



50
Coppa Paolino Teodori
 Colle S. Marco - S. Giacomo
 17-18-19 Giugno 2011



Date: **June 14th 2011**

Time: **8,30**

Doc.: **3.1**

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NOTICE N. 1 – BRIEFING OF THE CLERK OF THE COURSE TO THE PILOTS

From: **Clerk of the Course**
 To: **All the Concurrents**
 And, f.o.a. **Stewards of the Meeting, to all the Officials, Observers**

Good day!

Also in behalf of the C.O. I'll welcome You in Ascoli for the 50th Paolino Teodori Cup!

Automobile manifestation of old and consolidated sport tradition, organized with great passion and professionalism by G.S. A.C. Ascoli.

The race has FIA validity, therefore the rules to be followed at first will be the ones of the FIA regulation. The ones of CIVM will follow.

The C.O. has carried out, as every year, some improvement to ensure the safety of the route and to let enjoy Your stay and to spend there serenity sport days.

In order to carry out everything in the best way we'll need a small effort from Your side.

PADDOCK: the space is big, but if You won't follow the instructions of the administrators and if You'll occupy too much space you could cause difficulties to Your colleagues! Please leave the pass free for the ones who have to reach the start and in order to carry out everything in the right order and calmness.

ALIGNMENT PRE-START: respect the start sequence and be available on time to the "stewards of the course" and please keep in mind that any delay won't be accepted!

COURSE ROUTE: along the course route (4938 mt) in addition to the first aid means, ambulances (5), breakdown vans (5) and anti-fire (1), will be arranged, in each position (30), the connected radios to the Clerk of the Course. Therefore, in case of breakdown, You're invited to immediately go away from the car and to inform the UU.GG. if You'll need a breakdown van to go back and always stay outside the road near the Stewards!

Remind that any mechanic work on the cars will absolutely be forbidden!

In case of temporary stop, it will be possible to re-start only after having received the authorization from the Race Headquarters, which will be communicated through the UU.GG.

The contraveners will be indictable by the Stewards of the Meeting board!

Avoid to soil the street signs, walls etc. with varnishes or other things! It's only a sign of bad manners!

PRACTICE: the practice shifts are previewed with the following sequence:

1° shift: start at 10.00 a.m. with the historic cars -E3-E3S-RS-N/A/E1/GT/E2S/E2SH/CN/E2SC - E2B/DE2SS - E2M.

2° shift: to be followed as for the 1. shift. All in order of regressive numbers!!!

At the end each car will go back to the paddock with the green flag to reopen the route.

The damaged cars, but able to drive down on their own, can be inserted inside the long procession between the 1. and 2. manche at the end of the practice, the other ones will be eventually be collected by a breakdown van.

I remind that during the downhill it is strictly forbidden to transport on board other people and the pilots with the uncovered cars have the obligation to wear the helmet. The contraveners will be indictable to a fine of Euro 250,00, except further sanctions of steward of the meeting board.

RACE: this will be carried out in 2 manches, with the addition of the times, for the final results, but there will be also a classification for the race 1 and the race 2, starting from 10.00 a.m. with the same start sequence as during the practice!

The starts will be given each 30", except for particular cases, judged by the Race Headquarters and POSSIBLY starting from the CN cars ahead.

You're therefore invited to carefully observe the signs of the Stewards along the route and in particular the exposure of the YELLOW, YELLOW/RED and BLUE flags.

I remind that only the RED FLAG will allow a second start!

There will be prized for mostly all, therefore do your best to arrive at the finishing line!

Sure of Your cooperation I'll thank You and wish all the best and wait for You at the prize ceremony at the starting place.

I'll remain at complete disposal for further explanations, together with the Assistants Clerk of the Course and the Competitor's Relations Officer at the Headquarter.

Best regards,

CLERK OF THE COURSE
Alberto Riva