



Targa Florio Australian Tribute 2019 - Supplementary Regulations

Promoted by Targa Florio Australian Tribute Pty Ltd



#passionhasnoboundaries

*from 14 November to 17 November 2019*

**SUPPLEMENTARY REGULATIONS**



**Targa Florio Australian Tribute 2019 - Supplementary Regulations**

**PROGRAMME**

**Entries:**

- Opening date: Date of approval of the present
- Closing date: S.R. Tuesday, November 12  
18:00

**Administrative control - Distribution of Road book and material:**

|                                    |                        |               |
|------------------------------------|------------------------|---------------|
| Torquay - Peppers The Sands Resort | Wednesday, 13 November | 15:00 > 18:00 |
|                                    | Wednesday, 13 November | 15:00 > 18:00 |

**Cars Scrutineering:**

Torquay - Peppers The Sands Resort

**Start list published, order and time: Official Notice Board**

Wednesday, 13 November 20:00

**Briefing (compulsory attendance):**

Torquay - Peppers The Sands Resort

Wednesday, 13 November 18:00

**PC Training:**

Torquay - Peppers The Sands Resort

Wednesday, 13 November 16:00

**Start Ceremony - Leg 1 Start (TC 1):**

Torquay - Point Danger

Thursday, 14 November 08:30

**Leg 1 Arrival (TC 3) - Cars recovering:**

Flinders

Thursday, 14 November 17:30

**Dinner:**

Flinders Hotel

Thursday, 14 November 18:30

**Partial Classification of Leg 1 published:**

Official Notice Board

Thursday, 14 November 20:30

**Leg 2 Start (TC 4):**

Flinders Hotel

Friday, 15 November 08:30

**Lunch:**

Ripplebrook Winery

Friday, 15 November 12:00

**Leg 2 Arrival (TC 8) -:**

Cowes

Friday, 15 November 16:00

**Cars recovering:**

Silver Water resort

Friday, 15 November 18:00

**Dinner:**

Cowes

Thursday, 15 November 18:30

**Partial Classification of Leg 2 published:**

Official Notice Board

Thursday 15 November 20:30

20:00



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### **Partial Classification of Leg 3 published:**

Official Notice Board Friday, 30 November 20:30

### **Leg 3 Start (TC 12):**

San Remo Foreshore Saturday, 16 November 08:00

### **Lunch:**

*Hunted Hills Hillclimb Track - Stand & Paddock* Saturday, 16 November

### **Leg 3 Arrival (TC 14) - Cars recovering:**

Healesville Festa Verde Saturday, 17 November 16:00

### **Dinner:**

*Healesville Festa Verde* Saturday, 16 November 16:00

### **Partial Classification of Leg 4 published:**

Official Notice Board Saturday, 16 November 20:30

### **Leg 4 Start (TC 15):**

Chirnside Park - Yarra Valley Lodge Sunday, 17 November 08:30

### **Final Arrival - Leg 5 Arrival (TC 16):**

Melbourne, Lygon Street - Carlton Sunday, 17 November 15:15

### **Lunch:**

*Woodend* Sunday, 17 November 12:00

### **Final Classification published:**

Official Notice Board Sunday, 17 November 17:00

### **Prize giving:**

Melbourne, Lygon Street - Carlton - Piazza Sunday, 17 November as from 17:30

Italia

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### **Headquarter, Secretary Office and Official Notice Board locations:**

- Wednesday, 13 November: Torquay - Peppers The Sands
  - Thursday, 14 November: Flinders Hotel
  - Friday, 15 November: San Remo - Silverwater Resort
  - Saturday, 16 November: Chirnside Park - Yarra Valley
  - Sunday, 17 November: Argyle Square, Lygon Street - Carlton
- 

**Official time synchronisation: UTC-GMT Melbourne = GMT + 11 (Summer time)**

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## Targa Florio Australian Tribute 2019 - Supplementary Regulations

### **ART. 1 - ORGANISATION**

These Supplementary Regulations (S.R.) are drawn up in conformity with the International Sport Code (and relevant attachments, where applicable), with the relevant National Competition Rules and Regulations (and relevant Attachments where applicable) and with other provisions of the Australian Auto Sport Alliance (AASA) which are understood to regulate whatever is not indicated in the following articles.

