



MODENA CENTO ORE
OCTOBER 6-10, 2026

SUPPLEMENTARY REGULATIONS
COMPETITION



Foreword

The Modena Cento Ore is a race by invitation only for mixed categories of vehicles. It is on the 2026 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 areas.

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 steward.

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

1.1 Description of the Legs

Leg 1: from Riccione to Riccione

Leg 2: from Riccione to Firenze

Leg 3: from Firenze to Forte dei Marmi

Leg 4: from Forte dei Marmi to Modena

The total length of the route of the race will be **940,35 km** and will be described in the Itinerary attached to these SSR, of which it is an integral part, and in the Road Book.

There will be no. 10 Special Stages (SS), no. 3 Circuit Speed Trials (GP) and no. 21 Time Checks (TC).

1.2 Total length of the GP, SS and route

Total length of the 3 Circuit Speed Trials: **104,89 km**

Total length of the 10 Special Stages: **77,42 km**

Total length of the liaisons: **940,35 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"

Canossa Events Srl – Via Filippo Turati, 28 - 42020 Quattro Castella (RE) - Italy

2.3 Organiser of the "Modena Cento Ore"

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 Official of the Event

Clerk of the Course:	Bettati Simone	Lic. n. 336067
Supervisor:	Cerri Gambarelli Giuseppe	Lic. n. 406223
DAP:	Ferrara Michele	Lic. n. 502615
Race Doctor:	Dott. Bandini Marco	Lic. n. 360066
Race Steward:	Giugno Maurizio Michele	Lic. n. 22051
ACI Technical Delegate:	Grosso Ivo	Lic. n. 22209
Scrutineers Coordinator:	Umiliani Andrea	Lic. n. 106496
Scrutineers:	Cirilli Maurizio Moretti Lorenzo	Lic. n. 91950 Lic. n. 45446
Event Secretary:	Tenci Rosalba	Lic. n. 31367
Competitors relations officer:	Prodani Aris Bigatto Francesco Peirano Franco Mericiadri Elio	Lic. n. 216300 Lic. n. 42432 Lic. n. 17400 Lic. n. 200467
Timekeeping:	Promo Car Service Asd	Lic. n. 406195
Chief timekeeping service:	Cinquetti Ernesto	Lic. n. 229170
Rescue team:	Rext Srl	Lic. n. 338552
Radio service:	RC Radiocomunicazioni Srl	
Tracking system:	Fixup Srl	
Pace car 000:	Lullo Matteo Morabito Sergio	Lic. n. 523145 Lic. n. 92580
Pace car 00:	Nucita Andrea D'Esposito Dario	Lic. n. 235937 Lic. n. 39053
Pace car 0:	Fiore Valerio Fiore Giuseppe	Lic. n. 362673 Lic. n. 39030

2.5 Race Control

Accreditation, Tuesday 6 October 2026: Riccione, Villa Margherita

Leg 1, Wednesday 7 October 2026: Misano Circuit

Leg 2, Thursday 8 October 2026: Autodromo Imola

Leg 3, Friday 9 October 2026: Mugello Circuit

Leg 4, Saturday 10 October 2026: Canossa Events

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	01/11/2025
Last day for applications	date	15/09/2026

Posting of the entry list	date	21/09/2026
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First stewards meeting	place	Riccione – Villa Margherita	
	date	06/10/2026	time 15.00

Administrative checks Distribution of rally materials Scrutineering	place	Riccione – Villa Margherita	
	date	06/10/2026	time 09.30/12.30 – 13.30/16.30

Briefing by the clerk of the course written briefing on the website of the event

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	Riccione – Piazzale Roma	
	date	07/10/2026	time 07.30

Arrival of the race	place	Modena – Piazza Roma	
	date	10/10/2026	time 17.45

Final parc fermé	place	Modena – Piazza Roma	
	date	10/10/2026	time 17.45

Final scrutineering	place	Modena	
	date	10/10/2026	time 17.45

Posting of the classifications	only on the rally's official website
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Leg 1	date	07/10/2026	time 19.30
Leg 2	date	08/10/2026	time 18.00
Leg 3	date	09/10/2026	time 19.30
Final Classification	date	10/10/2026	time 17.45
Final Official Classification	date	10/10/2026	time 18.15

Posting of the starting order	only on the rally's official website
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Leg 1	date	06/10/2026	time 18.00
Leg 2	date	07/10/2026	time 19.30
Leg 3	date	08/10/2026	time 18.00
Leg 4	date	09/10/2026	time 19.30

Awards ceremony	place	Modena – Piazza Roma	
	date	10/10/2026	time 18.15



4. Applications and admitted car

4.1 Application procedure

Anyone wishing to participate in the Modena Cento Ore race must submit a participation request (Registration Form), available on the website <https://modenacentoore.canossa.com/> duly completed and signed.

