



MODENA CENTO ORE 2023

SUPPLEMENTARY REGULATIONS

Rally by invitation only

Introduction

The Modena Cento Ore **is a race by invitation only** for mixed categories of vehicles. It is on the 2023 ACI SPORT National Calendar, and includes Circuit Races (GP) conducted according to the rules for Circuit Speed Races, and Road Special Stages (SS) held on roads temporarily closed to normal traffic, according to Rally standards. **These rules and regulations refer to the specific nature and international scope of the event.**

The route of the race, registered on the road races section of the sporting calendar, includes GP and SS held on private and public land.

1. Introduction

The **Modena Cento Ore** will comply with the FIA International Sporting Code (and attachments), the National Sporting Regulations (and Sector-Specific Regulations), which in turn observe FIA and ACI SPORT regulations, and these Standard Supplementary Regulations (SSR).

Any modifications, variations or changes affecting these SSR will be announced in numbered and dated Bulletins, issued by the organiser or the single judge.

The organiser hereby states that any necessary licenses will be procured for the event.

1.1 Description of the Legs

Leg 1: from Monte Argentario to Monte Argentario

Leg 2: from Monte Argentario to Perugia

Leg 3: from Perugia to Firenze

Leg 4: from Firenze to Modena

The total length of the route of the race will be **956,67 km** and will be described in the Times and Distance Table attached to these SSR, of which it is an integral part, and in the Road Book.

There will be no. 10 Special Stages, no. 3 Circuit Speed Trials, and no. 19 Time Checks.

1.2 Total length of the ST, SS and route

Total length of the 3 Circuit Speed Trials: **103,80 Km**

Total length of the 10 Special Stages: **79,06 Km**

Total length of the transfers: **772,20 Km**

1.3 Official time

The official time will be **UTC-GPS**

2. Organization

2.1 ACI SPORT national validity

This race does not count towards any title

2.2 Owner of the brand and promoter of the “Modena Cento Ore” rally

Canossa Events Srl – Via Filippo Turati, 28 - 42020 Quattro Castella, loc. Roncolo RE - Italy

2.3 Organiser of the “Modena Cento Ore” rally

Scuderia Tricolore A.S.D. - ACI SPORT Organizer licence no. 308860

Viale Magenta 1/d - 42123 Reggio Emilia - Italy

Telephone: +39 0522 451899

Website: <https://modenacentoore.canossa.com/>

E-Mail: mco@canossa.com

2.4 Main Race Officers

Clerk of the course:	Bettati Simone	Lic. no. 336067
Supervisor:	Cerri Gambarelli Giuseppe	Lic. no. 406223
DAP:	Giuggia Fabrizio	Lic. no. 405953
Medical officers:	Dr Bandini Marco	Lic. no. 360066
Single Judge ACI Sport:	Assennato Francesco	Lic. no. 52186
National technical marshal:	Pilato Filippo	Lic. no. 350340
Technical marshals coordinator:	Tittarelli Fabio	Lic. no. 17459
Technical marshals:	Cirilli Maurizio Moretti Lorenzo	Lic. no. 91950 Lic. no. 45446
Administrative checks:	Cantarelli Manuela Tenca Elisabetta Maseroli Riccardo	Lic. no. 362041 Lic. no. 489581 Lic. no. 489549
Event secretary:	Micucci Anna	Lic. no. 21799
Competitors relations officer:	Prodani Aris Tonial Tiziano	Lic. no. 216300 Lic. no. 36374
Timekeeping: Chief timekeeping officer:	Promo Car Service Asd Cinquetti Ernesto	Lic. no. 406195 Lic. no. 229170
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 00:	Nucita Andrea D'Esposito Dario	Lic. no. 235937 Lic. no. 39053
Pace car crew 0:	Fiore Valerio Fiore Giuseppe	Lic. no. 362673 Lic. no. 39030

2.5 Race HQ

Pre-rally scrutineering, Monday 9th October 2023
Argentario Golf Resort – Monte Argentario

Leg 1, Tuesday 10th October 2023
Autodromo Vallelunga

Leg 2, Wednesday 11th October 2023
Autodromo dell'Umbria

Leg 3, Thursday 12th October 2023
Mugello Circuit

Leg 4, Friday 13th October 2023
Autodromo di Modena

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

3. Programme

Registrations

First day for applications	date	09/12/2022	
Last day for applications	date	15/09/2023	time 24:00
Posting of the list of entrants	date	27/09/2023	

First stewards meeting	place	Monte Argentario – Argentario Golf Resort	
	date	09/10/2023	time 15:00

