

# AUTOGIRO D'ITALIA

SUPPLEMENTARY REGULATIONS 2024  
(to be approved)

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## **CLAUSE 1 – ORGANISATION.**

Autogiro d'Italia ASD, as organizer of the event named Autogiro d'Italia which will take place from the 4<sup>th</sup> to the 10<sup>th</sup> of June 2023 herewith declares that the event shall comply with all the necessary legal requirements and shall be duly covered by an insurance policy.

### 1.1 ORGANISING COMMITTEE .

President	Giampiero Sacchi
Vice President	Daniele Tamburini
Secretary	Mònica Rivero

### 1.2 OFFICIALS

Director of the Event	Giampiero Sacchi
Clerk of the Course	tba
Secretary	Mònica Rivero
Chief Time Keeper	Laura Carnevali
Chief Medical Services	Luigi Eresia
Chief Route Signaling	Massimo Ragni
Chief Press Officer	Roberto Pagnanini
External Relations	Roberto Pananini
Chief Scrutineers	Massimo Ferrini
Chief Logistics	Daniele Tamburini

## **CLAUSE 2 - PROGRAMME.**

- |  |                               |         |
|--|-------------------------------|---------|
| - Publishing official regulations.       | 15 <sup>th</sup> April 2024   |         |
| - website                                |                               |         |
| - Opening of registrations.              | 1 <sup>st</sup> December 2023 | website |
| - Closing of registrations.              | 20 <sup>th</sup> Marzo 2024   | website |
| - Publishing of list of sponsors.        | 15 <sup>th</sup> April 2024   | website |
| - Preliminary operations.                | 5 <sup>th</sup> May 2024      | Arezzo  |
| - Publication of starting schedule.      | 5 <sup>th</sup> May 2024      | board   |
| - Briefing of the Clerk of the Course.   | 5 <sup>th</sup> May 2024      | Arezzo  |
| - Start of first leg.                    | 6 <sup>th</sup> May 2024      | Arezzo  |
| - Publication provisional classification | 6 <sup>th</sup> May 2024      | board   |
| - Start of second leg.                   | 7 <sup>th</sup> May 2024      | Livorno |
| - Publication provisional classification | 7 <sup>th</sup> May 2024      | board   |

- Starting third leg. 8<sup>th</sup> May 2024 Modena
- Publication provisional classification 8<sup>th</sup> May 2024 board
- Start of fourth leg. 9<sup>th</sup> May 2024 Ravenna
- Publication provisional classification 9<sup>th</sup> May 2024 board
- Start of fifth leg. 10<sup>th</sup> May 2024 Pesaro
- Publication provisional classification 10<sup>th</sup> May 2024 board
- Start sixth leg. 11<sup>th</sup> May 2024 Senigallia
- Publication provisional classification 11<sup>th</sup> May 2024 board
- Awards ceremony and dinner. 11<sup>th</sup> May 2024 Arezzo

### CLAUSE 3 – GENERAL PROVISIONS.

**Autogiro d'Italia ASD**, with registered offices in Terni, Via Augusto Vanzetti 66, organizes the AUTOGIRO D'ITALIA, a tourist raid reserved to classic cars which is open to international competitors. The event will take place from the **5<sup>th</sup> to the 11<sup>th</sup> of May 2024** regardless of weather conditions.

### CLAUSE 4 – RAID ITINERARY AND CALENDAR

4.1 The raid itinerary will cover a distance of 1.530 Km divided into 6 legs.

<b>Sunday 5th of May 2024</b>	<b>PRELIMINARY OPERATIONS</b>	<b>Arezzo Hotel Minerva</b>	From 2.30 pm
Sunday 5th May 2024	BRIEFING	AREZZO	6.30 pm
Monday 6th May 2024	First leg.	AREZZO - LIVORNO	303 KM
Tuesday 7th May 2024	Second leg	LIVORNO - MARANELLO	252 KM
Wednesday 8th May 2024	Third leg	MODENA - RAVENNA	305 KM
Thursday 9th May 2024	Fourth leg	RAVENNA - PESARO	198 KM
Friday 10th May 2024	Fifth leg	PESARO – SENIGALLIA	201KM
Saturday 11th May 2024	Sixth leg	SENIGALLIA – AREZZO	271 Km

4.2 The Raid will take place on open public paved roads and the itinerary shall be fully described in the Time Card and Road Book, which are valid for partial and progressive distance measuring.

