



1000 MIGLIA 2021  
Brescia, from 16<sup>th</sup> to 19<sup>th</sup> June 2021

## SPECIAL RACE REGULATIONS

**These Special Race Regulations were approved by the Italian Federation on 18/01/2021 with approval number AS03/2021. Within there are already reported and highlighted in yellow the variations reported in the Bulletin 01 sent to the Italian Federation for approval on 17/02/2021.**

ORGANISATION: 1000 Miglia Srl

### PREVIOUS MILLE MIGLIA WINNERS

Year	Drivers	Car	Cyl.	Cm <sup>3</sup>	CV	Brescia-Rome	Total time	Avg.
1927	Minoja – Morandi	OM 665 SPORT	6	1.999	80	7:25'00"	21:04'48"	77,238
1928	Campari – Ramponi	ALFA ROMEO 6C 1500 SS	6	1.487	84	6:46'00"	19:14'05"	84,128
1929	Campari – Ramponi	ALFA ROMEO 6C 1750 SS	6	1.752	90	6:26'00"	18:04'23"	89,688
1930	Nuvolari – Guidotti	ALFA ROMEO 6C 1750 GS	6	1.752	102	6:02'00"	16:18'59"	100,45
1931	Caracciola - Sebastian	MERCEDES -BENZ SSKL	6	7.065	280	6:03'25"	16:10'10"	101,15
1932	Borzacchini - Bignami	ALFA ROMEO 8C 2300 SPIDER	8	2.336	150	5:40'00"	14:55'19"	109,88
1933	Nuvolari - Compagnoni	ALFA ROMEO 8C 2300 SPIDER	8	2.336	160	5:33'26"	15:11'50"	108,58
1934	Varzi – Bignami	ALFA ROMEO 8C 2600 MONZA	8	2.556	180	5:51'34"	14:08'05"	114,31
1935	Pintacuda - Della Stufa	ALFA ROMEO TIPO B "P3"	8	2.905	240	5:28'09"	14:04'47"	114,75
1936	Brivio – Ongaro	ALFA ROMEO 8C 2900 A	8	2.905	230	5:25'50"	13:07'51"	121,62
1937	Pintacuda - Mambelli	ALFA ROMEO 8C 2900 A	8	2.905	255	5:27'55"	14:17'32"	114,75
1938	Biondetti - Stefani	ALFA ROMEO 8C 2900 B MM	8	2.905	250	5:34'56"	11:58'29"	135,39
1940	von Hanstein - Baumer	BMW 328 BERLINETTA	6	1.971	120		8:54:46"	166,72
1947	Romano - Biondetti	ALFA ROMEO 8C 2900 B BERLINETTA	8	2.905	180	6:35'00"	16:16'39"	112,24
1948	Biondetti - Navona	FERRARI 166 S COUPE'	12	1.995	120	6:02'00"	15:05'44"	121,23
1949	Biondetti - Salani	FERRARI 166 MM SPIDER	12	1.995	140	5:13'43"	12:07'05"	131,46
1950	Marzotto G. - Crosara	FERRARI 195 S BERLINETTA	12	2.341	170	6:55'45"	13:39'20"	123,21
1951	Villoresi - Cassani	FERRARI 340 AMERICA BERLINETTA	12	4.101	230	7:18'55"	12:50'18"	121,82
1952	Bracco – Rolfo	FERRARI 250 S BERLINETTA	12	2.953	230	6:57'53"	12:09'45"	128,59
1953	Marzotto - Crosara	FERRARI 340 MM SPIDER	12	4.101	280	6:19'20"	10:37'19"	142,35
1954	Ascari A.	LANCIA D24 SPIDER	6	3.284	245	6:02'00"	11:26'10"	139,65
1955	Moss - Jenkinson	MERCEDES-BENZ 300 SLR	8	2.979	310	5:03'02"	10:07'48"	157,65
1956	Castellotti	FERRARI 290 MM	12	3.490	320	5:41'30"	11:37'10"	137,44
1957	Taruffi	FERRARI 315 S	12	3.783	360	5:08'38"	10:27'47"	152,63
1958	Taramazzo	FERRARI 250 GT	12	2.953	250		0:55'02"	
1959	Abate - Balzarini	FERRARI 250 GT	12	2.953	260		2:06'16"	
1961	Andersson - Lohmander	FERRARI 250 GT	12	2.953	280		3:32'53"	

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## Article 1 - DEFINITIONS

Unless otherwise defined in the body of these SRR or in the General Terms and Conditions, the following terms shall have the following meanings.