Administrative checks	place	Monte Argentario – Argentario Golf Resort	
Distribution of rally materials	date	09/10/2023	time 10:00/13:00 – 14:00/17:00
Technical scrutineering			

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
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Parc fermé at the start	not expected
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Posting of the race documents	only on the rally's official website
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Start of the race	place	Autodromo Vallelunga	
	date	10/10/2023	time 09.40

Arrival of the race	place	Modena – Piazza Roma	
	date	13/10/2023	time 16:30

Final parc fermé	place	Modena – Piazza Roma	
	date	13/10/2022	time 16:30

Final technical checks	place	Modena (bulletin to be issued)	
	date	13/10/2023	time 17:30

Posting of the rankings	only on the rally's official website
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Leg 1	date	10/10/2023	time 20:30
Leg 2	date	11/10/2023	time 19:30
Leg 3	date	12/10/2023	time 19:30
Official ranking	date	13/10/2023	time 17:30
Final ranking	date	13/10/2023	time 18:00

Posting of the starting order	only on the rally's official website
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Leg 1	date	09/10/2023	time 19:00
Leg 2	date	10/10/2023	time 20:30
Leg 3	date	11/10/2023	time 20:00
Leg 4	date	12/10/2023	time 20:00

Awards ceremony	place	Modena – Piazza Roma	
	date	13/10/2023	time 18:00

4. Applications and admitted vehicles

4.1 Application procedure

Prospective participants in the Modena Cento Ore must download an application form from web-site of Modena Cento Ore and submit to the race organiser.

Applications can be sent by post to the Organiser's Secretary, Canossa Events, Via Filippo Turati, 28 - 42020 Quattro Castella (RE), by fax to +39 0522-327189, or by e-mail to mco@canossa.com

Applications will only be taken into consideration if they are accompanied by the entry fee in full.

The organiser will confirm successful applications by sending out the relative invitation to the selected competitors.

4.2 Terms

Private competitor: applications submitted by the driver or co-driver (holders of a competitor licence)

Legal entity competitor: applications submitted by a team, a company or any other entity holding a competitor licence.

4.3 Maximum number of competitors

The maximum number of successful applications will be 80.

Should more than 80 applications be received, the decision of the organiser will be influenced by the appeal and the sporting history of the cars, whether they belong to the periods C to F, and the nationality of the crews.

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.

Competitors – Drivers and Crews

4.4 Admitted licences

Only drivers holding an international license (H extensions included) or a national licence issued by other ASN (H extensions included) will be admitted.

4.5 Foreign drivers

The Modena Cento Ore is an ENPEA race: As a result, foreign drivers are not required to submit their ASN authorisation.

4.6 Crews

Only crews of two (2) drivers may be registered. The drivers must remain aboard their car for the duration of the race, except for the GP when the presence of a single driver is allowed.

Both crew members may drive their car during the race, provided they both have a valid driving licence in addition to their sporting licence.

The organising committee reserves the right to accept crew changes at any time, also during the administrative checks and until the closure of said checks.

4.7 Crew Safety

The crews must observe the safety regulations in attachment L of the International Sporting Code, and in particular the sections concerning helmets and fireproof clothing, which must be submitted for inspection during the pre-rally technical scrutineering.

Wearing fireproof clothing is mandatory for both crew members during the GP and SS. Co-drivers are exempt from wearing gloves during the SS.

Apparel will be checked during the pre-race technical checks. Failure to wear the same apparel during the track and road trials will incur a penalty inflicted by the single judge or exclusion from the race.

Crews competing with cars from period G2 onward must use the head restraint system (FHR) during the GP and SS.

Use of the head restraint system (FHR) is recommended for all other crews during the GP and SS, if at all possible.

4.8 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 the arrival in Piazza Roma in Modena. If the vehicle is withdrawn from the rally, it must be returned to the Canossa Events within 20/10/2023.

A charge of 600 Euros will apply in case of loss or damage.

4.9 Admitted vehicles – groups, classes, required documents and safety

The following categories/groups of cars will be admitted:

Groups	Categories	Periods
OS	Biposto aperte <i>Open Two Seat cars</i>	C and D
T - TC	Turismo e Turismo Competizione <i>Touring and Competition Touring cars</i>	E to J
GT - GTS	Gran Turismo e Gran Turismo Competizione <i>Grand Touring and Competition Grand Touring cars</i>	E to J
GTP	Gran Turismo Prototipi <i>Grand Touring Prototypes</i>	E to J
TSRC	Biposto corsa <i>Two Seat Racing cars</i>	E to I
HST*	Gruppi 5, Gran Turismo e Turismo Speciali <i>Group 5, Grand Touring and Touring Special</i>	F to I

*only if approved at sole discretion of the organising committee

4.10 Admitted vehicles – classes

Any car in the above mentioned periods will be admitted. The cars will be divided into the classes listed in Art. 13.6 for the sole purpose of drawing up a "performance ranking".

