

---

## SUPPLEMENTARY REGULATIONS

---

<h3>MODENA CENTO ORE 2022 AVERAGE REGULARITY</h3>
---

#### **Introduction**

*Modena Cento Ore is an event **by invitation-only**. It is on the 2022 ACI SPORT National Calendar and includes Average Speed Trials (AST) held on roads that have been temporarily closed to normal traffic, and Timed Trials (TT) held at racetracks.*

*These rules and regulations refer to the specific nature and international scope of the event.*

ORGANISER    **SCUDERIA TRICOLORE ASD**

EVENT        **MODENA CENTO ORE**

TYPE         **CLASSIC CAR AVERAGE REGULARITY**

DATE         **2<sup>nd</sup> - 6<sup>th</sup> OCTOBER 2022**

#### RELATED EVENT:

NAME         **MODENA CENTO ORE**

TYPE         **CLASSIC CAR RALLY**

**No candidacy submitted for 2023 titles**

## PROGRAMME

### Registrations

First day for applications	date	10/12/2021	
Last day for applications	date	13/05/2022	time 24:00
Posting of the list of entrants	date	26/09/2022	

### First stewards meeting

place	Milano Marittima – Grand Hotel Gallia
date	02/10/2022 time 09:00

### Administrative checks

### Distribution of rally materials

### Technical scrutineering

place	Milano Marittima – Grand Hotel Gallia
date	02/10/2022
time	10:00/13:00 – 14:00/18:00

The clerk of the course reserves the right to amend the allocated time for the pre-race scrutineering in case of force majeure.

**Briefing by the clerk of the course** written briefing delivered during the pre-race scrutineering

**Parc fermé at the start** not expected

**Posting of the race documents** only on the rally's official website and on the Racelink device

**Start of the race**

place	Milano Marittima - Lungomare
date	03/10/2022 time 09:10

**Arrival of the race**

place	Modena – Piazza Grande
date	06/10/2022 time 15:50

**Final parc fermé**

place	Modena – Piazza Grande
date	06/10/2022 time 15:50

**Posting of the rankings** only on the rally's official website and on the Racelink device

<b>Leg 1</b>	date	03/10/2022	time 20:00
<b>Leg 2</b>	date	04/10/2022	time 20:00
<b>Leg 3</b>	date	05/10/2022	time 19:00
<b>Official ranking</b>	date	06/10/2022	time 17:30
<b>Final ranking</b>	date	06/10/2022	time 18:00

**Posting of the starting order** only on the rally's official website and on the Racelink device

<b>Leg 1</b>	date	02/10/2022	time 19:00
<b>Leg 2</b>	date	03/10/2022	time 20:00
<b>Leg 3</b>	date	04/10/2022	time 20:00
<b>Leg 4</b>	date	05/10/2022	time 19:00

**Awards ceremony**

place	Modena – Piazza Grande
date	06/10/2022 time 18:00

## Race HQ

Pre-rally scrutineering, Sunday 2<sup>nd</sup> October 2022, 10:00-18:00  
Grand Hotel Gallia – Milano Marittima

Leg 1, Monday 3<sup>rd</sup> October 2022, 07:30-20:00  
Hotel Doge – Milano Marittima

Leg 2, Tuesday 4<sup>th</sup> October 2022, 08:30-20:00  
Misano World Circuit 08:30-12:30  
Hotel Doge – Milano Marittima, 14:00-20:00

Leg 3, Wednesday 5<sup>th</sup> October 2022, 08:30-19:00  
Mugello Circuit

Leg 4, Thursday 6<sup>th</sup> October 2022, 08:00-18:30  
Hotel RMH Modena

The official notice board for the race will be **only** online at <https://modenacentoore.canossa.com> on the "Race Documents" page.

**Synchronisation** (organiser's timekeeping systems)

**UTC (GPS)**

## ART. 1 - ORGANISATION

These Standard Supplementary Regulations have been drawn up in compliance with the International Sporting Code (and its attachments as applicable), the National Sporting Regulations (and the Sector Specific Regulations as applicable), and other ACI provisions that will be binding for all other cases not considered in the following articles.