- 1.1 ASN:** means the National Sporting Association/Federation recognised by the International Automobile Federation in each country as the only sporting power qualified to apply the code of ethics adopted by the same and to regulate motor sports in all the territories under its jurisdiction.
- 1.2 Admitted Drivers:** means the Crew members admitted and verified to drive the car entered by the Competitor.
- 1.3 Chairman of the Stewards:** these are the officials indicated in Art. 2.4 of these SRR.
- 1.4 Clerk of the Course:** means the official as per art. 2.4 of these SRR.
- 1.5 Co-Driver:** means the Crew member assisting the driver.
- 1.6 Coefficient Tables (TDC):** means the correction coefficients of the cars that can be entered in the Event applied to compensate and equalise the technical and performance characteristics of the same, as per the tables attached to the SRR.
- 1.7 Competitor(s):** means the natural or legal person holding a Sports Licence suitable to enter a car and its drivers for the Event.
- 1.8 CO/TC:** means the time control(s) that regulates/regulate the timing of the race.
- 1.9 CPI:** means the personal identification mark suitable to uniquely and incontrovertibly identify a Driver.
- 1.10 Crew:** means the crew appointed by the Competitor for each entered and/or admitted car composed of a maximum of 2 (two) Drivers.
- 1.11 CSN:** means the national sports code adopted by ACI Sport.
- 1.12 CT/PC:** means the passage controls.
- 1.13 Driver:** means the natural person who takes part in the race with the role of driver and/or co-driver of an entered car. The driver(s) is/are indicated by the Competitor and must be in possession of the requirements of art. 6 of these SRR.
- 1.14 Driver:** means the Crew member driving the car.
- 1.15 FIA HERITAGE CERTIFICATE:** means the certificate issued by the Federation Internationale de l'Automobile.
- 1.16 FICHE ACI SPORT:** means the national technical document issued by Automobile Club Italia.
- 1.17 FIVA INTERNATIONAL IDENTITY CARD:** means the international document issued by the Fédération Internationale des Véhicules Anciens.
- 1.18 General Terms and Conditions:** these are the general terms and conditions containing the terms and conditions of entry of competitors and forming an integral part of these SRR for anything not expressly derogated from or supplemented by the same.
- 1.19 GPS TRACKER:** means the electronic equipment made available by the Organiser and installed on the vehicle.
- 1.20 Guest Car:** means a car entered with a specific application for entry and admitted to a special classification.
- 1.21 HTP/FIA:** means the *Historical Technical Passport* of the car issued by the *Federation Internationale de l'Automobile*.
- 1.22 Leg:** means the leg of the race scheduled in the Programme.

- 1.23 OM brand:** means the brand of the car(s) produced by Officine Meccaniche (formerly Miani e Silvestri & C - A. Grondona Comi & C. of Milan) founded in 1899 and closed down in 1975.
- 1.24 Operating and Selection Committee:** means the committee composed of the members referred to in art. 2.3 of these SRR, appointed by the Organiser, with the task of proposing the admission to and/or exclusion of the cars from the Event.
- 1.25 Organiser:** means 1000 Miglia S.r.l. with registered office in Brescia, Via Enzo Ferrari 4/6, holder of ACI Sport licence no. 356540, Tax Code and VAT no. 03440020984, registered with the Brescia Companies' Register under no. 534270.
- 1.26 Paddock:** means the area set up by the Organiser to carry out the administrative checks and scrutineering for the race.
- 1.27 PC/TT:** means the time trials.
- 1.28 PM/AT:** means the average trials.
- 1.29 Programme:** means the Race programme referred to in art. 3 of these SRR.
- 1.30 Race:** means the car race called "1000 MIGLIA 2021"
- 1.31 Race Officials:** means the race officials referred to in Article 2.4 of these SRR
- 1.32 Registered Trademarks:** means the following trademarks: "MILLE MIGLIA", "1000 Miglia" both verbal and figurative.
- 1.33 RNS:** means the National Sporting Regulations adopted by ACI Sport and its sector regulations, as applicable.
- 1.34 Road Book:** means the document prepared by the Organiser indicating the route of the Race.
- 1.35 Special List:** means the list of no more than 30 (thirty) cars, selected by the Organiser, which are of high historical and/or sporting interest and which were not entered into the 1000 Miglia 1927-1957 or whose year of construction is prior to 1927.
- 1.36 Sponsor:** means sponsors who have a sponsorship contract with the Organiser.
- 1.37 Sponsor Team:** means the team of cars indicated by the sponsor in its team in accordance with the sponsorship contract.
- 1.38 SRR:** means these Special Race Regulations.
- 1.39 TDT:** means the itinerary, times and distance table attached to the SRR, the final version of which is included in the Road Book or in the Information Bulletins.
- 1.40 Technical Support Convoy:** this refers to the pathfinder, "pace car" and "technical car" as well as other vehicles defined and appointed by the Organiser and their crews.
- 1.41 Time Card:** means the document showing the transit times recorded at the CO/TCs.
- 1.42 Website:** means the website <https://1000miglia.it/>.
- 1.43 Waiting List:** this is the waiting list prepared by the Organiser for the competitors who have applied for entry but have not been accepted by the date of publication of the list of Competitors and cars admitted.

All the times stated in these SR are understood as referring to the Time Zone in use in Italy, namely "Greenwich Mean Time + 1 hour" conventionally UTC (GPS) signal | Italy: GMT+1

Value Added Tax (VAT) will be applied on all amounts stated in these SR at a rate of 22% (updated to 18.10.2020). Any variation on this percentage will be notified in the Bulletin and will be enforced in compliance with the laws issued by Italy.

*To all legal effects, the Italian version of these SRR will be binding. The English translation of the same is understood as being solely for information purposes.*

## Article 2 - ORGANISATION

**2.1.** This event will be run in compliance with the ISC, with the RNS and with other provisions of the ACI Sport, which are understood to regulate whatever is not indicated in the following articles.

**2.2.** The Organiser states that the competition will have all the necessary administrative authorisations and the required insurance coverage.