4.11 Admitted vehicles – documents

All cars must have a FIA HTP compliant with appendix K of the International Sporting Code, valid for rallies, hill climb or racing, or national HTP issued by foreign ASN.

The cars themselves must be compliant with appendix K of the International Sporting Code.

The cars entered by competitors with an ACI Sport licence may have an ACI Sport HTP or national HTP issued by Foreign ASN.

At the time of the race, all cars must comply with the highway code in the country where they were registered.

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 current standards provided they are in good condition and comply with the information in the vehicle's HTP.

4.12 Registration plates and provisional vehicle registration certificates

Cars lacking registration plates can be fitted with a (cardboard) provisional registration plate and a provisional registration certificate, enabling the legal circulation of the vehicle on the route of the race only from Monday, October 9th to Friday, October 13th 2023.

4.13 Test plates

Test plates are not allowed.

4.14 Car changes

The organiser reserves the right to accept car changes at any time, also during the administrative checks and until the closure of said checks.

4.15 Vehicle safety

Every car must comply with the safety regulations in appendices J and K of the International Sporting Code. Given the historical value of the classic cars competing in this race, the fitting of a fixed fire-extinguishing system is not required for cars with a valid HTP for racing or hill climb provided such a system was not envisaged in the original configuration. The organiser has made provisions for extra fire extinguishing systems located along the SS. All cars must have a hand-held fire extinguisher on board that complies with the requirements in appendix J (minimum weight 2kg or 2.4kg depending on the fire extinguishing product).

From Period G2 onwards, vehicles must be fitted with a seat anchoring system and seat belts homologated for use in conjunction with a head restraint system (FHR).

4.16 Allocation of race numbers

Race numbers will be assigned to each car at the discretion of the organising committee.

4.17 Entry Fee

The entry fee will comply with the National Sporting Regulations and the Sector Specific Regulations for Non-Championship races, except for the optional forfeiture of services that will be specified in the application form.

4.18 Entry Fee – Optional advertising by the Organiser

Competitors refusing the optional advertising proposed by the organiser, must pay an amount equal to the entry fee plus a surcharge of 50%.

5. Insurance

The entry fee includes third-party liability insurance coverage for the competitor for risks during the circulation of the vehicles during the race, the pre-rally scrutineering and all other phases, as indicated by the organiser and notified or described in bulletins, race management notices, or the rally guide, that are part of the event and are included in the sporting or the social programme (such as transfers to- and from hotels, from the arrival or to the starting points as indicated in the times and distance table, and the road book, in a convoy escorted by the Highway Police, or individually).

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 begins 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.

6. Advertising – Identification markings

6.1 Restrictions

Advertising tobacco, smoking, alcohol and gambling is forbidden in Italy. This rule applies to race cars, support cars, equipment and apparel. The organising committee may, at its discretion, allow exceptions for advertising attached to cars during classic car events, or that are part of the livery of the car, or that have any other form of historical value.

6.2 Delivery and application of markings and panels

The race numbers and advertising panels will be distributed by the organiser during the pre-rally scrutineering. Race numbers and advertising panels must be attached to the car prior to technical scrutineering, as per the instructions provided, and must remain visible throughout the race, under penalty of sanctions if reported to the clerk of the course.

7. Tyres

The only tyres allowed to be used for road travel, Special stages and Circuit races must be road legal tyres and marked “E” or “DOT” as per Art. 8.4 of Attachment K in the International Sporting Code. Slick or handmade cutted tyres are forbidden.

Only road legal tyres (no slick) of the following types are admitted on both special stages and circuit races:

Periods C-F

- Avon CR6ZZ
- Dunlop Racing R5
- Blockley 3 Stud
- Michelin Classic
- Michelin XAS FF
- Pirelli Collezione
- Pirelli CN36
- Road legal tyres other brand

Period G-J

- Avon CR6ZZ
- Avon ZZ-R
- Avon ZZ-S
- Avon CR28 Sport
- Michelin XAS FF
- Michelin TB5 / TB15 / TB20 / PB20
- Pirelli P7 Corsa Classic (any compound, including WET)
- Toyo R888R
- Toyo 888RT
- Road legal tyres other brand

All tyres must be in accordance to Appendix K of the FIA sporting code, Art. 8.4.