The Organiser confirms this event will have the administrative authorisations as required and is covered by insurance.

## ART. 2 – RALLY OFFICERS

Clerk of the course:	Bettati Simone	Lic. no. 336067
Medical officers:	Dr Bandini Marco	Lic. no. 360066
Single Judge ACI Sport:	Merchiori Giancarlo	Lic. no. 16392
National technical marshal:	Terreni Ranieri	Lic. no. 21622
Technical marshals coordinator:	Umiliani Andrea	Lic. no. 106496
Technical marshals:	Mattioli Tiziano Cirilli Maurizio Tittarelli Fabio	Lic. no. 78594 Lic. no. 91950 Lic. no. 17459
Administrative checks:	Incerti Elena Costetti Susy Bianchi Tiziana	Lic. no. 362040 Lic. no. 409968 Lic. no. 410030

Event secretary:	Micucci Anna	Lic. no. 21799
Competitor relations officers:	Prodani Aris Tonial Tiziano	Lic. no.216300 Lic. no. 36374
Timekeeping: Chief timekeeping officer:	Promo Car Service Asd Cinquetti Ernesto	Lic. no. 406195
Rescue team:	Rext Srl	Lic. no. 338552
Radio services and supervisor:	RC Radiocomunicazioni Srl	Andreoni Marco
Vehicle tracking system:	Canossa Events Srl	
Pace car crew 0:	Maioli Giuliano Armelio Marco	Lic. no. 230719 Lic. no. 204574
Press Office:	Francesca Azzali	
A.C. Course Marshals:	Brescia, Firenze, Cuneo, Lucca, Sanremo, Parma, Reggio	

### ART. 3 - RACE

The Organiser **SCUDERIA TRICOLORE ASD**

Holder of license Aci Sport no. **308860**, announces and organises for **2-6 OCTOBER 2022**  
a Classic Car Average Regularity rally named: **MODENA CENTO ORE**

The zone where the event will be held is **3**

The event will take place over **4** days.

### ART. 4 ALLOWED VEHICLES

Only cars built until 1985 are eligible, with a maximum of 40 vehicles that will be divided into the following categories:

A	built from	origins to 1904
B	built from	1905 to 1918
C	built from	1919 to 1930
D	built from	1931 to 1946
E	built from	1947 to 1961
F	built from	1962 to 1965
G	built from	1966 to 1971
H	built from	1972 to 1976
I	built from	1977 to 1981
J1	built from	1982 to 1985
J2	built from	1986 to 1990

The cars admitted will be divided into the following groups:

- 1°: cars belonging to periods A, B, C, D (built from origins until 1946)
- 2°: cars belonging to period E, F (built from 1947 to 1965)
- 3°: cars belonging to period G (built from 1966 to 1971)
- 4°: cars belonging to period H, I (built from 1972 to 1981)
- 5°: cars belonging to period J1 and J2 (built from 1982 to 1990)

Each group will be divided into three classes according to their cubic capacity:

- 1 – up to 1300 cc.
- 2 – from 1300 cc to 2000 cc
- 3 – above 2000 cc

Cars can take part in the Event either in their production or "racing" version with a classic configuration. Production vehicles are not obliged to have a rollbar fitted but there must be a hand-held fire on board.

The Organiser's decision regarding the admission of cars is final.

The Organiser reserves the right to accept or reject applications and is under no obligation to justify its decision. The Organiser also reserves the right to accept applications in excess of the stated maximum for promotional reasons.

Substitution of cars is not allowed after their admission has been confirmed, except for specific cases approved by the Organiser.

The Organiser reserves the right to accept crew and/or car changes at any time, including during the administrative checks and until the closure of said checks.

Both racing and production cars are admitted, with either a closed or convertible car body.