**2.3.** Il Comitato Operativo e di Selezione è composto da

Chairman: Mr. Fulvio MAIFRINI  
 Vice Chairman: Mr. Giuseppe CHERUBINI  
 Secretary: Mr. Paolo MAZZETTI  
 Members: Mr. Gianpietro BELUSSI  
 Mr. Marco MOTTINI  
 Mr. Vittorio VALBONESI

Head office: 1000 MIGLIA s.r.l. - Via Enzo Ferrari, 4/6 - 25134 Brescia

### 2.4. OFFICIALS

Chairman of Stewards	Mr. .... t.b.a. .... (ASN Sport Delegate)	licence .....
Steward	Mr. .... t.b.a. ....	licence .....
Steward	Mr. .... t.b.a. ....	licence .....
Stewards secretary	Mr. .... t.b.a. ....	licence .....
Clerk of the course:	Mr. Lucio DE MORI	licence 20623
Deputy Clerk of the course:	Mr. .... t.b.a. ....	licence .....
Event Secretary:	Mr. .... t.b.a. ....	licence .....
Safety Manager - Route Delegate:		
	Mr. .... t.b.a. ....	licence .....
Chief Medical Officer:	Dr. .... t.b.a. ....	licence .....
COVID Manager:	Mr. .... t.b.a. ....	licence .....
Competitor Relations Officers:	Mr. .... t.b.a. ....	licence .....
	Mr. .... t.b.a. ....	licence .....
	Mr. .... t.b.a. ....	licence .....
	Mr. .... t.b.a. ....	licence .....
	Mr. .... t.b.a. ....	licence .....
Judges of fact:	<u>The list will be published by a Bulletin</u>	
Sporting Operations Inspectors:	<u>The list will be published by a Bulletin</u>	
Scrutineers:	Mr. .... t.b.a. .... (ACI Sport delegate)	licence .....
Scrutineers and Scrutineer Assistant:	<u>The list of will be published by a Bulletin</u>	
Marshals:	of the Automobile Club Brescia and of the Automobile Clubs of other affected Provinces	
Time keeping Service:	..... t.b.a. ....	
Head of Timing Service:	Mr. .... t.b.a. ....	licence .....
Results:	Mr. .... t.b.a. ....	licence .....
Press Officer:	Mr. .... t.b.a. ....	

## Article 3 - PROGRAMME

### 3.1 Programme before the competition week

#### Wednesday 18 November 2020

Date of publication of SR

Website

Opening date for entries

Competition Secretary

#### Monday 18 January 2021 at 23:59

Closing Date for entries

Competition Secretary

#### Sunday 28 February 2021 at 23:59

Closing Date for entries reserved for cars indicated by Sponsors, according to sponsorship contracts

Competition Secretary

Deadline for communication of crews belonging to a "Sponsor Team"

Competition Secretary

#### by Tuesday 9 March 2021

Communication to entrants of their acceptance, acceptance of the cars And relative coefficients assigned

Competition Secretary

Publication of list of Competitors and cars accepted

Website

#### Thursday 20 May 2021 at 23:59

Final date for communicating the free of charge variation of the data of the drivers not indicated during the entry phase

Competition Secretary

Closing Date for the waiting list

Competition Secretary

#### Friday 4 June 2021

Deadline for the refund of deposit payment from competitors who have not been accepted and who were not on the waiting list

Competition Secretary

Deadline for the free of charge request of change an entered car

Competition Secretary

Deadline for sending of graphics for a Sponsor Team sticker

Competition Secretary

#### Monday 7 June 2021

Briefing of the Organisers and the Clerk of the course

Sent to each entrant

#### Tuesday 8 June 2021

Publication of individual verification schedules

Website - ONB

#### By Saturday 12 June 2021 at 12:00

Publication of individual starting order and times of the 4 Legs

Website – ONB

### 3.2 Programme for the competition Week

*The times shown on the programme for all activities which precede the start of the competition will be confirmed by a board showing the official time of the event, placed in the inspection area by the Timekeeping service.*

*All crew members who have not reported within the times stated in these SR will be understood as having withdrawn and will not be admitted to the race; no exceptions will be made.*

#### Monday 14 June 2021

10:00 - 19:00 Administrative checks, scrutineering and Road Book distribution  
(according to individual convocation times communicated)

Brescia, Paddock Expo

#### Tuesday 15 June 2021

10:00 - 19:00 Administrative checks, scrutineering and Road Book distribution  
(according to individual convocation times communicated)

Brescia, Paddock Expo

14:00 - 20:00	Sealing and Presentation ceremony of the cars <i>(for crews checked up to Tuesday 11<sup>st</sup> May)</i>	Brescia, Piazza Vittoria
Up until 20:00	Exhibition of the sealed cars	City centre square

**Wednesday 16 June 2021**

07:30 - 08:30	Administrative checks, scrutineering and Road Book distribution <i>(according to individual convocation times communicated)</i> Briefing of the Organiser and Clerk of the course (recorded)	Brescia, Paddock Expo
07:30 - 08:30	Entry of Crews on the "Waiting List"	Brescia, Paddock Expo
09:00 - 10:00	Administrative checks and scrutineering, for Crews on the "Waiting List"	Brescia, Paddock Expo
08:30 - 11:30	Sealing of the scrutineered cars <i>(for crews scrutineered on Tuesday 12<sup>nd</sup> and Wednesday 13<sup>rd</sup>)</i>	Brescia, Piazza Vittoria
Up until 12:00	Exhibition of the sealed cars	City centre square
12:30	Publication of list of competitors and accepted cars	Website - ONB
from 13:30	Lining up for start of Leg 1	Brescia, Viale Venezia
14:00	Departure of first car – Leg 1	Brescia, Viale Venezia
21:45	Arrival of first car – Leg 1	Viareggio, .....TBA.....