Participation requests must be sent to the event secretariat at Canossa Events, Via Filippo Turati, 28 – 42020 Quattro Castella (RE), Italy, or by email to mco@canossa.com and will only be considered if accompanied by the full registration fee. The organizer will proceed to invite the selected competitors.

4.2 Definitions

- Individual competitor: the registration is signed by either the driver or the co-driver (holders of a competitor's license).
- Legal entity competitor: the registration is signed by a team or company, or another entity holding a competitor's license.

4.3 Entrants – Maximum Number of Registrations

The maximum number of accepted registrations is set at 75.

If more than 75 participation requests are received, the organizer will prioritize, in selecting among the applications, the sporting interest and history of the cars, the classification period of the cars from C to F, and the nationality of the crew. The organizer reserves the right to accept or reject participation requests without providing reasons for refusal.

The organizer also reserves the right to accept certain crews exceeding the limit for promotional purposes.

Competitors – Drivers and Crew

4.4 Admitted racing 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 racing 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

Crews must comply with the safety requirements of Appendix L of the International Sporting Code, particularly regarding helmets and fire-resistant racing clothing.

The use of fire-resistant racing clothing is mandatory for both crew members during all GP and SS.

Co-drivers are exempt from wearing gloves during the PS.

Crews participating with cars classified from Period G2 onwards are required to use a Head Restraint System (HANS/FHR) during all GP and SS. Furthermore, the use of HANS devices is also mandatory for all crews competing in cars fitted with harnesses for which the use of a HANS device is mandatory.

The use of HANS/FHR is recommended for all other crews, wherever feasible, during GP and SS.

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.

It will be collected at the arrival in Piazza Roma in Modena. If the car is withdrawn from the rally, it must be returned to the Canossa Events within 15/10/2026.

A charge of 700 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 e D
T - TC	Turismo e Turismo Competizione <i>Touring and Competition Touring cars</i>	from E to J
GT - GTS	Gran Turismo e Gran Turismo Competizione <i>Grand Touring and Competition Grand Touring cars</i>	from E to J
GTP	Gran Turismo Prototipi <i>Grand Touring Prototypes</i>	from E to J
TSRC	Biposto corsa <i>Two Seat Racing cars</i>	from E to J
HST*	Gruppi 5, Gran Turismo e Turismo Speciali <i>Group 5, Grand Touring and Touring Special</i>	from F to I

*only upon approval at the sole discretion of the Organizing Committee

4.10 Eligible Vehicles – Classes

All vehicles from the periods listed above will be admitted. For the sole purpose of compiling the "Index of Performance" classification, cars will be divided into classes as specified in Art. 12.2.

4.11 Eligible Vehicles – Documentation

All cars must have an HTP in compliance with Appendix K of the International Sporting Code and valid for rally, hillclimb, or racing, or national HTPs issued by foreign ASNs.

All racing cars must comply with Appendix K of the International Sporting Code.

Cars entered by competitors holding an ACI Sport license may have an ACI Sport HTP or national HTPs issued by foreign ASNs.

Additionally, cars must, on the date of the event, comply with the road traffic regulations.

For cars in their original configuration, in order to respect and preserve their historical value, safety devices such as roll bars, seats, etc., are accepted even if they do not fully comply with current sector regulations, provided they are in good condition and conform to the vehicle's HTP.

4.12 Registration Plates and Temporary Vehicle Documents

Cars without a registration plate may be provided with a temporary plate (cardboard) and temporary vehicle documents, which will allow legitimate circulation within the race route on the days of the event.

4.13 Test Plates

The use of test plates is not permitted.

4.14 Cars Changes

The Organizing Committee has the authority to accept car changes at any time, including during scrutineering and up until the closing time of the checks.

4.15 Car Safety

All cars must comply, in terms of safety, with the provisions of Appendices J and K of the International Sporting Code.

Given the particular historical value of the vehicles participating in this event, a fixed fire extinguishing system is not mandatory for cars with a racing or hillclimb HTP in which the system was not provided in the original configuration.

The organizer has, however, implemented enhanced fire safety measures along the special stages.

All cars must carry a portable fire extinguisher in compliance with the prescriptions of Appendix J (minimum weight 2.0 kg or 2.4 kg depending on the extinguishing agent).