4.3 The itinerary may be modified due to *force majeure* at any time, even during the event, upon decision of the Clerk of the Course or the Director of the Event.

4.4 The Raid includes Timing Controls, Passage Controls and Timed Trials.

4.5 The itinerary shall be duly signaled with *ad hoc* means of signaling. A facsimile of the means of signaling shall be displayed at the starting line.

4.6 Any route change due to road work, temporary obstructions or due to *force majeure* shall be notified on site and throughout the raid path.

4.7 The Clerk of the Course or the Director of the Event may communicate any modifications to the Raid itinerary up to 30 minutes ahead of departure of the first competitor. Should there be any changes to announce, communications shall be issued and posted at the starting line.

## **ARTICOLO 5 – REGISTRATION. ELIGIBLE CARS AND DRIVERS.**

5.1 Competitors must possess a current driving license.

5.2 Registration and scrutineering are compulsory for both crew members and passengers should there be any. Unscrutineered members shall not be entitled to take part to the raid.

5.3 All types of cars are eligible to participate provided that they meet all rules required for open public road use and that they comply with any of the classes foreseen by this regulations.

5.4 Drivers wishing to participate may register individually, with a co driver or as a team.

5.5 Admission shall be limited to 100 cars.

5.6 Competitors may register a crew of two for each car. Passengers are admitted on board provided the car is homologated for more than two people.

5.7 The car may be driven by the driver only.

5.8 **Documents to be handed during the scrutineering prior to raid start:** Drivers who have been accepted to take part to the event must comply with the rules of the road and vehicle rules including an insurance policy covering civil liability for the competitor and the car. It is therefore compulsory to provide a copy of the following documents:

- A dully filled in registration form;
- Driving license;
- Valid car identification documents, including a certificate of the annual technical service if required and an insurance policy;

5.9 It is essential for competitors to be admitted to the event to ensure their cars engine starting devices, lighting device, acoustic signaling system, breaking system and exhaust pipe are in perfect conditions and fully operational.

5.10 Documents to be handed prior to technical scrutineering prior to race start. All cars which have been accepted to participate shall be sealed during the technical scrutineering prior to raid start. Technical scrutineering will only take into consideration that chassis number is equal to the chassis number which is shown on the car technical sheet and the normal performance of engine starting system, lighting device, acoustic signaling system, breaking system and exhaust pipe. No other parts nor characteristics shall be taken into consideration. .

5.11 Should the competitor intend to use a second car at any time during the event, it is essential that it has been scrutineered during the scrutineering period on Sunday the 4<sup>th</sup> of June 2023.

## **CLAUSE 6 – ELIGIBLE CARS. CLASSIFICATION AND DEFINITIOS.**

6.1 Eligible cars shall be divided into the following classes according to the date of build:

HERITAGE	-	Cars built until 1945;
HISTORIC	-	Cars built between 1946 and 1958;
VINTAGE	-	Cars built between 1959 and 1970.
CLASSIC	-	Cars built between 1971 and 1988.
SUPERCARS	-	Cars to which great importance is attached or which are of historical, sportive or industrial value.
TOURIST	-	Cars to which great importance is attached or which are of historical, sportive or industrial value, which will not take part to the competition but are subjected to Passage check.

6.2 Competitors willing to register to the SUPERCAR class shall be subjected to organizers authorization.

6.3 Competitors willing to register to the TURISTICA class shall be subjected to organizers authorization. Accepted competitors shall not take part to time trials.

6.4 Competitors taking part to the event in the TURISTICA class shall abide by the Time Card both for schedule and transit spots. Competitors shall deliver the Time Card to the Marshall in charge at the end of each leg.

## **ARTICOLO 7 – REGISTRATION. MEANS OF REGISTRATION. REGISTRATION WITHDRAWAL.**

7.1 By registering to Autogiro d'Italia 2024, competitors agree to the terms and conditions specified in these Supplementary Regulations 2024.