**Thursday 17 June 2021**

06:15	Publication of partial classification of Leg 1	Website - ONB
from 06:15	Lining up for start of Leg 2 <i>(minimum 30' before the individual starting time)</i>	Viareggio, .....TBA.....
06:45	Departure of first car – Leg 2	Viareggio, .....TBA.....
20:00	Arrival of first car – Leg 2	Roma, Villa Borghese

**Friday 18 June 2021**

06:15	Publication of partial classification of Leg 2	Website - ONB
from 06:15	Lining up for start of Leg 3 <i>(minimum 30' before the individual starting time)</i>	Roma, Parco de' Medici
06:45	Departure of first car - Leg 3	Roma, Parco de' Medici
20:00	Arrival of first car - Leg 3	Bologna, .....TBA.....

**Saturday 19 June 2021**

07:45	Publication of partial classification of Leg 3	Website – ONB
from 07:45	Lining up for start of Leg 4 <i>(minimum 30' before the individual start time)</i>	Bologna, .....TBA.....
08:15	Departure of first car - Leg 4	Bologna, .....TBA.....
15:30	Arrival of first car - Leg 4 and passage on the ramp	Brescia, IVECO Park
from 16:00	Mandatory Passage on the ramp	Brescia, Viale Venezia
18:45	Publication of final classification	Website – ONB
19:00	Prize giving ceremony	Brescia, Piazza Loggia

**Competition Headquarters, Competition Secretary and Paddock**

Brixia Expo - Fiera di Brescia, Via Caprera 5 - 25125 Brescia

**Leg Secretaries**

Viareggio (LU) - .....TBA .....  
from 20:00 of Wednesday 16<sup>th</sup> to 01:00 of Thursday 17<sup>th</sup> June 2021

Rome - Rome Marriott Park Hotel - Hall  
from 18:00 to 24:00 of Thursday 17<sup>th</sup> June 2021



Bologna – .....TBA .....  
from 18:30 of Friday 18<sup>th</sup> to 01:00 of Saturday 19<sup>th</sup> June 2021

**Official Notice Board (ONB)**

Brescia (competition Headquarters), Leg Secretaries and Website

**Website**

[www.1000miglia.it](http://www.1000miglia.it)

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Synchronization of the Organisation's time-keeping systems:

**UTC (GPS) signal** | Italia: GMT+1

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## Article 4 - RACE

The Organiser 1000 MIGLIA s.r.l. announce and organise, as from Monday 14<sup>th</sup> June to Saturday 19<sup>th</sup> June 2021 a Classic Regularity Competition for Historical Cars, Grande Evento, to be known as:

# 1000 MIGLIA 2021

## Article 5 - ROUTE

The competition route will have an overall length of Km 1.685,00 and will be described in the Itinerary Table (TDT) attached to these SRR, and of which it is an integral part, and in the Road Book. The TDT will also show the methods of carrying out the timed Legs for classification.

There will be 16 Time Controls (CO/TC), 112 Time Trials (PC/TT), 7 Average Trials (PM/AT) with a total of 28 readings and 21 Passage Controls (CT/PC).

The start and finish of the competition are scheduled at the places and times indicated in the competition Programme.

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

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

## Article 6 - COMPETITORS, DRIVERS AND CARS ALLOWED

### 6.1 COMPETITORS AND DRIVERS ALLOWED

- 6.1.1** Competitors, and crew members must hold a valid ACI Sport Competitor/Driver's Licence or a valid regularity licence (for Italian competitors/Drivers) or a valid Competitor/Driver's licence, issued by their ASN (for foreign competitors/drivers of International or National - with authorisation to compete in the event - level) valid in Italy.
- 6.1.2** All crew members must be in possession of a valid driving licence during all the legs of the race. Crew members without an Italian driving licence, or in any case valid in Italy, must also present, if necessary, an international driving licence, valid in Italy.
- 6.1.3** For each vehicle, a competitor may enter a crew comprising of maximum 2 persons, who must be on board the vehicle during all phases of the race.
- 6.1.4** A competitor who is a physical entity, entering a vehicle for the competition must always be on board the vehicle throughout the race. In the case of a Competitor being a legal person, he/she may enter more than one car and appoint a Crew for each one, but it is expressly forbidden to exchange Crews between the entered cars.
- 6.1.5** During all the phases of the competition the vehicle may be driven only by crew members who have been verified and accepted with that specific vehicle.
- 6.1.6** Crew members below the age of 18 and older than 79 years of age will not be accepted.
- 6.1.7** Passengers will not be allowed, that is, crew members who have not been verified and who are not in possession of the requirements of Articles 6.1.1 and 6.1.6 of these SR.
- 6.1.8** The substitution of a competitor after the close of entries, is not permitted.  
Crew members may be replaced:
- with the authorisation of the Organiser, up to the start of administrative checks;
  - with the authorisation of the Stewards, from the start of checks until publication of list of admitted competitors and crews and of the accepted competition cars.

The substitution of two members of the crew is subject to the approval of the Organiser, in accordance with the ASN of the organiser.

Until 11:59 p.m. on Thursday **20<sup>th</sup> May** 2021, the first replacement of both crew members or the inclusion of names not previously communicated are free of charge. From Friday **21<sup>st</sup> May** 2021 each replacement or insertion of a crew member will have to be paid for an amount of € 366,00 (equal to € 300,00 + VAT), as administration fees. If payment is not made, the request for replacement will not be considered valid.

It will not be possible to replace both crew members if the car has already been replaced. This provision does not apply to entries for "Sponsor Team" cars/crew members.

