



**MODENA CENTO ORE
OCTOBER 6-10, 2026**

**SUPPLEMENTARY REGULATIONS
REGULARITY**



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 Average Trials and Time Trials in the Circuit.

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 AV and TT 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 **878,60 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 Average Speed (AS), no. 9 Circuit Time Trials (TT) and no. 21 Time Checks (TC).

1.2 Total length of the TT, AT and route

Total length of the 9 Circuit Time Trials: **43,14 km**

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

Total length of the liaisons: **758,04 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	
First stewards meeting	place	Riccione – Villa Margherita	
	date	06/10/2026	time 15.00
Administrative checks	place	Riccione – Villa Margherita	
Distribution of rally materials	date	06/10/2026	time 09.30/12.30 – 13.30/16.30
Scrutineering			

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

Parc fermé at the start	not expected		
Posting of the race documents	only on the rally's official website		
Start of the race	place	Riccione – Piazzale Roma	
	date	07/10/2026	time 08.55
Arrival of the race	place	Modena – Piazza Roma	
	date	10/10/2026	time 15.55
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		
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		
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, a 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 40.

If more than 40 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 A to D, 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 all duration of the rally. 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 use the helmet during the Average Trials and during the Circuit Time Trials.

Protective clothing, consisting of overalls, socks, shoes, balaclava, and gloves (for the first driver only), is not mandatory but is strongly recommended for crews of racing vehicles, and advised for crews of production vehicles.

Such clothing may be:

- Clothing compliant with the prescriptions of Appendix L of the International Sporting Code
- Non-homologated clothing
- Original period protective clothing

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 cars and safety

Only cars built until 1987 are eligible which 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 1987

The admitted cars will be divided into the following groups:

- 1°: cars belonging to periods A, B, C (built from origins until 1930)
- 2°: cars belonging to period D (built from 1931 to 1946)
- 3°: cars belonging to period E (built from 1947 to 1961)
- 4°: cars belonging to period F (built from 1962 to 1965)
- 5°: cars belonging to period G (built from 1966 to 1971)
- 6°: cars belonging to period H (built from 1972 to 1976)
- 7°: cars belonging to period I (built from 1977 to 1981)
- 8°: cars belonging to period J1 (built from 1982 to 1987)

Both racing and road cars are admitted, with either closed or open bodywork.

Vehicles may participate either in production version or in "racing" configuration with historical specification.
For vehicles in production version, the installation of a roll bar is not mandatory.

All vehicles must, on the date of the event, comply with the road traffic regulations of the Highway Code and be covered by an insurance policy.

For cars in original configuration, 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 conforming.

Throughout the entire course of the event, the use of seat belts is mandatory, as is carrying on board a portable fire extinguisher of at least 2 kg.

4.10 Admitted cars - Documents

The following documents are valid for admission to the rally:

- ACI Regularity Fiche
- FIA HTP
- ACI HTP
- ASI Fiche and identity certificate
- FIVA Fiche
- AAVS 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

Participation of vehicles without the above-mentioned sporting documents is permitted; however, a penalty will be applied equal to the total penalties incurred during the entire event multiplied by 3.00.

Vehicles with foreign registration, entered by foreign crews and lacking the documents listed in this article, may be admitted with a declaration of compliance with sporting regulations issued by the competitors themselves to the Organizers.



4.11 Registration Plates and Temporary Vehicle Documents

Vehicles 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.

4.12 Test Plates

The use of test plates is not permitted.

4.13 Car Changes

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

4.14 Allocation of Race Numbers

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

4.15 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.

4.16 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 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.

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 Trial.

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
- Vehicle 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
- Vehicle documents as per Art. 4



11. Specific Procedures for the Modena Cento Ore

11.1 Average Speed Trials Procedure (AT)

The rally consists of ten (10) Average Speed Trials. Each trial requires competitors to drive along a clearly defined section of road while maintaining the predetermined average speed specified in the time card.

Each trial will include several concealed checkpoints where the competitors' average speed will be recorded to the second. Every AT will be preceded by a TC.

ATs' start will be with a flashlight, start with a minimum difference of 30" between cars.

When reaching AT's start line, hand on your time card to the Timekeeper who will write your actual starting time on it, and starting procedure will begin. An electronic device will show the countdown to your starting time; at your starting time the green light will turn on and timekeeping of your trial will begin; starting time of a given AT will always be the earth time written on your Time Card.

11.2 Time Trials Procedure (TT)

The rally includes 3 groups of circuit TT, 3 time trials each and which will be held in the following way: after exiting the pit lane, competitors shall complete approximately one full lap of the circuit until they reach the start/finish line: this is your launch lap and will not be timed.

Upon crossing the start/finish line, clearly marked by official signs, the timing will commence. This first full lap will be your target time for all TT of this group (3 in total); every next full lap will be a TT linked to the previous one (second TT of the group linked to the first, third to the second) and driver will have to make every lap in a time as close as possible to the target time. After last TT of given group, drivers can exit out of the track and reach the paddock or can do a free laps until the end of the session.

The elapsed time will be recorded at the circuit's start/finish line to the nearest hundredth of a second by means of a transponder, which must be returned at the end of the test. In the event of failure to return the transponder, the competitor shall be liable for reimbursement in the amount of €700.

11.3 Choice of Average Speed

For each Regularity Test, two average speeds will be provided: a "high" average speed (approximately between 45 and 49 km/h) and a "low" average speed (approximately 10% slower than the high speed).

Competitors must indicate the average speed they wish to adopt by 31/07/2025.

If no choice is communicated, the "low" average speed will automatically be assigned.

11.4 Allocation of Competition Numbers

The competition numbers, valid for the preparation of the starting orders, shall be assigned by the Organizer at its sole discretion, taking into account the average speed selected (as per Art. 11.1), the age of the vehicle, and the organizational and promotional requirements of the event.

11.5 Starting Order

The starting order for all stages shall be established at the discretion of the Clerk of the Course and the Organizing Committee, in accordance with the entry list.

11.6 Starting Intervals

Starts shall be given to two cars per minute.

The starting interval may be increased by the Clerk of the Course for safety reasons, taking into account the characteristics of the route and the performance of the cars.

11.7 Driving conduct

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 Assistance

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

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.

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. Penalties

11.1 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.

12.2 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.

12.3 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.

12.4 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.



12.5 List of 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
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e) Time Card

- alterations, tampering and corrections not approved by Officer	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 further measures) 300
- 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
- missing Trial, Leg, TC	12.000 penalties

13. Classifications

The following classifications will be compiled:

- Overall classification
- Team classification (*to be eligible, at least 3 cars must have passed scrutineering and at least 3 cars must be classified*)
- Special classification for AS
- Special classification for TT

Request for Time Check

For each Leg, competitors shall be allowed to request verification of no more than one time recorded on the day of competition.

Leg Classifications

The classifications of Legs 1, 2, 3 shall no longer be subject to protest after 30 minutes from their publication.

Final Classification Admission

In order to be admitted to the final classification, it is mandatory to enter the Final Parc Fermé in Modena, Piazza Roma, within the time limit specified in the Time card/Itinerary, even with the engine switched off.

Winner Proclamation

The crew with the lowest number of penalty points shall be declared the winner.



14. Awards

The awards will be given to the winning crews on Saturday, October 10th in Piazza Roma, Modena.
The prizes are listed below:

- overall classification
 - 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 average trials (combined AV)
 - for the first classified: a cup for each crew member
- special classification for the circuit time trials (combined TT)
 - for the first classified: a cup for each crew member

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.