed) to hand in the written verification request, exclusively to the Competitors' Relations Officer.

Please note that the only official form to request the verification of a single check is included in the road book.

Requests not in compliance with Art.8.18, of ACI "Regolamento di Settore Autostoriche - Regolarità" will not be admitted.

CLASSIFICATIONS

The classifications will be compiled in accordance with the Supplementary Regulations; however, it is best to point out here that, in the final classifications, all the penalties assigned will be included in the classification, without time discrepancy.

SIGHTS

Any protrusion from the body of the car, not applied by the car-maker, whose purpose is to breast the telemetric 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.

LASTLY, REMEMBER THAT:

- timing during the TT will be measured to the hundredth of a second by manostat;
- timing during AT will be measured to the second by manual chronographs;
- the start of each TT will be of the "registered" kind, thus the effective time of departure will be up to the Participant, within **5 seconds** from the "green light" of the assigned Course Marshal or Timekeeper;
- it is forbidden to block or hinder the other Participants and/or to damage the other crews during the time trials;
- **the lead cars (pace car) must not be passed in any way;**
- the crew of any car must consist of two people who possess a regular racing license;
- **Drivers and Navigators must maintain a prudent conduct towards themselves, the Rally 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 the departure, must be reported to the Race Direction at least 120' minutes before the estimated time of departure of the first Participant.

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.

The Clerk of the Course
Simone Bettati