## 6.2 DOCUMENTATION REQUIRED IN ORDER TO OBTAIN A SPORTS LICENCE AT THE ADMINISTRATIVE CHECKS

The maximum age for obtaining the regularity licence, whether daily for foreigners or annual for Italians, is 75 years for both sexes. The possibility of raising the maximum age of competitive activity up to 79 years is allowed. Below is the list of the documentation necessary for obtaining the prescribed licence:

### a) Drivers of Italian nationality UNDER 75 at the date of the closure of administrative verification

In order to issue/renew the licence, the following documents are required:

- medical certificate for non-competitive sports activities (Facsimile in Appendix 1 to these SR) obtained in Italy as per current regulations;
- driving licence (for both crew members);
- ACI membership card (for those not in good standing with the association, it will be possible to renew/issue this on-site by communicating the data of the car used every day, or the licence plate number of the historic car entered in the competition, depending on the type of ACI Service required).

### b) Drivers of Italian nationality OVER 75 at the date of the closure of administrative verification

In order to issue/renew the licence, the following documents are required:

- medical certificate for competitive sports activities (Facsimile in Appendix 2 to these SR) obtained in Italy as per current regulations;
- driving licence (for both crew members);
- ACI membership card (for those not in good standing with the association, it will be possible to renew/issue this on-site by communicating the data of the car used every day, or the licence plate number of the historic car entered in the competition, depending on the type of ACI Service required).

### c) Drivers not of Italian nationality UNDER 75 at the date of the closure of administrative verification

In order to issue/renew the licence, the following documents are required:

- medical certificate for non-competitive sports activities (Facsimile in Appendix 1 to these SR) obtained in Italy as per current regulations; alternatively, a medical certificate of good health issued abroad, written in English, signed and stamped by a doctor.
- self-certification stating you do not hold other valid licences issued by other ASN and to not having incurred disciplinary sanctions;
- national and international driving licence (both crew members).

### d) Drivers not of Italian nationality OVER 75 at the date of the closure of administrative verification

In order to issue/renew the licence, the following documents are required:

- medical certificate for competitive sports activities (Facsimile in Appendix 2 to these SR) obtained in Italy as per current regulations; alternatively, a medical certificate of good health issued abroad, written in English, signed and stamped by a doctor.
- self-certification to not possessing other valid licences issued by other ASN and to not having incurred disciplinary sanctions;
- national and international driving licence (both crew members).

## 6.3 SPONSOR - SPONSOR TEAM

### 6.3.1 "SPONSOR"

The Sponsors of 1000 Miglia 2021 who are entitled, by contract, will be able to:

- a) enter cars until **Sunday 28<sup>th</sup> February** (Article 8.3.2 of these SR)
- b) convey the names of the crews free of charge by and not later than **3<sup>rd</sup> June** 2021. After this date, the art. 6.1.8 of the present SR will be considered valid.
- c) designate, within the vehicles forming part of their quota, one or more cars named "Guest Car" (Article 6.3.3 of these SR).

**6.3.2 "SPONSOR TEAM"**

The cars indicated by the sponsors in their quota, as per the sponsorship contract, will form the "Sponsor Team" which will benefit from the following conditions:

- a) the use of an additional advertising space (adhesive) on the sides of the competition car (Article 15.3 in these SR) for each car that is part of the sponsor team;
- b) the possibility of including one or more competition cars registered for the event in a "Sponsor Team" (Article 7.3 in these SR) in the starting order;

**6.3.3 "GUEST CAR"**

Sponsors who are entitled by contract (Article 6.3.1 of these SR) have the possibility to designate one or more cars called "Guest Car" within the vehicles forming part of their quota.

Competitors who opt for Platinum entry (Article 8.10.3 of this RPG) will use the "Guest Car" option for the vehicle registered by them without any possibility of waiver.

- 6.3.4** The competitor entering a "Guest Car" can enter more than one driver for the car, up to a maximum of 6 drivers.
- 6.3.5** It is obligatory for the competitors and at least one of the crew members of a "Guest Car" to submit to the sports checks in Brescia according to the methods described in Article 9.1 below.
- 6.3.6** Only those members of the team who have completed the administrative checks in Brescia, can drive the car. The team members who pass the administrative checks in the intermediate points set up by the Organisation can alternate their presence on board the cars, with the sole position of "Navigator".
- 6.3.7** Competitors being physical persons who enter a "Guest Car" must be on board the car.
- 6.3.8** Should a "Guest Car" be registered by a competing Legal Entity, the drivers who are registered and checked will be free to alternate their positions on board the car, in compliance with the provisions of Article 6.3.6 above.
- 6.3.9** Competitors and drivers participating at the race on board a "Guest Car" must comply fully with these SR.
- 6.3.10** Vehicles with Platinum entry or designated as part of Sponsorship contracts such as "Guest Car" will be classified exclusively in a dedicated ranking.

**6.4 ACCEPTED CARS**

- 6.4.1** Competition cars classified in periods C, D, E and those models registered for the 1000 Miglia Speed competition (1927 - 1957), will be accepted.

Accepted cars will be divided into the following 3 groupings:

- a) 1<sup>st</sup> Grouping competition cars belonging to Period C (vehicles built from 1927 to 1930)
- b) 2<sup>nd</sup> Grouping competition cars belonging to Period D (vehicles built from 1931 to 1946)
- c) 3<sup>rd</sup> Grouping competition cars belonging to Period E (vehicles built from 1947 to 1957)

- 6.4.2** Cars built after 1957 will not be accepted.
- 6.4.3** Cars built before 1927, limited to those models which were registered in the 1000 Miglia speed competition (1927 > 1957), may be accepted.
- 6.4.4** Up to 385 competition cars will be accepted, of which up to n. 30 belonging to the Special List (see Article 5.3.5 of these SR) and up to 10 cars admitted with a cultural and educational purpose.
- 6.4.5** The entered car will be evaluated based on the documents inserted during the entry phase. The Selection Committee has the authority to exclude from the race an accepted car should it become aware of documents or facts that lead to the exclusion of the vehicle.
- 6.4.6** Competition cars, selected by the Organiser, that are of great historical and/or sports interest, and that, in respect of periods indicated above, were not registered in the 1000 Miglia speed competition (1927 > 1957), may be accepted in the "Special List". The Operations Committee will establish which cars to accept into the "Special List", with independent and final decisions.