Competitors who are not able to find road-legal tyres in the above-mentioned list must inform the Organiser by the end of June 2022 and propose an alternative solution. The Organiser may accept or refuse the request at its sole discretion.

Please note that tyres will be checked at each special stage and circuit race.

8. Reconnaissance

It is forbidden to “recce” the route of the Modena Cento Ore SS. The road book will be distributed during the pre-rally scrutineering.

9. Administrative checks

Programme

See art. 3 in these SSR.

Required documents

Competitors and crews must submit the following documents:

- competitor’s licence
- driver’s and co-driver’s licences
- medical’s certificate for both the driver and co-driver, if not indicated on the licence
- driver’s and co-driver’s driving licences
- the car’s registration documents

10. Technical scrutineering

Place and times of scrutineering

See art. 3 of these SSR.

Documents and equipment on board

The race cars must have the following equipment on board when they arrive for technical scrutineering:

- a reflective warning triangle
- two high-visibility jackets (one for each crew member)
- a handheld fire extinguisher
- the car's registration documents (see Art.4)
- race clothing filled form for driver and co-driver

11. Special procedures for the Modena Cento Ore

11.1 Starting order and intervals, and starting grid

11.1.1 Starting Order

The clerk of the course will decide the starting order for the first leg.

The starting order of subsequent legs will be based on the provisional ranking of the previous leg.

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.

11.1.2 Starting Grid for the Speed Trials

The formation of the starting grids for the first speed trial at 'Vallelunga' will be based on qualifying times of each group. The formation of the starting grids for the speed trials at 'Magione' and 'Mugello' will be based on the provisional ranking of the previous leg and/or of the last SS, dividing vehicles belonging to period from C to F from ones belonging to period G onwards.

Given the type of event, including circuit races with a starting grid, it is allowed, in respect of the minimum weight imposed, to remove the car bumpers that are not an integral part of the bodywork.

11.1.3 Starting intervals

There will be a 1' (one minute) interval between the cars. The clerk of the course may decide to increase this for safety reasons, considering the characteristics of the route and the performance of the vehicles.

11.2 Speed Trials (GP) - Structure

11.2.1 Speed Trials "GP 1" – Vallelunga Circuit

Track length: 4.085 Km

Number of laps: 9

Total: 36,77 Km

11.2.2 Speed Trials "GP 2" – Magione Circuit

Track length: 2,507 Km

Number of laps: 10

Total: 25,07 Km

11.2.3 Speed Trials "GP 3" – Mugello Circuit

Track length: 5.245 Km

Number of laps: 8

Total: 41.96 Km

11.3 Execution of GP

11.3.1 Practice laps and formations

After completing (non-mandatory) practice laps, the cars will be called according to the starting order drawn up as per art. 11 in these SSR and must enter the pit lane within the indicated time.

At the start of the race, the cars will complete one lap to get into formation and reach their spot on the starting grid.

11.3.2 Start

Starting grid, formation lap and start of the race.

The start will be given with a "standing start" using signal lights according to the sector-specific regulations.

False starts will be penalised by the clerk of the course according to the sector-specific regulations.

11.3.3 Execution

The GP will finish as soon as the leading car has completed all its laps.

When the cars finish the GP, they will complete one more lap to exit the track, as instructed by the route marshals.

Any crews passing the finish line at the end of the GP without first completing their laps will be ranked with a time based on the following formula: (competitor's time) x (total number of laps for the GP) / (number of laps completed by the competitor)

11.3.4 Time measuring – Transponder

The times will be measured at the finish line using transponders. The transponders must be fitted onto the car before entering the pit lane, and must be returned at the end of the trial (competitors will be charged € 600 for any transponders not returned).

11.3.5 Infringements - Penalties

The sanctions for infringements committed by the drivers during the GP are the same as those for circuit speed races (drive-through, stop-and-go, time penalties, etc).

11.3.6 Retiring

Any cars that remain stationary on the track and are unable to reach the finish line will be retrieved by the organiser and taken to the paddock for assistance. Competitors failing to cross the finish line will receive the worst time of the trial plus 3' (three minutes).

11.4 Special Stages (SS)

11.4.1 Starting Procedure

The start of the SS will be indicated using signal lights, with the following sequence:

RED	Do not move (-10")
YELLOW	Get ready (- 5")
GREEN	Go!

11.4.2 False starts

False starts are registered by a photocell located 50 cm past the starting line.

11.4.3 Manual Starting Procedure

Should the automatic SS starting system fail to function, the start will be given manually as per rally sector specific regulations.