The Organiser states that the race will have all the necessary administrative authorisations and the required insurance coverage under AASA.

### **ART. 2 - OFFICIALS**

|                          |  |
|--------------------------|--|
| Stewards of the Meeting: | Mr. Stephen WHYTE, Mr Gary GOURLAY, Mr Bruce ROBERTSON |
| Race Director:           | Mr. Ian Swan   |
| Clerk of the course:     | Mr. Ian Swan   |

|                                 |                              |
|---------------------------------|------------------------------|
| Competitor's Relations Officer: | Mr Bob NELSON, LennyNICHOLLS |
| Scrutineer:                     | Torque Pty Ltd               |
| Marshals:                       | Torque Pty Ltd               |
| Timekeeping:                    | Mr Gary Hodgkiss             |
| Chief timekeeping & Results:    | Mr. Gary Hodgkiss            |

ORGANIZING COMMITTEE

### **ART. 3 - RACE**

The Promoter **TFAT Pty Ltd**, under sanctioning from the Australian Auto Sport Alliance (AASA) will organise, **as from Novembre 14 to November 17**, the Classic Regularity Event for Classic Cars named:

## **TARGA FLORIO AUSTRALIAN TRIBUTE 2019**

Also modern cars, as per categories described in Art. 4.2 of the present S.R. will be admitted.



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### **ART. 4 - ACCEPTED COMPETITORS, DRIVERS AND CARS**

#### **4.1 Accepted competitors and drivers**

Competitors, and crew members must hold an Australian Auto Sport Alliance (A.A.S.A.) approved club race license. For each vehicle, a competitor may register a crew comprising of maximum 2 persons, who must be on board the vehicle during all phases of the race. During all the phases of the race the vehicle may be driven only by crew members who have been verified and accepted with that specific vehicle.

All international drivers must provide and hold a valid International Driving Permit during the event.

Passengers will not be allowed.

The substitution of a competitor after the close of registration, is not permitted. Only one crew member may be substituted:

- with the authorisation of the organiser, up to the start of pre-race checks;
- with the authorisation of the Stewards, from the start of checks until publication of list of admitted competitors and crews and of the accepted competition cars.

The substitution of two members of the crew is subject to the approval of the organiser, in accordance with the A.A.S.A. regulations and of the organiser.

To apply for a A.A.S.A. Club Race licence follow this link: <https://aasa.com.au/licences/club-racing-licence.application/>

#### **4.2 Accepted Cars**

##### **4.2.1 Cars classification**

Classic cars in the following's periods will be accepted:

- period **A**: cars built up to 1904
- period **B**: cars built from 1905 to 1918
- period **C**: cars built from 1919 to 1930
- period **D**: cars built from 1931 to 1946
- period **E**: cars built from 1947 to 1961
- period **F**: cars built from 1962 to 1965
- period **G**: cars built from 1966 to 1971
- period **H**: cars built from 1972 to 1976

Legend cars, classified in the followings categories, will also be accepted:

- category **M1**: Ferrari (make) cars built from 1977 to present
- category **M2**: Supercars (not Ferrari make) built from 1990 to present

##### **4.2.2 Cars groupings**

Classic accepted cars will be divided into the followings Groupings:

- 1<sup>st</sup> Grouping: cars belonging to Periods A, B, C and D (cars built up to 1946)
- 2<sup>nd</sup> Grouping: cars belonging to Period E (cars built from 1947 to 1957)
- 3<sup>rd</sup> Grouping: cars belonging to Period E (cars built from 1958 to 1961)
- 4<sup>th</sup> Grouping: cars belonging to Period F (cars built from 1962 to 1965)
- 5<sup>th</sup> Grouping: cars belonging to Period G (cars built from 1966 to 1971)
- 6<sup>th</sup> Grouping: cars belonging to Period H (cars built from 1972 to 1976)

Modern accepted cars will be included into a followings Groupings, called:

- **Ferrari Tributo**: all accepted cars belonging to category M1
- **Supercar Trophy**: all accepted cars belonging to category M2



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- 4.3 The following are always prohibited, subject to a penalty which may include exclusion, at the Stewards discretion:
- the installation and use of any protrusion from the bodywork, not envisaged by the Manufacturer, which has the purpose of sighting the intermediate split lines;
  - installing or implementing viewfinders with adhesive material, inside or outside the vehicle, having dimensions larger than 15cm in length and 2cm in width;
  - the presence of adhesive viewfinders on race number plates, on the organiser's advertising stickers and on race number plates.