7.2 Registration and paper submission do not give the right to participate to the event. The organizer at its sole discretion, reserves the right to refuse or reject or accept any request of registration.

7.3 Registration refusal shall imply the full reimbursement of the fee deposit.

7.4 Registration requests shall be addressed during the registration period stated under Art. 7.7 of this Specific Regulations through the online registration form on the events website [www.autogiroitalia.it](http://www.autogiroitalia.it). The fee deposit receipt and required documentation shall be attached to the registration form.

7.5 The registration date shall be marked by the date in which the fee deposit as per Art. 7.6. is credited into the Autogiro d'Italia bank account. The absence of the deposit receipt shall lead to registration cancellation.

7.6 A deposit of Euro 500,00 per competitor shall be due upon registration application. Should the registration become effective, the deposit will be kept as part of the fee. Payment shall be made through bank transfer to the account number specified in the registration form.

7.7 Registration term shall begin on the 1<sup>st</sup> of December 2023 and terminate on the 20<sup>th</sup> of March 2024 unless the maximum number of 50 admitted cars is reached before. Should this occur, registrations shall be closed immediately, and requests of registrations placed in a waiting list.

7.8 Request of registration withdrawal should be submitted within the 15<sup>th</sup> of March to the following email address: [info@autogiroitalia.it](mailto:info@autogiroitalia.it). Request of registration withdrawal shall entitle to receive refund of deposit less secretariat costs of Euro 150,00 within 30 days of receipt. Should the request of withdrawal arrive after the 15<sup>th</sup> of March no reimbursement shall be due.

7.9. Registration to Short Ride event. Participants willing to take part to three consecutive legs only may register to the Short Ride event. In such a case, participants shall be admitted to the day classification but not to the final standing.

7.10. Registration as a team.

7.10.1 Teams shall be grouped according to brand or club and shall be composed of three cars maximum. Engine capacity is not relevant for team grouping purposes. Teams registration procedure is identical to individual registration.

7.10.2 It shall be possible to register more than one team belonging to the same club or brand, provided that names are different.

7.10.3 Drivers may only be the member of one team; two members of a club team may also be members of a brand team for 2/3 of the scoring.

## **CLAUSE 8 – REGISTRATION ACCEPTANCE. PAYMENT OF BALANCE.**

8.1 Competitors may check in the restricted area of the web site whether their request of registration has been accepted or not. Confirmation shall also be mailed to the address specified on the registration form.

8.2 Registration shall be deemed effective only when acceptance has been confirmed by the organizer.

8.3 Once registration has been accepted, the deposit shall be considered part of the fee.

8.4 Should registration be declined, the deposit shall be returned in full within 30 days following the communication of refusal.

8.5 Registration balance may be settled once the registration has been accepted by the organizers only. Means of payment are described under CLAUSE 8.1 of the Specific Regulations.

8.6. Registration must be fully settled by the 20<sup>th</sup> of March 2024.

## **CLAUSE 9 – ENTRY FEE.**

9.1 Entry basic fee amounts to € 2.400 for individual registration. Co driver basic entry fee amounts to € 1.300. Therefore, basic entry fee for a crew of two amounts to € 3.500. Entry basic fee for passengers in addition to driver and co driver is €1.300. There are extra services which can be included at a cost.

9.2 Entry fee for Short Raid Event (from Thursday to Saturday both included) amounts to € 2.100 for a crew of two.

9.3 Basic entry fee includes:

- a) Participation to the event;
- b) Six hotel nights and breakfasts (4 stars hotels maximum. Double room. Single room available at an extra cost);
- c) Six access to "Refreshment station" during the day and six dinners;
- d) Road book;
- e) Pass/badge;
- f) Prize giving ceremony;
- g) Catalogue;
- h) Tshirt and cup "Autogiro d'Italia";
- i) Medical assistance during the event;
- j) Luggage transportation.
- k) Technical assistance during the event. Technical assistance is intended for small reparations i.e. puncture, electrical revisions, small welding. For more



important reparations, prices shall be agreed with technicians directly and spare parts paid separately.