**6.4.7** To be entered into the 1000 Miglia 2021, all the cars must have the 1000 Miglia Registro Certificate or the temporary entry number issued by the Registro itself upon completion of the entry procedure. In all cases, regardless of the person who submits the application to enter a car for the 1000 Miglia, the owner of the vehicle must be in good standing with the payment of the annual membership fee of the Registro 1000 Miglia, otherwise the system will not allow the car to be entered for the race.

This obligation does not exist for cars belonging to the special list.

**6.4.8** In addition to this document, the valid FIVA International Identity Card and/or the FIA Heritage Certificate and/or Fiche ACI Sport and/or the FIA HTP are required.

**6.4.9** Competition cars will be registered with Make and Model and year of manufacture referred exclusively to the mentioned documents.

**6.4.10** The cars entered must comply with the periodic revision of the vehicles if required and in accordance with the provisions of the laws of the country of registration. If the country of registration does not provide for the periodic revision of the cars, the competitor must produce a self-declaration in which he must declare the lack of need for revision according to the laws of the country of registration and consequently, he will declare to be able to circulate in his own country of origin having undergone all the technical checks to demonstrate the perfect efficiency of the car and all its devices. In the absence of this document the crew will not be able to pass the administrative checks.

**6.4.11** The cars must also meet all the requirements to circulate within Italian territory.

## **6.5 REPLACEMENT OF A COMPETITION CAR**

### **6.5.1 CONDITIONS FOR SUBSTITUTION**

Until 23:59 on Thursday **20<sup>th</sup> May** 2021, the replacement of a car accepted or inserted in the waiting list is allowed. A car accepted or included in the Waiting List may be replaced, subject to payment according to the provisions of article 6.5.2 below and subject to the approval of the Organiser, only with another car that meets all the requirements of these SRR and has a merit coefficient equal to or greater than that of the car replaced according to the TDC (Coefficient Tables) 1000 Miglia 1927-1957.

In case of non-acceptance of the entry, in order to obtain the acceptance, the Competitor will not be able to request the replacement of the car. This provision does not apply to entries for Sponsor Team cars.

It will not be possible to replace the car if both crew members have already been replaced. This provision does not apply to entries for Sponsor Team cars.

### **6.5.2 REQUIREMENTS FOR REQUESTING THE SUBSTITUTION OF A COMPETITION CAR**

In order to request the replacement of a car, the Competitor must send the appropriate form made available to the Organiser on the Website by e-mail to [participants@1000miglia.it](mailto:participants@1000miglia.it) with a request for acceptance by the receiver and followed by confirmation of receipt by the receiver attaching the documentation in the form. Competitors provided with certified e-mail (PEC) must send the abovementioned notice to the PEC address: [1000miglia@legalmail.it](mailto:1000miglia@legalmail.it).

The substitution of the competition car requires the mandatory payment of € 2.440,00 (i.e. € 2000,00 + VAT 22%) for administrative fees, payable to the IBAN number stated on the car substitution form. In the absence of such payment, the request for substitution will not be taken into consideration. The Organiser will contact the competitor within 10 days from receipt of the request for substitution, accompanied by the bank transfer.

## **6.6 COEFFICIENTS ASSIGNED TO COMPETITION CARS**

In order to compensate and equate technical and performance characteristics of the competition cars in the race, correction coefficients will be assigned based on the design and period of construction of the vehicle.

The coefficients assigned are described in the table attached to these SR.

The coefficient assigned to each accepted competition car will be published by Tuesday 9 March 2021; each competitor may submit other documentary integrations aimed at the definitive assigning of a coefficient, within 15 days from the date of publication. No exceptions will be allowed to the terms stated above.

All competition cars accepted in the "Special List" will be assigned a coefficient of 1.00.

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

## **Article 7 – COMPETITION NUMBER AND STARTING ORDER**

- 7.1** The assignment of competition Numbers, valid also for drawing up the Starting Order in relation to the increasing order of the numbers assigned, excepting for specific organisational requirements, will comply with the following criteria:
- series 1: cars make OM;
  - series 2: cars in increasing order of year of manufacture.
- 7.2** Competition numbers chosen at the discretion of the organiser can be assigned using specific procedures with public procurement procedures set up as required by the organiser.
- 7.3** The assignment of competition numbers that follow one another can be requested, only for competition cars that are part of the "Sponsor Team".
- The assignment of numbers will be as follows:
- division of cars into blocks of:
    - cars built pre 1945
    - cars built post 1945
  - inside each block, in the order according to the year of manufacture;
  - the positioning of the block of vehicles, in starting order, according to the average from the years of manufacture of the vehicles included in the same block.
- 7.4** Vehicles in the waiting list (Article 8.16) will leave according the competition number assigned by the organiser who will, as far as possible, comply with the criteria stated in the previous points of this article.