## ART. 5 - ROUTE AND GENERAL CHARACTERISTICS

### 5.1 Route

The event route will have an overall length of Km. 987 and will be described in the Time and Distances Schedule (T.D.S.) attached to these S.R., and of which it is an integral part, and in the Road book. The T.D.S. will also show the methods of carrying out the timed stages for ranking

There will be:

- 16 Time Controls (T.C.);
- 63 Time Trials (T.T.);
- 4 Average Trials (A.T.) with a total of 83 Readings.

The Start of the event will be in **Torquay - Point Danger** from **08:00am of Thursday, 14 November 2019**; the Arrival will be **Lygon Street - Carlton**, from **15:30pm on Sunday, 17 November 2019**.

The race will take place on roads open to traffic, barring any limitations set by the competent Administration Authorities, with an average speed **not exceeding 50 Km/h**.

Any route changes due to road works, or temporary obstructions, will be notified with Bulletins directly on site, if possible, by the Police or by persons appointed by the organisation.

### 5.2 Time Controls (T.C.)

The purpose of the Time Control is to outline the areas in which the route of the race is divided, in order to regulate the conduct of the same and to make sure the average speed is respected.

Each competitor must be measured on the minute (e.g. for transit time 14:01 it will be possible to transit without penalty from 14:01:00 to 14:01:59).

The excesses as regards the ideal times established will determine the classification.

Penalties for delays and early arrivals at a T.C. are those stated in Article 7.7.1 of these S.R. Delays and early arrivals at a T.C. must not be caught up in the next T.C.

Teams must leave the "check area" free for transit. They are authorised to enter this area on board their car, in the minute preceding the ideal one for transit, and remain in the area for the time strictly necessary to record the transit time.

When the time is being read, the car must be inside the time reading area.

During reading operations at least one member of the team must be on board the competition car.

The time used for the reading operation is not neutralised in any way. The reading is taken at the moment when one member of the team hands over the Time Card to the Time-keeper.

Delays and early arrivals at a T.C. must not be caught up in the next T.C.

Teams must leave the "check area" free for transit. They are authorised to enter this area on board their car, in the minute preceding the ideal one for transit, and remain in the area for the time strictly necessary to record the transit time.



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When the time is being read, the car must be inside the time reading area.

During reading operations at least one member of the team must be on board the competition car.

The time used for the reading operation is not neutralised in any way. The reading is taken at the moment when one member of the team hands over the Time Card to the Time-keeper.

In the case where competition cars that are late or in advance of their ideal times transit through the T.C. in the minute pertaining to cars on time, the Time-keeper will make a note, on the Time Card of the team that is late or in advance, of the real transit time, which corresponds to the start of the next sector, giving precedence, in the marking operations, to the team with the less delay on the ideal transit time.

All the T.Cs. will be appropriately marked with signs.

Vehicles transiting through a T.C. in the opposite direction or a direction other than the one decided by the organiser, will be excluded.

### **5.3 Time Trials and Average Trials**

#### **5.3.1 Time Trials (T.T.)**

T.T. are those timed areas of the route, between two consecutive readings where the drivers must keep to a set time indicated in the Time and Distance Schedule (T.D.S.) and in the Time Card.

Readings will be done **at 1/100<sup>th</sup> of a second** without any tolerance. Differences in the ideal time will, as for the differences read at T.C., be used in determining the classification.

T.T. will be undertaken with departure read at free entrance; the driver will be able to freely choose the start of the T.T., nonetheless within approx. 5 seconds from the "all clear" given by the Marshals and/or the Time-keeper in charge.

Various consecutive T.Ts. will be envisaged (interconnected), where the time for passing to the final reading of the previous T.T. will be the start time of the next T.T. and so forth.

For T.T. located in equipped areas or temporary circuits, race tracks, kart racing tracks, and for T.Ts. with lengths less than 300m, an appropriate map will be attached to the Road book.

All T.Ts. will be properly marked both at the start and at the end, with Signs in compliance with the samples attached to these S.R.