- l) Transportation of crew and car in case of breakdown. In case of breakdown the car shall be carried by organizers until the location in which the event has placed provisional headquarters. Further transportation i.e. until the end of the event shall be agreed separately.

9.3 Entry fee for technical staff amounts to € 1.500 per person. Registration procedure is described under Art. 7 and shall be made together with the driver's.

9.4 Entry fee for technical staff is intended for staff driving their own cars or vans. Entry fee includes:

- a) Six hotel nights and breakfasts (4 stars hotels maximum. Double room. Single room available at an extra cost).
- b) Six access to "Refreshment station" during the day and six dinners;
- c) Pass/badge for car and person;
- d) Medical assistance during the event;

9.5 No competitor shall be allowed at the start if the entry fees have not been fully settled.

#### **CLAUSE 10 – REGISTRATION WITHDRAWAL.**

10.1 Requests of withdrawal of a registration shall be addressed to [info@autogiroitalia.it](mailto:info@autogiroitalia.it), or sent by registered mail to the organizers' registered address.

10.2 In case of withdrawal the entry fee shall be refunded as follows: (a) if the request of withdrawal arrives before the 20<sup>th</sup> of March 2024, the entire deposit shall be refunded, with the exception of 150 Euro (secretarial fees) (b) If the request of withdrawal arrives after the 20<sup>th</sup> March 2024, neither the entry fee nor the deposit shall be refunded.

10.3 Should a competitor fail to pass the pre-Raid scrutineering, the entry fee will not be refunded. Competitor shall however be entitled to use the accommodation which has been booked for the crew.

#### **ARTICOLO 11 – GENERAL REQUIREMENTS. RULES OF CONDUCT.**

11.1 Inspection and preliminary operations.

Competitors shall attend the preliminary operations together with their cars within the established period so to enable the organizers to carry out the following scrutineering.

- a) Administrative scrutineering. The following documents shall be required:
  - I. Driving license;
  - II. Valid car insurance policy;

### III. Vehicle registration certificate;

- b) Entry form check out and handling of competition numbers and road book.
- c) Technical scrutineering of the car and car sealing.
- d) Participation to the Raid Director and Director of the Event Briefing is compulsory, signature and acceptance of the Regulations shall be requested.

11.2 Competitors shall be given a set of 3 adhesive competition numbers during the scrutineering procedures. Measures of competition numbers shall be 65 cm x 40 cm approximately.

11.3 Advertising on cars is authorized on both sides of the bodywork below the level of the windows, front and rear parts of the car. Advertising above and below the competition number other than that of the organizer may be placed adjacent to but not touching the number background. It is essential that advertising on cars do not refer to names or sponsors which are in competition with those of the event's sponsors. Event organizers may reject advertising which, in the context of their event, is regarded as offensive or inappropriate.

11.4 Event plates are reserved to the competition organizers' advertising. Cars taking part to the event may have advertising on the bodywork provided that sponsors are not in competition with the event sponsors. For this reason the Director of the Event shall issue on the 10th of May 2023 on the organizations website [www.autogiroitalia.it](http://www.autogiroitalia.it) a list including the name and field of action of the event's official sponsors. Should there be any competition between a competitor sponsor and the event sponsors, the official event's sponsor shall prevail.

11.5 Race numbers. Race numbers shall be compulsory. They should be fixed as follows:

- a) One number on each side of the car, if possible on the front doors.
- b) One number on the bonnet.

11.6 Should space be insufficient, the use of 2 competition numbers only shall be permitted.

11.7 Competitors shall always observe a cautious and prudent attitude while driving and accomplish and fulfill the rules of the road and those of the specific Regulations 2023 as well as the instructions given by the Ride Director, the Director of the Event and other events' officials.

11.8 Competitors shall follow carefully the Itinerary as stated in the road book and event road signaling. The use of a different itinerary or road shortcuts shall be penalized according to chart under Art. 22.

11.9 The Raid will take place on open public paved roads and drivers shall abide by the road traffic rules and to any special rules which may be issued

by local police of the towns which are part of the itinerary, including speed limits in specific stretches of road. Penalty for neglect and misdemeanor of road traffic regulations which have been certified by police and an event official shall be 1 minute.