11.4.4 Time measuring

The SS arrival time will be measured to the tenth of a second.

Times will be measured by an electronic device at the finish line and duplicated manually with a stopwatch. The timekeeper will stand in line with the finish line.

11.4.5 Interval between the TC and the SS start

At the end of a sector, the timekeeper at the TC will note the crew's arrival time on one side of the competitor's time schedule, and the expected SS start time on the other. There will be an interval of **4 minutes** to allow the crew to prepare for the start of the SS and to reach the starting line.

11.5 Penalties at Time Checks (TC)

Passing late through a TC will result in a penalty of 10" for each minute or fraction of a minute of delay.

Passing early through a TC will result in a penalty of 60" for each minute or fraction of a minute early.

11.5.1 Time limit

The maximum delay allowed while passing through a TC is 15' (15' and 59"). Afterwards, the competitor will be considered to be past the time limit (which involves a penalty of 10').

11.5.2 Passing early through a TC

Passing early through a TC without receiving penalties is generally not allowed, except for the TC at the end of a leg, which will be judged on a case-by-case basis.

11.6 Failure to execute part of the race (TC, PC, SS, GP)

11.6.1 Introduction

The Modena Cento Ore does not exclude crews from the race for failing to execute trials or checks, or for failing to execute one or several Legs.

The only reason the stewards may decide to exclude crews is for unsportsmanlike behaviour or infringements.

11.6.2 Failure to execute a TC

Failing to execute a time check (TC) or passing past the time limit, including the TC 0 at the start of the race, will result in a penalty of 10' (ten minutes).

In order to be admitted to the final ranking, crews must enter the final parc fermé in Piazza Roma, Modena, before 17:15, even without their engine running.

11.6.3 Failure to execute a SS or a GP

Failing to execute a special stage (SS) or a circuit speed trial (GP) will incur the worst time of the trial being assigned, plus 10' (ten minutes).

11.6.4 Assistance after an accident or in case of mechanical problems

If a crew is unable to execute a TC, SS or GP due to an accident or mechanical problem, their car may be repaired in a location chosen by the competitors, and must be inspected by the technical officers to check the safety equipment and the compliance of the vehicle 120 minutes before the start of the next Leg.

11.7 Driving conduct

See ACI SPORT rally sector specific regulations.

The first infringement of the speed limit during the rally notified by the police, will incur a fine of **€ 2.000** levied by the clerk of the course. The amount of this fine is regardless of any fine or other consequences applied by the Police.

The second infringement of the rules in the highway code will incur a penalty of **30 minutes** applied by the clerk of the course.

The stewards will require the crew to **retire** from the rally upon the third infringement of the rules in the highway code.

11.8 Assistance

11.8.1 Introduction

The race cars may receive assistance along the route of the Modena Cento Ore.

11.8.2 Prohibited Assistance

Support cars and assistance on cars are forbidden:

- Parc fermé areas coinciding with all check points (parc fermé area), as per ACI SPORT regulations;
- Along the route of the special stages (except for the crew, which 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 car 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: Viterbo, Montefiascone, Bolsena, Porto Santo Stefano, Montalcino, San Quirico d'Orcia, Pienza, Perugia, Bibbiena, Scarperia, Firenze, Firenzuola, 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.

11.8.3 Retrieving vehicles after the final parc fermé

Cars should be retrieved from the parc fermé within 15 minutes of the opening, at the end of the awards.

The organiser is not liable for the cars afterwards.

12. Rankings

The rankings will be drawn up to the tenth of a second, adding any the penalties for passing the time checks too early or too late, and any other time penalties assigned to the crew, to the times made in the GP and the SS.

12.1 Ex aequo

In case of ex-aequo between two or more crews, the best position will be determined by the best time made during SS1: should this fail to resolve the ex-aequo, the other SS will be taken into account, followed by the GP.

12.2 Coefficients of adjustment for drawing up the “performance rankings”

The following table indicates the “performance ranking” coefficients of adjustment used to draw up the partial or final rankings, taking into account the categories, the characteristics and the build year of the cars. The competitor will be notified of the coefficient assigned to the car on the entry-list. In case of mistake, please inform the secretary within 09/10/2023 at 16:00.

The decision of the organising committee is final in case of any doubts relating to the category assigned.

For the HST group, the coefficient of adjustment will be indicated on the entry list at sole discretion of the organising committee.