In the area of the route between the yellow sign and the beige sign showing the Start and End of the measuring area, cars are not allowed to park, stop or open the doors. Should any cars stop in this measuring area due to a breakdown, they must be immediately removed according to the instructions given by the race official, on penalty of exclusion. Furthermore unauthorised access by drivers and co-drivers is also forbidden.

Vehicles transiting through a T.T. area in the opposite direction than the one decided by the organiser, will be excluded from the race.

In the case of absence of a reading by a competitor, or even the absence of a result by one or more T.T., irrespective of the reason for this, the competitor will always be assigned a time relating to the missing T.T. as resulting from the average T.T. actually clocked by the said competitor in the Leg where the T.T. are missing. The request will be made at the end of the Leg under consideration.



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### 5.3.2 Average Trials (A.T.)

A.T. are those areas of the route within a sector, where drivers must keep to a set hourly average, stated in the Time and Distance Schedule (T.D.S.) and the Time Card.

For each A.T. for the purposes of classification of the trial, all the detections carried out be considered.

The Road book will state the Start area and the place of the maximum real limit of End of the A.T.

In the area from the start to the end of the A.T. the average is taken at one or more points not known to the driver.

The **TIME & DISTANCE SCHEDULE** (T.D.S) will state the number of readings envisaged for each A.T. Every A.T. could plan up to **8 readings**.

The exit time is read in seconds, manually, with writing equipment.

## **ART. 6 - ENTRIES AND COMPETITION NUMBERS**

### 6.1 Entries - Entry fee

Entries must be sent by sending the Entry Form enclosed to the present S.R. and published also on the web-site [www.targaflorioaustralia.com](http://www.targaflorioaustralia.com), duly completed and accompanied by the total amount of entry fees.

On the Entry Form are described also the entry fee and all the benefits included in the entry fee.

Entries will be opened and closed on the dates shown in the Programme.

### 6.2 Competition numbers

Competition numbers, valid for Starting orders for Leg 1 to 4 (following the order of numbers) will be attributed started from 1<sup>st</sup> Grouping and considering the period of the cars, following the date of car building.

If the competitor is authorised to change the entered car with a new car of another Grouping, the same competitor will start, with the same competition number, on the proper starting order and will be classified on the new Grouping.

## **ART. 7 - GENERAL PRESCRIPTIONS**

### 7.1 Administrative checks and cars scrutineering

#### 7.1.1 Administrative checks

Administrative checks will be run on the venue and time as per Programme.

National (Australian) Competitors and drivers must present the following documents:

- a valid Australian Auto Sport Alliance (AASA) licence valid for both drivers;
- a valid civil and or International driving licence permit valid for race dates for the driver named on the Entry Form.

Foreign competitors and crews must present the following documents:

- a passport valid for race dates (both drivers);
- a valid Australian Auto Sport Alliance (AASA) licence valid for both drivers
- a driving licences (national and International) valid for race dates for the driver named on the Entry Form;
- a driving licences (national and International) valid for race dates for the co-driver only in the case who intend to drive the car during the race;
- a valid Regularity Licence (both drivers);





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### **7.1.2 Cars scrutineering**

Cars scrutineering will be run after administrative checks on the venue and time as per Programme.

At the scrutineering will be compulsory to present one of the followings cars' documents:

- a valid Certificate of Inscription to National Historic Register AAVS.

For the car of foreign crews will be presented the followings documents:

- VicRoads permit to allow the vehicle to drive on Victorian roads.
- Proof of ownership of the vehicle or a document stating approval to use the vehicle.

### **7.2 Start intervals**

The cars will leave one at a time, from a stationary position with the engine running, one car departing **every minute**. Each car, once they have been given the "go", will have to free the departure area as quickly as possible.

### **7.3 Driving conduct - Drivers obligations**

Throughout the event, drivers must drive prudently, carefully and abide by the Australian Road Traffic Laws and any instructions given by the Race Director, Clerk of the Course and by Officials.

Competitors must not stop the competition car in the control areas (between the areas signalling the Start and End areas) Reversing, changing direction, opening doors and in any way hindering the other teams will lead to the application of the penalty as stated in Article 7.6 of these S.R.

Driving behaviour should always be respectful to others, for Officials, and especially for spectators.