Crews participating with cars classified from Period G2 onwards are required to use a Head Restraint System (HANS/FHR) during all GP and SS. Furthermore, the use of HANS devices is also mandatory for all crews competing in cars fitted with harnesses for which the use of a HANS device is mandatory.



4.16 Allocation of Race Numbers

Race numbers will be assigned to each vehicle at the discretion of the Organizing Committee.

4.17 Entry Fees

The entry fee will comply with the National Sporting Regulations and related RDS for non-championship events, except for the optional forfait of services, which will be communicated in the entry form.

4.18 Entry Fees – Optional Organizer Advertising

If a competitor does not accept the optional advertising proposed by the organizer, they must pay an amount equal to the entry fee increased by 50%.

5. Insurance

The entry fee includes the insurance premium covering the Competitor's Third-Party Liability (TPL) for risks arising from the circulation of the racing vehicles during the Event, pre-event scrutineering, and all other phases organized and communicated or described by the Organizer through the Information Circular, Stewards' Bulletin, or Rally Guide, which are part of the event, whether as part of the sporting program or social program (e.g., transfers to and from hotels, from arrival locations or to departure locations described in the Distance and Time Table and Road Book, either in convoy with Police escort or individually).

The maximum coverage provided by the Organizer's insurance is €25,000,000 for damage to persons, property, and animals.

Insurance coverage for each competitor begins at the time of technical scrutineering and ends at the conclusion of the event or at the time of withdrawal, exclusion, or disqualification. In the case of withdrawal, the time considered will be that of the next Time Control closure. Vehicles that retire and later rejoin the next day will not be considered definitively withdrawn. The insurance coverage does not include racing activities on circuits or damages between competitors in general.

The Organizer declines any responsibility for any incident affecting the competitor or their racing vehicle(s) during the entire event, including in cases of natural disasters, riots, demonstrations, vandalism, etc. Competitors and crew members shall bear all consequences (material, legal, and sporting) arising from any type of incident. Vehicles equipped with Assistance plates and/or any other specific plate provided by the Organizer (excluding official safety and lead cars) are not covered by the event insurance. These vehicles circulate under the sole responsibility of their owners, who must ensure they are properly insured.

In the event of an accident during the Modena Cento Ore, the competitor or their delegate must report the incident to the Race Director as soon as possible and in any case within 3 hours of the event's verification.

6. Advertising – Identification Plates

6.1 Restrictions

In Italy, advertising of tobacco and smoking products, alcoholic beverages, and gambling is prohibited. This rule applies to racing vehicles, service vehicles, equipment, and clothing. Exceptions are allowed for advertising applied to racing vehicles during historic events or forming part of the vehicle's livery, or otherwise having historical value, at the discretion of the Organizing Committee.

6.2 Delivery and Application of Numbers and Panels

Race numbers and panels containing advertising will be provided by the Organizer during pre-event scrutineering. Race numbers and advertising panels must be applied according to the instructions provided with them on the vehicles prior to technical scrutineering and must remain visible throughout the entire event. Failure to comply may result in sanctions, as reported by the Race Director.



7. Tires

The only tires permitted for the Modena Cento Ore for liaison, Special Stages, and circuit races are road-legal tires, which must be marked "E" or "DOT." All tires must comply with the requirements of Article 4.1 of Appendix K of the FIA International Sporting Code. Slick tires or manually grooved tires are strictly prohibited. Only the following road-legal tires are allowed for both Special Stages and circuit races:

Periods C-F

- Avon CR6ZZ
- Dunlop Racing R5
- Blockley 3 Stud
- Michelin Classic e XAS FF
- Pirelli Collezione e CN36
- Road-legal tires homologated by other brands

Periods G-J

- Avon CR6ZZ, ZZ-R, ZZ-S, CR28 Sport
- Michelin XAS FF
- Michelin TB5 / TB15 / TB20 / PB20
- Pirelli P7 Corsa Classic (also rain)
- Toyo R888R
- Toyo 888RT
- Road-legal tires homologated by other brands

Dimensions of chosen tyres must be in accordance to Appendix K of the FIA sporting code.

Competitors who are unable to find any tire from the list above in the appropriate sizes must inform the Organizing Committee by the end of June 2026 and propose an alternative.

The Organizer may, at its sole discretion, accept or reject the request.

Tire checks will be carried out at each Special Stage and circuit race.

8. Reconnaissance

Reconnaissance of the Special Stage routes of the Modena Cento Ore is prohibited.