12.3 Rankings

The following rankings will be assigned:

- overall ranking, for cars from periods C to F only
- overall ranking based on the “performance ranking” index
- overall ranking for cars starting from period G
- team rankings
- special ranking for the circuit races
- special ranking for the special stages



COEFFICIENTI PER LA CLASSIFICA COMPENSATA
COEFFICIENTS FOR INDEXED CLASSIFICATION

Period	Years	FIA Class	Capacity	Coeff.
C (OS)	1919-1930	OS 1	0-1100	0,31
		OS 2	1101-1500	0,34
		OS 3	1501-3000	0,39
		OS 4	3001 +	0,43
E (TSRC)	1947-1957	TSRC 1	0-750	0,60
		TSRC 2	751-110	0,64
		TSRC 3	1101-1500	0,68
		TSRC 4	1501-2000	0,72
		TSRC 5	2001-3000	0,77
		TSRC 6	3001-5000	0,82
	1958-1960	TSRC 1	0-750	0,72
		TSRC 2	751-110	0,75
		TSRC 3	1101-1500	0,80
		TSRC 4	1501-2000	0,85
		TSRC 5	2001-3000	0,90
		TSRC 6	3001-5000	0,95
E (GTS)	1947-1954	GTS 1	0-2000	0,50
		GTS 2	2001 +	0,67
	1955-1961	GTS 3	0-1150	0,59
		GTS 4	1151-1300	0,64
		GTS 5	1301-1600	0,69
		GTS 6	1601-2500	0,75
		GTS 7	2501 +	0,81
E (TC)	1947-1954	TC 1	0-1150	0,39
		TC 2	1151-1300	0,43
		TC 3	1301-1600	0,48
		TC 4	1601-2500	0,51
		TC 5	2501 +	0,55
	1955-1961	TC 1	0-1150	0,52
		TC 2	1151-1300	0,57
		TC 3	1301-1600	0,62
		TC 4	1601-2500	0,68
		TC 5	2501 +	0,73
F (TSRC)	1961-1965	TSRC 7	0-750	0,90
		TSRC 8	751-110	0,95
		TSRC 9	1101-1500	1,00
		TSRC 10	1501-2000	1,05
		TSRC 11	2001-3000	1,10
		TSRC 12	3001-5000	1,15
F (GTS)	1962-1965	GTS 8	0-1150	0,76
		GTS 9	1151-1300	0,81
		GTS 10	1301-1600	0,86
		GTS 11	1601-2500	0,91
		GTS 12	2501 +	0,96
F (TC)	1962-1965	TC 6	0-1150	0,68
		TC 7	1151-1300	0,73
		TC 8	1301-1600	0,78
		TC 9	1601-2500	0,83
		TC 10	2501 +	0,88

Period	Years	FIA Class	Capacity	Coeff.
D (OS)	1931-1946	OS 5	0-1100	0,37
		OS 6	1101-1500	0,40
		OS 7	1501-3000	0,45
		OS 8	3001 +	0,50
E (GTP)	1947-1954	GTP 1	0-2000	0,58
		GTP 2	2001 +	0,74
	1955-1961	GTP 3	0-1150	0,70
		GTP 4	1151-1300	0,75
		GTP 5	1301-1600	0,80
		GTP 6	1601-2500	0,85
		GTP 7	2501 +	0,90
E (GT)	1947-1954	GT 1	0-2000	0,48
		GT 2	2001 +	0,64
	1955-1961	GT 3	0-1150	0,56
		GT 4	1151-1300	0,61
		GT 5	1301-1600	0,66
		GT 6	1601-2500	0,72
		GT 7	2501 +	0,77
E (T)	1947-1954	T 1	0-1150	0,37
		T 2	1151-1300	0,41
		T 3	1301-1600	0,46
		T 4	1601-2500	0,49
		T 5	2501 +	0,53
	1955-1961	T 1	0-1150	0,50
		T 2	1151-1300	0,55
		T 3	1301-1600	0,60
		T 4	1601-2500	0,65
		T 5	2501 +	0,70
F (GTP)	1962-1965	GTP 8	0-1150	0,85
		GTP 9	1151-1300	0,90
		GTP 10	1301-1600	0,95
		GTP 11	1601-2500	1,00
		GTP 12	2501 +	1,05
(GT)	1962-1965	GT 8	0-1150	0,72
		GT 9	1151-1300	0,77
		GT 10	1301-1600	0,82
		GT 11	1601-2500	0,87
		GT 12	2501 +	0,92
F (T)	1962-1965	T 6	0-1150	0,65
		T 7	1151-1300	0,70
		T 8	1301-1600	0,75
		T 9	1601-2500	0,80
		T 10	2501 +	0,85