Each competitor is always responsible also for the behaviour of their service and team vehicles, which must strictly observe the instructions given by Officials and Marshals. Failure to comply with this provision will result in sanctions against the relevant competitor, and may even lead to exclusion from the event, at the Race Director and or Clerk of Course discretion.

The Officials along the route will also be responsible for supervising the conduct of the competitors and their service and team vehicles, notifying the Clerk of the Course of any offence but without taking any independent decisions.

### **7.4 Running of the Event**

Drivers must keep to the Official Event Times stated in the T.D.S. No restrictions will be imposed on them as regards to the use of time recording equipment. The same may be synchronized with the clock placed at the start of each Leg, without direct connection to the said clock.

### **7.5 Start procedure for A.T.**

The start time of the A.T. is free and coincides with the passage on the air tube on the start line. The transit time on the air tube will be lapped manually by Officials acting as the Time-keepers assigned for the purpose and will measured to the seconds lapsed.



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### 7.6 Penalties

#### 7.6.1 Time Controls (T.C.)

- for each minute or fraction thereof early: 100 penalty points
- for each minute or fraction thereof late: 100 penalty points (max 300)
- for each delay beyond the maximum time: 1,000 penalty points

#### 7.6.2 Time Trials (T.T.)

- for each 1/100 of second early or late: 1 penalty point (max 300)
- for each missing reading 300 penalty points

#### 7.6.3 Average Trials (A.T.)

- for each second early or late passage to secret control point: 10 penalty point (max 300)
- for each missing reading 300 penalty points

#### 7.6.4 Secret Transit Checks

- up to 20 minutes early: 300 penalty points
- more than 20 minutes early: 1,000 penalty points

#### 7.6.5 Time Card

- alterations, changes or corrections not endorsed by Race Officials: exclusion
- failure to record a T.C.: 1,000 penalty points
- failure to record to the T.C. of Leg arrival: 2,000 penalty points
- failure to record to the last T.C. of the race: exclusion

#### 7.6.6 Speeding

Any vehicle caught speeding during the event by either event officials or civil authorities will be subject to the following penalties;

1<sup>st</sup> Offence - Minimum of a warning through to possible points penalty.

2<sup>nd</sup> Offence - Minimum of a points penalty through to exclusion from the day's stages.

3<sup>rd</sup> Offence - Exclusion from the event.

#### 7.6.7 Other Penalties

- refusal to start at the hour and in the set order: 100 penalty points
- stopping the car in the control area (stationary wheel): 100 penalty points
- unauthorised access of the crew in the check area (subject to further action): 300 penalty points
- missing transit or time annotation at any control point: 12,000 penalty points
- unauthorised stopping in a control area: 12,000 penalty points
- blocking the passage and/or damaging other crews: exclusion
- for non-sportsmanlike behaviour: from warning to exclusion
- for passage in a control area in a wrong or different direction: exclusion
- document irregularities during administrative checks: non-acceptance
- failure to comply with the checking times: up to non-acceptance
- allowing a person other than a crew member to drive the car: exclusion
- lack of a race number or race license plate: fine
- lack of two or all of the competition numbers: exclusion
- failure to comply with provisions concerning the synchronization of chronometers: up to exclusion
- for non-prudent behaviour of a crew member, or assistance car: up to exclusion
- for leaning out of a moving car: up to exclusion
- failure to comply with the orders of Officials and Marshals: up to exclusion
- a) article 7.3 - 1<sup>st</sup> offence: 300 penalty points



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|  |                       |
|--|-----------------------|
| b) article 7.3 - 2 <sup>nd</sup> offence:                      | 12,000 penalty points |
| c) article 7.3 - 3 <sup>rd</sup> offence:                      | exclusion             |
| infringements of the rules on advertising on cars in the race: | 12,000 penalty points |

### **ART. 8 - MAXIMUM LATENESS**

A crew will be over the maximum lateness:

- if it transits through a Time Control (T.C.) with **more than 15 minutes delay**.
- if it accumulates delays through various Time Controls totalling **more than 30 minutes delay per Leg**.

Only at the starting T.C. of each Leg will a crew be considered over the maximum time limit if they transit with more than 15 minutes of delay.

The opening and closing times of the Time Trials (T.T.), the Average Trials (A.T.) will be notified through a Bulletin.