11.10 Drivers shall be solely responsible for any and all action while driving. Drivers shall obey all applicable road traffic regulations and will be solely responsible for any violations of such laws.

11.11 Competitors shall be solely responsible for their behavior throughout the event.

11.12 Competitors are warmly encouraged to wear period technical garment.

## **ARTICOLO 12 – OPERATING METHOD. STARTING ORDER. STARTING PROCEDURE.**

12.1 **Starting order.** Starting position shall be established according to registration requests.

12.2 Starting position shall be the same throughout the event.

12.3 Competitors will leave one at a time. Departing gap between competitors shall run from three cars in a minute to a minute between each competitor.

12.4 Starting shall be given from a stationary position with the engine running.

12.5 Competitors arriving to the starting line with more than 1 minute delay shall be penalized with 60'' for each minute or fraction of a minute delay.

12.6 Competitors arriving to the starting line with more than 30 min delay shall not be accepted to take the start, although they will be requested to follow the race path until the end of the leg. In such cases, competitors shall be accepted to take the start in the remaining legs of the raid.

12.7 Organizers shall be responsible for information to all the time check control posts of any remarkable time variation.

## **CLAUSE 13 – TIME CARD.**

**13.1** Competitors shall be given a sealed "Time Card" at the start of each leg.

The Card shall state:

- Race number;
- Class to which the car is registered;

- Starting time, position of time control posts in an ordered sequence and an area dedicated to transit stamps.
- Partial and progressive distances between time control posts and stretch travel time.

13.2 All the information detailed on the Time Card shall be authoritative both on partial and total distance measuring and on itinerary and time identification.

13.3 By registering competitors agree to the itinerary, times and distances as stated in the Table and no claim nor protests may be raised against it.

13.4 Competitors shall have on board while driving their own "Time Card". The Time Card shall be submitted personally to the Marshall in charge at the Time Control Points in order to be stamped with both the time and passage stamp.

13.5 Competitors shall abide by the itinerary as stated in the Road Book and Time Card. Transit through the designated villages is compulsory. Failing to comply with such provisions, avoiding transit through one or more designated villages or lacking to produce even one Passage stamp may lead to the expulsion of the leg classification.

13.6 Competitors shall strictly adhere to the official itinerary. Any deviation, detour or use of alternative roads, especially if of a shorter distance, may lead to the expulsion of the leg classification.

13.7 Any modification, counterfeiting or falsification of the Time Card shall lead to an immediate expulsion of the general standing.

13.8 In case of the Time Card lost, competitor shall request a new one. An alternative document shall not be accepted.

13.9 In case of loss and consequent Time Card replacement, competitors shall be admitted to the leg classification only if Marshals are able to recreate it accurately. Should this be possible, competitor shall however be given a minute penalty.

13.10 Should it not be possible to recreate the Time Card, the competitor shall be excluded from the leg classification and will however be admitted to make the start on the following legs.

#### **CLAUSE 14 – MAXIMUM LATENESS AND PASSAGE CHECKING POINTS CLOSING.**

14.1 Competitors transiting at a T.C., P.C. or C.V. with more than 30 minutes delay with respect to their initial starting time shall be considered over the maximum lateness allowed and shall therefore be excluded from the leg classification



**BANDIERA**

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**YELLOW  
FLAG**

**YELLOW  
FLAG**

**WHITE  
FLAG**

16.7 The organizers may decide at their discretion to introduce photoelectric cells to measure passage checks in order to verify whether the average speed is being kept.

16.8 The use of other devices than mechanical chronometers and chronographs during the time trials is strictly forbidden. Mechanical time measuring devices shall not have radio controlled options nor acoustical signaling applications.

16.9 Time measuring devices, including watches, shall always be extractable and shall be pulled out whenever the car is displayed at public exhibition or at a *parc fermé*. Organizers shall not be responsible of any damages or loss of time measuring devices.

**CLAUSE 17 – TIMING CONTROL AND TOLLERANCES**

17.1 **TIMING CONTROL POINTS (T.C.)** placement shall be detailed in the Time Card. Timing Control Points shall be signaled by a white flag positioned 100 m ahead of the control line, and a yellow flag positioned approximately 20 meters ahead of the control line. Both flags shall be on the right side of the road in the Raid motion direction.