COEFFICIENTI PER LA CLASSIFICA COMPENSATA
COEFFICIENTS FOR INDEXED CLASSIFICATION

G (TSRC)	1966-1969	TSRC 13	0-750	1,00
		TSRC 14	751-110	1,05
		TSRC 15	1101-1500	1,10
		TSRC 16	1501-2000	1,15
		TSRC 17	2001-3000	1,20
		TSRC 18	3001-5000	1,25
	1970-1971	TSRC 19	0-750	1,10
		TSRC 20	751-110	1,15
		TSRC 21	1101-1500	1,20
		TSRC 22	1501-2000	1,25
		TSRC 23	2001-3000	1,30
		TSRC 24	3001-5000	1,35
G (GTS)	1966-1969	GTS 13	0-1150	0,86
		GTS 14	1151-1300	0,91
		GTS 15	1301-1600	0,96
		GTS 16	1601-2500	1,01
		GTS 17	2501 +	1,06
	1970-1971	GTS 18	0-1150	0,96
		GTS 19	1151-1300	1,01
		GTS 20	1301-1600	1,06
		GTS 21	1601-2500	1,11
		GTS 22	2501 +	1,16
G (TC)	1966-1969	TC 11	0-1150	0,77
		TC 12	1151-1300	0,82
		TC 13	1301-1600	0,87
		TC 14	1601-2500	0,92
		TC 15	2501 +	0,97
	1970-1971	TC 16	0-1150	0,87
		TC 17	1151-1300	0,92
		TC 18	1301-1600	0,97
		TC 19	1601-2500	1,02
		TC 20	2501 +	1,07

G (GTP)	1966-1969	GTP 13	0-1150	0,95
		GTP 14	1151-1300	1,00
		GTP 15	1301-1600	1,05
		GTP 16	1601-2500	1,10
		GTP 17	2501 +	1,15
1970-1971	GTP 18	0-1150	1,05	
	GTP 19	1151-1300	1,10	
	GTP 20	1301-1600	1,15	
	GTP 21	1601-2500	1,20	
	GTP 22	2501 +	1,25	
G (GT)	1966-1969	GT 13	0-1150	0,81
		GT 14	1151-1300	0,86
		GT 15	1301-1600	0,91
		GT 16	1601-2500	0,96
		GT 17	2501 +	1,01
	1970-1971	GT 18	0-1150	0,91
		GT 19	1151-1300	0,96
		GT 20	1301-1600	1,01
		GT 21	1601-2500	1,06
		GT 22	2501 +	1,11
G (T)	1966-1969	T 11	0-1150	0,73
		T 12	1151-1300	0,78
		T 13	1301-1600	0,83
		T 14	1601-2500	0,88
		T 15	2501 +	0,93
	1970-1971	T 16	0-1150	0,83
		T 17	1151-1300	0,88
		T 18	1301-1600	0,93
		T 19	1601-2500	0,98
		T 20	2501 +	1,03



MODENA CENTO ORE

COEFFICIENTI PER LA CLASSIFICA COMPENSATA
COEFFICIENTS FOR INDEXED CLASSIFICATION

H (TSRC)	1972-1975	TSRC 25	0-750	1,20		
		TSRC 26	751-110	1,25		
		TSRC 27	1101-1500	1,30		
		TSRC 28	1501-2000	1,35		
		TSRC 29	2001-3000	1,40		
		TSRC 30	3001-5000	1,45		
	1976	TSRC 31	0-750	1,30		
		TSRC 32	751-110	1,35		
		TSRC 33	1101-1500	1,40		
		TSRC 34	1501-2000	1,45		
		TSRC 35	2001-3000	1,50		
		TSRC 36	3001-5000	1,55		
H (GTS)	1972-1975	GTS 23	0-1150	1,06		
		GTS 24	1151-1300	1,11		
		GTS 25	1301-1600	1,16		
		GTS 26	1601-2500	1,21		
		GTS 27	2501 +	1,26		
	1976	GTS 28	0-1150	1,11		
		GTS 29	1151-1300	1,16		
		GTS 30	1301-1600	1,21		
		GTS 31	1601-2500	1,26		
		GTS 32	2501 +	1,31		
		H (TC)	1972-1975	TC 21	0-1150	0,96
				TC 22	1151-1300	1,01
TC 23	1301-1600			1,06		
TC 24	1601-2500			1,11		
TC 25	2501 +			1,16		
1976	TC 26		0-1150	1,01		
	TC 27		1151-1300	1,06		
	TC 28		1301-1600	1,11		
	TC 29		1601-2500	1,16		
	TC 30		2501 +	1,21		
I (TSRC)	1977-1981	TSRC 37	0-750	1,35		
		TSRC 38	751-110	1,40		
		TSRC 39	1101-1500	1,45		
		TSRC 40	1501-2000	1,50		
		TSRC 41	2001-3000	1,55		
		TSRC 42	3001-5000	1,60		
I (GTS)	1977-1981	GTS 33	0-1150	1,17		
		GTS 34	1151-1300	1,22		
		GTS 35	1301-1600	1,27		
		GTS 36	1601-2500	1,32		
		GTS 37	2501 +	1,37		
I (TC)	1977-1981	TC 31	0-1150	1,05		
		TC 32	1151-1300	1,10		
		TC 33	1301-1600	1,15		
		TC 34	1601-2500	1,20		
		TC 35	2501 +	1,25		