The Road Book will be delivered during the accreditation.

9. Administrative Checks

Schedule

See Article 3 of this SSR.

Documents to be presented

Competitors and crews must present the following documents:

- Sporting license
- Medical certificate of the driver and co-driver if not indicated on the license
- Driving licenses of the driver and co-driver
- Car registration documents for the racing car

10. Technical Scrutineering

Locations and Times

See Article 3 of this SSR.

Vehicle Equipment and Documents

Racing cars must be presented at scrutineering equipped with:

- One warning triangle and two high-visibility vests (one for each crew member)
- Portable fire extinguisher
- Car documents as per Art. 4
- Declaration of safety clothing conformity, filled



11. Specific Procedures for the Modena Cento Ore

11.1 Starting Order, Intervals, and Starting Grids

11.1.1 Starting Order

The starting order for the first leg will be determined at the discretion of the Race Director and the Organizing Committee based on the entry list.

The starting order for subsequent legs will be compiled according to the provisional classification of the previous leg. The Organizer reserves the right to impose any constraints on the compilation of the starting order for organizational reasons or to promote the event and its sponsors.

11.1.2 Starting Grids for Circuit races

The grids for the races will be organized by dividing the two sections, Periods D/E/F and Periods G/H/I, and according to the regulations of the individual circuits.

The starting grids for the Misano (GP1) will be based on provisional classification after SS2.

The grids for the subsequent races (Imola and Mugello) will be formed based on the provisional classification of the previous leg.

In relation to the type of event, which includes circuit races with formation starts, it is permitted, provided the minimum weight is respected, to remove bumpers that are not integral parts of the bodywork.

11.1.3 Starting Intervals

The interval between vehicles is 1 minute; this may be increased by the Race Director for safety reasons, taking into account the characteristics of the route and the performance of the vehicles.

11.2 Speed Trials (GP) - Structure

11.2.1 Speed Trials "GP 1" – Misano World Circuit

Track length: 4.226 Km

Number of laps: 8

Total: 33,81 Km

11.2.2 Speed Trials "GP 2" – Autodromo di Imola

Track length: 4.909 Km

Number of laps: 7

Total: 34,36 Km

11.2.3 Speed Trials "GP 3" – Mugello Circuit

Track length: 5.245 Km

Number of laps: 7

Total: 36,72 Km



11.3 Execution of GP

11.3.1 Free Practice and Grid Formation

After the Free Practice session (not mandatory), vehicles must enter the Pit Lane by the time indicated.

At the scheduled start time, vehicles will complete a formation lap to reach their assigned position on the starting grid.

11.3.2 Start

After the grid formation, vehicles will complete the formation lap and then proceed to the start.

The start will be a "standing start" signalled by a traffic light.

Early starts will be penalized by the Race Director.

11.3.3 Execution

The Race will be declared finished as soon as the leading vehicle completes the scheduled number of laps.

After crossing the finish line at the end of the GP, vehicles must complete an additional lap to exit the track, following the instructions of the course marshals.

Vehicles that cross the finish line without completing all scheduled laps will be classified with a time calculated using the following formula:

$(\text{competitor's time}) \times (\text{total number of laps for the GP}) / (\text{number of laps completed by the competitor})$

11.3.4 Timing – Transponder

Timing will be recorded at the finish line using a transponder. Transponders must be correctly installed on the vehicle before entering the Pit Lane and must be returned at the end of the test.

Failure to return the transponder will result in a €700 reimbursement fee charged to the competitor.

11.3.5 Infractions – Penalties

Penalties for infractions committed during the GP are those applicable to circuit racing.

Drive-through penalties will be converted into a 25-second time penalty.

11.3.6 Retirement

Vehicles stopped along the course and unable to reach the finish will be recovered by the circuit organization and taken to the paddock for assistance. Competitors failing to cross the finish line will be assigned the worst time of the trial plus 3 minutes.

11.4 Special Stages (SS)

11.4.1 Start Procedure

Special Stage starts will be signalled by a traffic light with the following sequence:

- RED: Stop (-10")
- YELLOW: Ready (-5")
- GREEN: Go!

11.4.2 False Start

Early starts will be detected by a photocell positioned 50 cm before the start line.

11.4.3 Manual Start Procedure

In case of a failure of the automatic PS start system, starts will be conducted manually as provided in the Rally RDS.

11.4.4 Timing

Special Stage times will be recorded to the tenth of a second.

Timing will be recorded at the finish line with electronic equipment and manually verified with a stopwatch.