17.2 Timing control and arrival points shall also be signaled by a transversal white line, on the side of the Time Keepers desk close to the yellow flag.

17.3 Should drivers arrive prior to their established passage time, they may stop in the area which is comprised between the white and the yellow flag. Drivers may, if they wish so, walk to the Time Keepers desk to synchronize their time keeping devices with the official time keeping one. Drivers shall never cross the yellow flag.

17.4 Registered time shall be the time measured on the moment in which the front part of the car crosses the white line marking the Time Control Point.

17.5 Time Control Points. There shall be a NON STOP AREA before and after each Time Control Point. This area shall measure between five to ten meters before the Time Control Point and they aim to define the checking point. It is strictly forbidden to stop nor inverting the motion trend while transiting the NON STOP AREA.

17.6 Once the Time Control Point line has been crossed, drivers shall park the car on the right side of the road and walk to the Marshals desk to get their registration on the Time Card.

17.7 Should a driver cross the Time Control Point line behind schedule, delay shall be kept in the successive sectors until the end of the leg. Driver shall also

inform the Marshal at the next Time Control Point of his new passage time. Should there be further delay, competitors should keep any time difference throughout the remaining Time Control Points.

17.8 **Passage Control Point (P.C.P.)** shall be signaled with a green flag placed approximately 100 meters ahead of the Passage Control Point, on the right side of the road.

17.9 Stopping at Passage Control Point is compulsory for all competitors. Competitors shall hand the Time Card to the Marshal who will register the car passage and validate the Time Card. Early arrival at the Passage Control Points shall not incur in a penalty

17.10 Supervising Patrols (**Controlli Volanti (C.V.)**), shall be used as a monitoring tool aiming to verify whether competitors are always on the designated itinerary and no shortcuts have been used. The organizers may decide not to inform about them at their discretion.

17.11 Supervising Patrols Control Points shall be identified by a sign with "CV" written on a visible place.

17.12 When at the Supervising Patrol Control Point, competitors shall identify themselves so to allow the Marshall a correct recording of their passage. Stopping is not compulsory.

17.13 It is mandatory for competitor to be on board the car when passing the Supervising Patrol Control Point, Time Control Point and Passage Control Point, and to introduce oneself if necessary.

17.14 Supervising Patrols Control Point do not foresee a stamp on the Time Card. Drivers shall be fully responsible to verify whether their passage has been duly registered. No claims nor requests shall be admitted a posteriori.

17.15 Marshall in charge of the Time Control Point is the sole authorized official to give the permission to go ahead at the given time. Starting order at Time control Points shall start from the lowest to the highest race number.

17.16 Competitors shall be responsible for their own Time Cards and any failure on the part of the drivers to observe the rules of the check-in procedure defined above, specially on the Time Card handling to Marshalls at Timed Control Points, Passage Points and leg arrival.

## **CLAUSE 18 – TIME MEASURING AND RECORDING**

18.1 Marshalls shall be the sole authorized to measure time in all Timing Control Points, Timed Trials and leg departure and arrivals.

18.2 Time keepers and Marshalls shall measure time by means of manual chronometers and electronic devices.

18.3 Time shall be measured at hundredth of seconds in the Timed Trials, while Timing Control Points shall use minute measuring.

18.4 The decision of the Marshals and officials in charge of time keeping shall not be questioned.

#### **CLAUSE 19 – POSITION DETECTION DEVICES.**

19.1 Organizers may place a position detection device in each car for safety reasons.

#### **CLAUSE 20 – PARC FERME AND WORKING PARK.**

20.1 At the end of each leg, cars shall be kept at the Parc Fermè, a closed area which is supervised by the organizers.

20.2 Vehicles will be in Parc Fermé from as soon as they reach the arrival line at the end of the leg, until the Clerk of the Raid authorizes the group to leave, and at least until the time for lodging protests has expired.

20.3 It is strictly forbidden to start the engine while at Parc Fermé without the Clerk of the Raid authorization.

20.4 Parc Fermè is compulsory for all participating drivers and cars. Lacking to observe this obligation may lead to a penalty of 1 minute for participating drivers and the cancellation of the race number for drivers participating to the Tourist class.