They must have one of the following documents:

- ACI classic car regularity fiche
- ASI Fiche
- FIA HTP
- ACI HTP
- National HTP issued by the foreign ASN
- FIVA fiche
- AAVS National Classic Car Registration Certificate
- FIA classic car regularity pass
- FIVA Identity Document
- Crew's statement regarding the car's compliance for vehicles registered in a foreign country and foreign crew

The participation of vehicles without the aforementioned documents is allowed and a penalty equal to the penalties acquired during the entire race multiplied by 3,00 will be applied.

Vehicles with foreign plates entered by foreign crews that do not have the documents in the above list, may be admitted subject to a statement of conformity to sports regulations issued by the competitors themselves to and submitted and approved by the Organiser.

In order to respect and preserve the historic value of vehicles in their original configuration, safety devices such as roll bars, seats, etc., will be accepted even if they do not entirely comply with the current standards provided, they are in good condition and comply with the information in the vehicle's HTP.

#### **Art. 4.1 – Choice of the average speed**

Each Average Speed Trial provides for either a "high" (approximately between 45 and 49 kph) or "low" (approximately 10% slower) average speed.

Competitors must confirm the speed they intend to keep before 15/09/2022.

"Low" speed will be assigned by default in case of failure to confirm the chosen speed.

#### **Art. 4.2 – Tyres**

Vehicles may use only road tyres with “E” or “DOT” markings, as per Art. 8.4 of Attachment K in the International Sporting Code.

Competitors without appropriately-marked and appropriately sized tyres, may be allowed to use “racing” tyres belonging to the period of the car, provided they ask the Organiser for authorisation at least 30 days before the start of the pre-rally scrutineering. The Organiser may accept or reject said request at his sole discretion.

#### **Art. 4.3 – Race Numbers, Orders and Starting Intervals**

The race numbers – used for drawing up the starting order - are assigned by the Organiser at its sole discretion, taking into account the chosen average speed (as per Art. 4.1), the age of the car and the organisational and promotional requirements of the event.

The starting interval will be two cars per minute.

The Clerk of the Course will draw up the Starting Order taking into account the assigned race numbers in ascending order, except for changes resulting from vehicle substitutions. The Organiser reserves the right to impose restrictions on the drawing up of the Starting Order for organisational reasons, or for enhanced promotion of the event and its sponsors.

The race numbers must be attached to the car prior to the technical scrutineering, as per the instructions provided, and must remain visible throughout the race, under penalty of sanctions notified by the Clerk of the Course.

#### **Art. 4.4 – Safety Provisions**

Competitors must wear a helmet during the Average Speed Trials and the Timed Trials.

All cars must have a hand-held fire extinguisher on board and safety belts must be worn, if the vehicle is fitted with them, for the whole route of the race.

It is strongly recommended that crews driving racing cars wear safety clothing, including overalls, socks, shoes, balaclavas and gloves (for the first driver only), although it is not obligatory. Crews driving production cars should wear safety clothing, if at all possible. This clothing can be:

- clothing compliant with Attachment L in the International Sporting Code
- clothing not currently homologated
- original vintage safety clothing

#### **Art 4.5 - Vehicle tracking service**

The tracker must be attached in a position that is accessible for the driver and co-driver.

The tracking system must be collected by all crews during the registration procedure; the crew is responsible for taking it out of the vehicle at the end of each leg and putting it on charge.

It will be collected at Piazza Grande in Modena.

If the vehicle is withdrawn from the rally, it must be returned to Canossa Events within 15.10.2022.

A charge of 500 Euros + vat will be charged in case of loss or damage.

#### **ART. 5 – ROUTE**

The route of the event is **874.21 km** long and will be described in the Road Book and the Itinerary attached to these supplementary regulations, of which it is an integral part.

The Times and Distance Table also describes how the Average Speed and Timed Trials will take place.

There will be no. **11** Average Speed Trials, no. **6** Timed Trials, and no. **22** Time Checks.

The rally will take place on roads open or closed to normal traffic, at average speeds of max 50 kmph

## **ART. 6- APPLICATIONS**

The application forms must be sent by post to Canossa Events, Via Filippo Turati 28 - 42020 Quattro Castella, Loc. Roncolo (RE) or by fax +39 0522-327189 or email to mco@canossa.com, accompanied by the fee. Applications will open and close on the dates and times indicated in the programme.