H (GTP)	1972-1975	GTP 23	0-1150	1,15		
		GTP 24	1151-1300	1,20		
		GTP 25	1301-1600	1,25		
		GTP 26	1601-2500	1,30		
		GTP 27	2501 +	1,35		
		1976	GTP 28	0-1150	1,20	
	GTP 29		1151-1300	1,25		
	GTP 30		1301-1600	1,30		
	GTP 31		1601-2500	1,35		
	GTP 32		2501 +	1,40		
	H (GT)		1972-1975	GT 23	0-1150	1,01
		GT 24		1151-1300	1,06	
GT 25		1301-1600		1,11		
GT 26		1601-2500		1,16		
GT 27		2501 +		1,21		
1976		GT 28	0-1150	1,06		
		GT 29	1151-1300	1,11		
		GT 30	1301-1600	1,16		
		GT 31	1601-2500	1,21		
		GT 32	2501 +	1,26		
		H (T)	1972-1975	T 21	0-1150	0,91
				T 22	1151-1300	0,96
T 23	1301-1600			1,01		
T 24	1601-2500			1,06		
T 25	2501 +			1,11		
1976	T 26		0-1150	0,96		
	T 27		1151-1300	1,01		
	T 28		1301-1600	1,06		
	T 29		1601-2500	1,11		
	T 30		2501 +	1,16		
I (GTP)	1977-1981	GTP 33	0-1150	1,30		
		GTP 34	1151-1300	1,35		
		GTP 35	1301-1600	1,40		
		GTP 36	1601-2500	1,45		
		GTP 37	2501 +	1,50		
		I (GT)	1977-1981	GT 33	0-1150	1,11
GT 34	1151-1300			1,16		
GT 35	1301-1600			1,21		
GT 36	1601-2500			1,26		
GT 37	2501 +			1,31		
I (T)	1977-1981			T 31	0-1150	1,00
				T 32	1151-1300	1,05
		T 33	1301-1600	1,10		
		T 34	1601-2500	1,15		
		T 35	2501 +	1,20		

13. Awards

The awards will be given to the winning crews at 18:00 pm on Friday, October 13th in Piazza Roma, Modena.

The prizes are listed below:

- overall ranking, for cars from periods C to F only
 - first, second and third ranking crew: a cup for each crew member
- overall ranking for cars starting from period G
 - first, second and third ranking crew: a cup for each crew member
- overall ranking based on the “performance ranking” index
 - first, second and third ranking crew: a cup for each crew member
- team rankings
 - for the first ranking: cup for the team
- special ranking for the speed trials (combined GP)
 - for the first ranking: a cup for each crew member
- special ranking for the special stages (combined SS)
 - for the first ranking: a cup for each crew member

14. Final Technical Checks

14.1 Final Technical Checks

The checks will take place at 17:30 on Friday, October 13th in Modena, at a workshop that will be notified by bulletin. The cars subject to the checks (as decided by the stewards and notified to the competitor at the final TC) must be taken to the final check area by a representative of the competitor or his/her support staff (for the removal of parts if necessary) who must attend the checks.

14.2 Complaints fee

The fee payable in case of complaint is: **€ 3,500.00**

14.3 Additional fees

If the final check requires disassembly and reassembly of vehicle parts (such as the engine, transmission, steering wheel, brakes, wiring, or bodywork), the competitor must pay a security deposit as decided by the stewards, for the cost of the work at the time and location of its execution.

14.4 Appeal fee

Appeal fee: **€ 5,000.00**

15. 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;
- that he/she agrees to solve any dispute related to the organisation and conduction of the event, making use of the methods and terms provided by ACI Sport, and waives the right to approach any other authorities than the sporting authorities for the defence of 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 organisers or their collaborators, Canossa Events Srl, 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.