### **ART. 9 - ARRIVAL**

Arrival at T.C. will be in **Lygon Street - Carlton** and will be open as from **15:30 on Sunday, 17 November 2019**.

### **ART. 10 - CLASSIFICATIONS**

#### **10.1 General**

The classifications will be drafted on the basis of points scored by each crew in the T.T. in the A.T. in the T.C. and any possible penalty point and calculated according to the coefficient assigned to each car (see Art. 10.3).

#### **10.2 Classifications**

The following classifications will be drawn up:

- Overall classification;
- Grouping classification;
- Average Trials classification (total result of all readings);
- Other special classifications:
  - for Female crews (all members);
  - for the first crew classified on the cumulative periods A, B, C and D (cars built up to 19

#### **10.3 Coefficients for Classic Cars Only)**

Coefficients will be applied to classic cars in order to transform the penalties obtained by each crew during the event. The coefficient for each car is given according the year of built.

Coefficients will be calculated according to the following formula:  $1 + \text{year of built} / 100$ .

The final total of penalties obtained by each team will be multiplied by the coefficient assigned to each car.

#### **Example 1**

- |                              |                     |
|------------------------------|---------------------|
| - year:                      | 1919                |
| - coefficient:               | $1 + 19/100 = 1,19$ |
| - e.g penalties of the team: | 500                 |



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- Final score:  $500 \times 1,19 = 595$

### Example 2

- year: **1969**  
- coefficient:  $1 + 69/100 = 1,69$   
- e.g. penalties of the team: 500  
- **Final score:**  $500 \times 1,69 = 845$

#### 10.4 Differences

Differences are not provided for every score obtained in T.T, A.T. and penalties will be at the discretion of the Event Management Team.

#### 10.5 Lap 1, 2, 3 and 4 partial rankings

The rankings compiled at the end of Stages 1 to 5 are to be considered final in the elements used to complete them. These classifications will be considered final 30minutes after the start of the last car in the following Lap.

## ART. 11 - PRIZES AND PRIZE-GIVING

### 11.1 Prizes

The event will have the following honour prizes:

- 
- 1°, 2° and 3° classified crews for each Category; Classic cars and Legend cars
- for the first crew classified on the Average Trials classification;
- for the first crew classified on the Female crew's classification;
- for the first crew classified on the cumulative Periods A, B, C and D (cars built up to 1946).

Prizes are not cumulative, therefore the winners of more than one ranking will be awarded to prize for the most important ranking.

### 11.2 Prize-giving

**Crews that are not present at the prize-giving ceremony will forfeit their prizes without the classification being changed.**

## ART. 12 - RESPONSIBILITIES

By the very act of registering for this event, each competitor declares for themselves and their drivers, for the staff on their own service vehicles and accompanying vehicles, for their dependents and assignees:

- to recognize and accept the provisions of the National Sporting Regulations (and Sector Rules) and the present S.R., committing themselves to respect and to enforce them;
- to undertake to resolve any controversy which may arise from the Organisation and the conduct of the event by means of the mechanisms and methods of resolution provided for by Australian Auto Sport Alliance (A.A.S.A.), waiving any other authority other than sport authorities for the protection of their rights and interests and those of their drivers, navigators, employees and agents;
- to relieve the Australian Auto Sport Alliance (A.A.S.A.), the **TFAT Pty Ltd** and all persons involved in the organisation as well the Officials and the owners of the routes where the competition takes place from any liability regarding any damages to competitors, or their drivers, navigators, employees and agents, or things, or produced or caused to third parties or of objects by the competitor himself, his drivers, navigators, employees and agents.



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### **Art. 13 - INSURANCE**

The Organiser adheres to the current sporting insurance policy: **the 2019 Targa Florio Australian Tribute Race is covered by the A.A.S.A. National Sporting Regulations.**

This policy does not relieve the competitors and drivers from any liability they could incur beyond the object of the insurance and additional general and special policy conditions as published on the federal site and nonetheless requested from the Insurance Company.

### **ART. 14 - ATTACHMENTS**

The following attachments are an integral part of these S.R:

- ATTACHMENT 1: Time and distance Schedule (T.D.S);
- ATTACHMENT 2: Maps of the route: (will be enclosed in the Road book);