## **ART. 7 – GENERAL OBLIGATIONS**

The administrative checks (distribution of race numbers) will follow the entry list sent to Aci Sport within the terms defined by RSN and a copy will be given to each marshal prior to scrutineering. Filling in all the information correctly for the on-line procedure rally and calendar enables all the information relating to the driver to be entered and therefore entering him in the list of competitors. To facilitate the distribution of the race numbers, crews should provide the following documents for the driver and the co-driver:

- ID
- driving license
- racing license
- medical's certificate
- car's documents (as per art. 4)

Competitors who fail to provide these documents will not be admitted to the event. After the participants have completed the administrative checks, they will receive all the documents required to go through technical scrutineering, including bulletins and any other instructions issued by the Race Organiser, race numbers and ID badges.

### **Assistance**

Support cars and assistance are forbidden:

- the Parc Fermé areas coinciding with all check points (Parc Fermé area);
- along the route of the AST (except for the crew, who may only undertake work if it is safe and provided they do not hinder or block the normal execution of the trials) until the Sweep has passed by, reopening the rally route;
- in all areas included and described in the Road book or in areas closed to normal road traffic with the necessary permit;
- On the roadway for the entire itinerary of the rally, as included and described in the Itinerary and Road book; race cars may only stop and receive assistance at the roadside without causing any impediment or delay to normal traffic using the road.

**Assistance must not be provided and support cars must not enter in all historic city centre, especially:**

**Cervia Milano Marittima, Bibbiena, Forlì, Urbino, Riccione, Faenza, Imola, Scarperia, Firenzuola, Castelvetto di Modena and Modena.**

**Any type of mechanical work is forbidden in the areas mentioned above and the cars must have an oil-leak safety system to protect the pavement in the squares.**

**A penalty of 10 minutes will be inflicted on the crew for each infringement of this rule.**

**Support cars must not enter during special stages after the road has already been closed.**

**A penalty of 10 minutes will be inflicted on the crew for each infringement of this rule.**

## **ART. 8 - REARRANGEMENTS**

There will be no rearrangements.

### **ART. 9 – TIME LIMIT**

A crew will be considered over the time limit:

- if it passes through a Time Check with a delay in excess of 15 minutes;
- if it accumulates more than 30 minutes delay per Leg at more than one checkpoint.

### **ART. 10 - ARRIVAL**

The arrival time checks will be located at

Leg 1: FORLI' opens at 17:30

Leg 2: RICCIONE opens at 17:30

Leg 3: MUGELLO CIRCUIT opens at 11:45

Leg 4: MODENA opens at 15:15

### **ART. 11 - RANKINGS**

The event will have the following rankings:

- a) overall
- b) group
- c) ladies

Crews may submit a maximum of 1 race time query per leg on that day.

Complaints relating to the rankings of Legs 1, 2 and 3 must be submitted less than 30 minutes after posting.

**In order to be admitted to the final ranking, crews must access the final Parc Fermé in Piazza Grande in Modena before 16:45, even without their engine running.**

The crew with the lowest amount of penalty points will be declared the winner.

### **ART. 11 Bis – READMISSION TO THE RALLY**

Crews arriving after the time limit or failing to pass through one or more time checks (TC, TT, AST, PC) will automatically be readmitted at the start of the next Leg with a penalty of 12,000 points and readmitted into the overall ranking. Likewise, competitors who failed to depart on the First and/or Second and/or Third Leg will be readmitted to the subsequent leg with a penalty of 12,000 points per Leg.