The timekeeper will be positioned in line with the finish line.

11.4.5 Interval between Time Controls and Special Stage Starts

At the Time Control (TC) at the end of a sector, the timekeeper will record on the competitor's time card both the actual arrival time and the theoretical start time for the Special Stage.

A minimum interval of 4 minutes must be allowed for the crew to prepare for the SS start and reach the start line.



11.5 Penalties at Time Controls (TC)

For each leg, the first 3 minutes of early or late arrival at Time Controls will not be penalized.

Early or late time cannot be recovered by subsequent early or late passage.

11.5.1 Penalties

Late passage at a TC will be penalized with 10 seconds per minute or fraction of a minute of delay.

Early passage at a TC will be penalized with 60 seconds per minute or fraction of a minute of anticipation.

11.5.2 Time limit

The maximum allowed delay at a TC is 15 minutes (15'59"). Beyond this limit, the competitor will be considered Out of Maximum Time, incurring a 10-minute penalty.

11.5.3 Early Passage at TCs

In general, early passage at Time Controls without penalty is not allowed, except for end of leg TCs, which will be evaluated 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), including the TC 0 at the start of the race, or passing past the time limit, will result in a penalty of 10' (ten minutes).

In order to be admitted to the final classification, crews must enter the final parc fermé in Piazza Roma, Modena, as indicated in the Itinerary, 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 **€ 1.000** 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 Service

11.8.1 General

Service to racing vehicles is allowed along the entire route of the Modena Cento Ore.

11.8.2 Prohibited Service

Service is prohibited:

- In the Parc Fermé areas coinciding with all control posts (Parc Fermé Zone);
- Along the Special Stage routes (except for the crew, who may intervene under safe conditions only if the operations do not hinder or obstruct the regular running of the stages) until the sweep vehicle reopens the stage;
- In all areas specified in the Road Book or closed to normal traffic by an official authorization decree;
- On the carriageway of all roads used by the event, as described in the TDT and Road Book; vehicle stops and service may only take place off the carriageway and without obstructing or interfering with ordinary traffic.

Any type of service is strictly prohibited, and service vehicles are not allowed to enter historic city centers, in particular: Riccione, San Marino, Pennabilli, Urbania, Urbino, Imola, Scarperia, Massa, Castelnuovo Garfagnana, Sassuolo and Modena. In these historic centers, no mechanical intervention is allowed, and vehicles must be equipped with an oil containment system to protect the pavement.

Any violation of these rules may incur a penalty of up to 10 minutes, at the discretion of the Organizing Committee.

It is strictly forbidden for service vehicles to enter Special Stages once the road is closed. Any violation of this rule may incur a penalty of up to 10 minutes, at the discretion of the Race Director.

11.8.3 Removal of cars from the final Parc Fermé

Vehicles must be removed from the final Parc Fermé within 15 minutes of its opening, after the awards ceremony. Beyond this time, the Organizer will no longer be responsible for the vehicles.

12. Classifications

Classifications will be compiled to the tenth of a second by summing the times achieved in Circuit trial (GP) and Special Stages (SS), including penalties for early or late passage at Time Controls and any other time-based penalties incurred by a crew.

12.1 Ex aequo

In the event of ex aequo between two or more crews, the higher classification position will be determined by the best time recorded in SS1. If the tie persists, subsequent Special Stages will be considered, followed by GP.

12.2 Classifications

The following classifications will be compiled:

- Overall classification for cars from Periods C to F
- Overall classification for cars from Periods G onwards
- Overall classification "Index of Performance"
- Team classification (*to be eligible, at least 3 cars must have passed scrutineering and at least 3 cars must be classified*)
- Special classification for GP
- Special classification for Special Stages

12.3 Coefficients for "Index of Performance" classification

The table below shows the "Performance Classification" coefficients adopted for compiling partial or final classification, taking into account the vehicle category, characteristics, and year of construction.

The coefficient assigned to each car will be indicated in the entry list published online.

Any errors must be reported to the Organizing Secretariat by 23/09/2026.

In case of doubt regarding category assignment, the Organizing Committee will have the final and unquestionable decision.

For periods and classes not included in the table below, the performance coefficient will be indicated directly in the entry list at the sole discretion of the Organizing Committee.



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



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 18:15 on Friday, October 10th in Piazza Roma, Modena.
The prizes are listed below:

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

14. Final Technical Checks

14.1 Final Technical Checks

The checks will take place at 18:00 on Saturday, October 10th 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: **€ 5,000.00**

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: **€ 7,000.00**

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.