## **ARTICLE 8 - ENTRIES**

- 8.1** Presentation of the entry form does not give the right to participate in the competition as the organiser will select the requests and accept entries in his unquestionable judgement.
- The organisers will not be required to motivate the reason for exclusion, nor will the said exclusion allow for the request for damages and/or refund of expenses, excepting for the return of the deposit (Art. 8.3 of these SR).
- 8.2** **METHODS OF ENTRY AND WITHDRAWAL OF ENTRY**
- Entry applications may only be submitted via the Website.
- The presentation date of each competitor's entry application coincides with the date on which the sum provided for in art. 8.3 below is credited to the bank account in the name of the Organiser. Entry must be formalized according to the days and times indicated in the Programme of these SRR.
- Acceptance of the entry application will be announced to the Competitor according to the terms and conditions set out in these SRR.
- 8.3** **ENTRY GUARANTEE DEPOSIT**
- 8.3.1** Payment of Euro 12.200,00, Euro 14.640,00 or Euro 67.100,00 depending on the selected service package, valid as a deposit for entry of the car and team must be made in one of the following ways:
- by Credit Card (only VISA - MASTERCARD) by 23:59 (GMT+1) on Monday 18 January 2021;
  - by bank transfer to the coordinates indicated in the entry form, with maximum credit value on the 1000 Miglia S.r.l. current account by 23:59 (GMT+1) on Monday 18 January 2021.



For the entry to be valid, the crediting date onto the current account of 1000 Miglia is considered and not that of the payment mandate.

**8.3.2** Teams that enter according to the provisions of sponsorship contracts as per Article 6.3.1 of these SR will be subject to the following conditions of the said article:

- a) The closing date for presentation of entry and crediting of the bank transfer or payment by credit card will be Friday **29<sup>th</sup> January** 2021 at 23:59 (GMT +1);
- b) the final deadline for crediting the entire amount of the deposit onto the current account of 1000 Miglia Srl, to be made by bank transfer or credit card, is Monday **1<sup>st</sup> February** 2021;

**8.4 REQUEST FOR ENTRY OF A "SPONSOR TEAM"**

In order to inform the Organizer of the willingness of a sponsor entitled to exercise the "Sponsor Team" option, the specific application form signed by the legal representative of the Sponsor must be sent, confirmed by email by the Competitors of the identified cars, no later than 11:59 p.m. (GMT+1) on Thursday **20<sup>th</sup> May** 2021, to [participants@1000miglia.it](mailto:participants@1000miglia.it) with a request for acceptance by the receiver and followed by confirmation of receipt by the receiver. Competitors with certified electronic mail (PEC) must send the abovementioned notice to the PEC address: [1000miglia@legalmail.it](mailto:1000miglia@legalmail.it).

**8.5 REQUEST TO ENTER A "GUEST CAR"**

In order to inform the Organizer of the will of a Sponsor entitled to exercise the Guest Car option, the specific application form must be sent no later than 12:00 (GMT+1) on Friday **29<sup>th</sup> January** 2021 to [participants@1000miglia.it](mailto:participants@1000miglia.it) with a request for acceptance by the receiver and followed by confirmation of receipt by the receiver. Competitors with certified electronic mail (PEC) must send the abovementioned notice to the PEC address [1000miglia@legalmail.it](mailto:1000miglia@legalmail.it).

**8.6 METHOD TO PRESENT AND WITHDRAW THE REQUEST TO ENTER A SPONSOR "GUEST CAR"**

In order to activate the "Guest Car" option for a vehicle belonging to a sponsor's quota, in addition to the provisions of article 8.5, the competitor must send to the organizer, according to the procedures and times indicated in the article 8.3.2, an additional security deposit equal to Euro 12.200,00 or Euro 18.300,00, depending on the chosen service package (Article 8.11 of these SR), regardless of the number of drivers participating in the competition.

**8.7 ACCEPTABILITY OF ENTRY REQUESTS**

Entry requests must be complete with all the necessary documentation, also photographic, accompanied by the greatest number of documents attesting the history of the registered vehicle, and the payment of the deposit.

Failure to pay the deposit means the request for entry will not be taken into consideration.

Requests which are untrue, incomplete, without documentation or with amounts owing to the organisation, will not be taken into consideration.

The organisation reserves the right not to accept vehicles whose drivers have been penalised in previous editions of the "1000 Miglia".

The organizer also reserves the right not to accept the entry of drivers who for three times during the previous year's race committed infractions of exceeding the speed limit set by the authorities in charge and detected by the Speed Test prepared by the Management Race.

**8.8 ACCEPTANCE OF ENTRY**

By Tuesday 9 March 2021, each team will be able to verify online, inside its own reserved area, whether or not the entry for the competition has been accepted. Confirmation will nonetheless be sent also to the e-mail address indicated in the relative area of the entry form.

To complete entry it will be necessary to enter the Bank details in the relative section of the on-line form, for the return of the fee, if necessary.

**8.9 FINALISING ENTRY**

Entry is understood as being finalised only on acceptance of the entry request by the organiser and to the allocation of the sum paid as a deposit in the sum paid as an entry fee.

After the car has been accepted at the event, 1000 Miglia Srl will issue a regular invoice, using the data requested during the entry phase.

By presenting the request for entry, the applicant authorises the organiser to consider the amount paid previously as a deposit, as an entry fee in the case of acceptance of the request for entry.

## 8.10 ENTRY FEE

The following entry fees are envisaged:

### 8.10.1 BASIC ENTRY IN DOUBLE ROOM

The basic entry fee in a double room amounts to Euro 10,000.00 plus 22% VAT (total Euro 12,200.00) and includes:

- a) Participation in the competition after selection of the car:
  - kit of documents and technical materials provided;
  - standard passes;
  - 2 Welcome bags.
- b) Hospitality for a crew of two persons, including:
  - 4 nights in a double room (not more than 4 stars) with breakfasts;
  - 4 light buffet lunches per person;
  - 3 light dinners per person;
  - Prize-giving ceremony and Closing Party for the driver and co- driver or Dinner at the respective Hotels.
- c) Services included in the entry:
  - 4 Admissions to the Paddocks (including driver and co-driver);
  - Possibility to purchase additional service packages.