### **ART. 12 - AWARDS**

Awards of honour will be given to:

- to the first 5 crews in the overall ranking
- to the first crew in each group
- to the first female crew

## ART. 13 – GENERAL PROVISIONS

By entering the event, the competitor declares that he/she, his/her drivers, co-drivers, employees and staff:

- acknowledge and accept the provisions of the National Sporting Code (and its Supplementary Rules) as well as these Standard Supplementary Regulations, and agree to comply to them and ensure others comply with them;
- agree to solve any disagreement with the Organisation or related to the running of the event, using the methods and terms provided by ACI and to waive the right to involve any other judicial authorities than the sporting authorities, in order to defend his/her rights and interests as well as those of his/her drivers, co-drivers, employees and staff;
- will not blame Automobile Club d'Italia, the Organiser along with all their collaborators, the Automobile Clubs involved in the event, the rally Officials, or the owners of the roads on the rally route, for any damage or injury suffered by the competitor, his/her drivers, co-drivers, employees, or staff, and for any damage caused to third parties or property by the competitor, his/her drivers, co-drivers, employees and staff.

## ART. 13 Bis - PENALTIES

### a) Time checks

- for each minute (or fraction of a minute) early 100 penalties
- for each minute (or fraction of a minute) late 100 penalties (maximum 300)
- for arriving after the time limit or missing a TC 1000 penalties

### b) Timed Trials

- for each 1/100 of a second below or above the target time 1 penalty (maximum 300)
- for missing a timed trial 1000 penalties

### c) Average Speed Trials

- for each second below or above the target time 5 penalties (maximum 300)
- for missing an average speed trial 1000 penalties

### d) Secret Passage Controls

- for each second below the target time, with 20% tolerance 10 penalties

### e) Time Card

- alterations, tampering and corrections not approved by the Race Officials 500 penalties
- failure to record a Time Check 1000 penalties
- Failure to return the Time Card 500 penalties
- missing checkpoint stamp 500 penalties

### f) Other penalties

- refusing to start at the established time and order 100 penalties
- stopping the vehicle within the TT measuring area (vehicle stationary) 100 penalties
- unauthorised access by the crew to the time check area (without prejudice to other penalties) 300 penalties
- unauthorised stop in a control area 500 penalties
- impeding the transit and/or causing damage to other crews 1000 penalties
- unsportsmanlike behaviour reprimand or exclusion
- passing through a checkpoint in the wrong direction 500 penalties
- violating Traffic Laws up to exclusion
- irregularities in documents during scrutineering non-admission
- delays in excess of 15 minutes at the start 1000 penalties
- permitting anyone other than the driver to drive the car up to exclusion
- missing race number or at least one racing plate 300 penalties
- missing two or all race numbers 1000 penalties
- imprudent behaviour of the driver or co-driver up to exclusion
- leaning out of a moving car Up to 1000 penalties
- for each alleged or unmotivated request to verify the times Up to 1000 penalties
- irregularities relating to the vehicle up to exclusion

## **Art. 15 – INSURANCE**

As an owner of a sporting license, the Organiser has complied with the current sporting regulations since said license was issued.

Therefore, the Organiser confirms his full acknowledgement that the insurance policy providing 3rd Party cover, mentioned in art.56 of the NSR, complies with the standards in art. 124 of the insurance code and with the minimum legal requirements, and that it does not relieve Participants and Drivers from their responsibilities falling outside of said policy and from additional general and special policy provisions published on the federal website, which can be requested to the Insurance Company.

The amount covered by the organiser's insurance policy is € 25.000.000 in case of damage to property or injury of animals or people.

The insurance coverage for competitors beings at the technical scrutineering and terminates at the end of the race or after the competitor retires, is excluded or disqualified. Coverage will end at the closure of the next time check should the competitor retire.

Retired cars that resume the race the following day will not be considered as definitively retired. The insurance coverage doesn't include race activities in the racetracks.

The organiser is not liable for accidents affecting competitors or their race car/cars during the race, even in case of natural calamities, uprisings, demonstrations, vandalism, etc. The competitor and crew member/members will bear all consequences (material, penal and sporting) resulting from any accident of any nature.

Vehicles with support plates and/or any other specific plates provided by the organiser (except for the organiser's own safety and pace cars) are not covered by the insurance policy for the race. These vehicles travel under the sole responsibility of their owners and must be insured by them.

Any accident occurring during the Modena Cento Ore must be reported to the clerk of the course by the competitor, or by a person representing them, as soon as possible, and in any case within 12 hours of the accident.