20.5 Appearance at Parc Fermè as described in Art. 19.4 shall be compulsory for those drivers whose cars are running . Drivers whose cars are being carried on the organization lorry or bus shall not be subject to this provision.

#### **CLAUSE 21 – HOSPITALITY VILLAGE**

21.1 A Hospitality Village may be set at the end of a leg in conjunction with the Parc Fermé.

21.2 Whenever the Hospitality Village is foreseen, drivers are requested to leave their cars even after the obligation of permanence has been revoked. It is herewith confirmed that cars shall always be under surveillance while at Parc Fermé.

#### **CLAUSE 22 – PENALTIES AND DISCIPLINARY MEASURES.**

22.1 Summary of Penalties.



Delay at starting line, up to a maximum of 30 min.	Real delay.
Utilization of an itinerary other than the official one with the intention of using shortcuts which may be verified by marshals.	Disqualification from leg classification. Accepted at the following legs.
Lose of Time Card which can be recreated precisely.	1 minute
Loss of the Time Card which cannot be recreated precisely.	Disqualification from leg classification. Accepted at the following legs.
Modification, counterfeiting or falsification of Time Car.	Disqualification from general classification.
Failure to pass or passing with more than 30 minutes delay at T.C., P.C. or C.V.;	Disqualification from leg classification. Accepted at the following legs.
Arriving in advance or delay while performing timed trials.	Actual hundredth ahead or delay.
Every stop while performing timed trials.	2"
Every stop due to engine stop while performing timed trial.	5"
Lack of performing timed trial.	Disqualification from leg classification. Accepted at the following legs.
Irregular performance of stretch while in timed trial.	5"
Change in direction and stop with engine shut down while in timed trial.	5"
Advanced or late arrival at T.C. in relation to established time.	Actual minutes in advance or delay.
Alteration of car sealing. Removing car sealing.	Disqualification from the general standing and from the event.
Failure to comply with Road Regulations which has been verified by Police.	1 minute
Use of time keeping gear which do not comply with regulations.	Disqualification from the general standing and of the event.

Timed trials performed without a running engine.	Disqualification from the leg classification. Accepted to following legs.
Failure to remain at the Parc Fermè to the time established by officials of driver and car.	1 minute for competitors. Race number withdrawal for participants to TURISTICA class.
Replacement of the car with a non sealed/scrutineered one.	10 points.
Replacement of the car with a car which has been sealed for another driver.	Disqualification from the general standing.

22.2 Organizers shall not recover damaged cars which are not within the official itinerary as established in the Road Book neither in case of break down nor accident. Should the car be out of the official itinerary, driver shall, at his own expenses, provide transportation of his vehicle from the breaking down point until the end of the leg location.

### **CLAUSE 23 – CLASSIFICATION AND VALUATION METHODS.**

23.1 Classifications and penalties shall be expressed in hours, minutes, seconds and hundredth. Classifications shall be the following:

- a) Leg individual classification for each class;
- b) Leg team classification;
- c) Nations classification: the first three classified drivers shall give daily a number of points which shall be valid for the final classification.

The following classifications shall also apply:

- a) An individual classification for “Heritage” class;
- b) An individual classification for “Historic” class;
- c) An individual classification for “Vintage” class;
- d) An individual classification for “Classic” class;
- e) An individual classification for “Supercar” class.

23.2 Competitors shall also be awarded daily as follows:

- a) First classified in the “Heritage” class: blue jersey with italian sash;

- b) First classified in the “Historic” class: red jersey with Italian sash;
- c) First classified in the “Vintage”, yellow jersey with italian sash;
- d) First classified in the “Classic” class, green jersey with italian sash;
- e) First classified in the “Supercar” class, white jersey with italian sash.

23.3 Final teams classification shall be established according to the results of the members of the team.

23.4 Competitors shall be scored according to their position in the stage classification as per scoring table under Art. 23.6.

23.5 Competitors who did not classify shall be placed *ex aequo* in the position following the last classified, and shall be given the score corresponding to their position in classification.

23.6 Scoring table.

Position in Standing	Points	Position in Standing	Points	Position in Standing	Points	Position in Standing	Points
1	1	11	20	21	30	31	40
2	4	12	21	22	31	32	41
3	7	13	22	23	32	33	42
4	10	14	23	24	33	34	43
5	12	15	24	25	34	35	44
6	14	16	25	26	35	36	45
7	16	17	26	27	36	37	46
8	17	18	27	28	37	38	47
9	18	19	28	29	38	39	48
10	19	20	29	30	39	Etc.	Etc.

23.7 The following discriminating factors shall apply in case of equity:

- a) Firstly, the number of victories.
- b) Secondly, the best positions in classifications;
- c) Thirdly, the best placement in the last leg.

## **CLAUSE 24 – PROTESTS AND APPEALS.**

24.1 All protests shall be lodged in accordance with the provisions of these 2023 Regulations. Protests must be made in writing and handed to the Raid Director or the Director of the Event or his assistant, or in their absence to any of the stewards. Time limit for lodging protests is 30 minutes after the publication of provisional classification.

24.2 Protests shall be accepted only if a deposit of € 100 is paid. The deposit shall be returned if the protest proves to be well founded and therefore confirmed, and kept if the protest is not admitted.

## **CLAUSE 25 – FINAL AWARDS.**

25.1 The organizers shall also award the following:

- a) Trophy for the first five classified in the final standing in each class;
- b) Trophy for the first three classified in the final standing for teams;
- c) Trophy for the first classified in the time trials final standing.
- d) Elegance Award according to the decision of the Jury.
- e) Nations Trophy. Trophy to the first classified in the Nations final standing. Trophy shall be given to the first driver classified in the time trial standing of the winning nation.

#### **ARTICOLO 26 – JURY.**

26.1. The Jury shall be made up of the following members:

- a) Director of the Event;
- b) Director of Time keepers.
- c) Secretary of the Raid.

#### **CLAUSE 27 - INSURANCE.**

27.1 Participants to the event shall, regardless if they are Italian or of other nationalities, be covered by the CSI (Centro Sportivo Italiano) insurance policy which will be issued together with their registration to the Event.

27.2 Drivers which are not Italian should be covered by an insurance policy according to the Rules of the Road (Green Card). Evidence of the third party liability insurance shall be requested.

#### **CLAUSE 28 – TRANSFER OF RIGHTS. PRIVACY LAW.**

28.1 By registering to Autogiro d'Italia 2024 all competitors irrevocably consent and authorize the organizers, Autogiro d'Italia ASD and Pacinko Snc to use, publish and print in whole or in part without limitations of time, place or situation their personal data and pictures and herewith commit not to undertake legal actions now and in the future.

28.2 By registering to Autogiro d'Italia 2024 all competitors irrevocably authorize the organizers to transfer to the event sponsors all data, video and pictures to be spread, publicize and broadcast through all means, and irrevocably authorize their use for advertising campaigns, meetings, fairs etc. without time limitations.

#### **CLAUSE 29 - UNDERSTANDING AND ACCEPTANCE OF THESE TERMS AND REGULATIONS.**

29.1 By registering to Autogiro d'Italia 2024 competitors declare to understand and accept all the terms and conditions which are part of these Regulations. Lacking knowledge of these Regulations shall not be accepted as a defense.

#### **CLAUSE 30 – LIABILITY.**

30.1 By registering to Autogiro d'Italia 2024 participants herewith declare to relieve the event organizers, event officials and marshals as well as the owners of the roads which are part of the event without any exception of any and all responsibilities for damages received or caused to third parties as an effect of their participation. Competitors herewith relieve of liability and give wide indemnity to Autogiro d'Italia ASD from the obligation of paying any amount, including compensation and reimbursement for any reason including injury.

30.2 Organizers reserve the right to disqualify from the event any competitor who may voluntarily and on purpose damage the event reputation.

#### **CLAUSE 31 – PREVAILING LANGUAGE**

**Prevailing Language.** These Supplementary Regulations have been edited in Italian and translated into English. In the event of a dispute as to the terms of these Regulations, the Italian version shall prevail.

1<sup>st</sup> December 2023

To be approved.