### 8.10.2 GOLD ENTRY IN DOUBLE ROOM

The gold entry fee in a double room amounts to Euro 12,000.00 plus 22% VAT (total Euro 14,460.00) and includes:

- a) Participation in the competition after selection of the car:
  - kit of documents and technical materials provided;
  - "Gold" passes;
  - 2 Welcome bags with specific Merchandising.
- b) Hospitality for a crew of two persons, including:
  - 6 nights in a double room (not more than 4 stars) with breakfasts;
  - 4 light buffet lunches per person;
  - 3 light dinners per person;
  - Prize-giving ceremony and Closing Party for the driver and co-driver and 2 extra guests driver or Dinner at the respective Hotels.
- c) Services included in the entry:
  - 4 Admissions to the Paddocks (including driver and co-driver);
  - Dedicated check-in service at the fair (dedicated files);
  - Possibility to purchase additional service packages;

### 8.10.3 PLATINUM 1000 MIGLIA ENTRY "GUEST CAR" FORMULA

Available for a maximum of 8 entries accepted according in order of time together with the payment of the security deposit. The Platinum entry fee amounts to € 55,000.00 plus 22% VAT (total € 67,100.00) and includes:

- a) Participation in the competition after selection of the car:
  - Automatic acceptance of the race without selection, after possession of an eligible vehicle (Article 6.4 of these SR);
  - Participation in the "Guest-Car" Formula Race - 6 admitted drivers with the right to exchange (Article 6.3.3 et seq. of this SR) and separate classification;
  - kit of documents and technical materials required for the car in the race;
  - kit of documents and technical materials provided (Access Historical Centers) for the car in tow;
  - "Platinum" pass;
  - 6 Welcome bags with specific Merchandising.
- b) Hospitality for a crew of 6 people, including:
  - 7 nights in 3 double-rooms (max. 6 people) – 5-star hotel (excluding Rome 4 stars) with breakfast;
  - 4 lunches for 6 people;
  - 3 dinners for 6 people;
  - Prize-giving ceremony and Closing Party for 6 people or Dinner at the respective Hotels;
- c) Services included in the entry:



- 8 Admissions to the Paddocks (including driver and co-driver);
- Specific parking at the paddock;
- Dedicated check-in service at the fair (dedicated files);
- Pre-check-in service for hotels along the route (subject to credit card and passport delivery by 17<sup>th</sup> May 2021);
- Photo book;
- Possibility to purchase additional service packages.

### 8.11 ENTRY FEE SPONSOR "GUEST CAR"

The following entry fees are envisaged:

#### 8.11.1 ENTRY FEE BASIC SPONSOR "GUEST CAR":

The extra- entry fee for the Basic Sponsor "Guest Car", in addition to the amount paid depending on the chosen service packages under Section 8.10, amounts to € 10,000.00 plus VAT 22% (total Euro 12.200,00) and includes, in addition to the services already listed in Article 8.10:

- Participation in the competition of the car:
  - Participation in the "Guest-Car" Formula Race - 4 additional admitted drivers with the right to exchange (Article 6.3.3 et seq. of this SR) and separate classification;
  - kit of documents and technical materials provided (Access Historical Centres) for the car following.
- Hospitality for a crew of 4 persons, including:
  - 4 nights in 2 double rooms (max 4 persons) - hotel category not more than four stars with breakfasts;
  - 4 light buffets lunches per 4 people;
  - 3 light dinners for 4 people;
  - Prize-giving ceremony and Closing Party for 4 people or Dinner at the respective Hotels.
- Services included in the entry:
  - 4 Admissions to the Paddock;
  - Possibility to purchase additional service packages.

#### 8.11.2 LUXURY SPONSOR "GUEST CAR" ENTRY:

The extra entry fee for the Luxury Sponsor "Guest Car", in addition to the amount paid depending on the chosen service packages under Section 8.10, amounts to € 15,000.00 plus VAT 22% (total Euro 18.300.00) and includes, in addition to the services already listed in Article 8.10:

- Participation in the competition of the car:
  - Participation in the "Guest-Car" Formula Race - 4 additional admitted drivers with the right to exchange (Article 6.3.3 et seq. of this SR) and separate classification;
  - kit of documents and technical materials provided (Access Historical Centres) for the car following;
- Hospitality for the crew registered in accordance with Article 8.10, including:
  - Upgrade of 4 nights of race in a double room in a 5-star hotel with breakfast;
- Hospitality for a crew of 4 people, including:
  - 4 nights in 2 double rooms (max 4 people) - 5-star hotel with breakfast (excluding Rome 4 stars);
  - 4 lunches for 4 people;
  - 3 Dinners for 4 people;
  - Prize-giving ceremony and Closing Party for 4 people or Dinner at the respective Hotels.
- Services included in the entry:
  - 4 Admissions to the Paddock;
  - Possibility to purchase additional service packages.

### 8.12 REFUND OF THE ENTRY FEE FOR CREWS NOT ACCEPTED

In the case of non-acceptance and/or non-inclusion on the waiting list of a car by the organiser, the deposit will be refunded by bank transfer or accredited on the credit card, by Friday 30<sup>th</sup> July 2021.

### 8.13 HOW TO WITHDRAW THE APPLICATION FORM OR ENTRY

In all cases:

- the request for withdrawal of the entry application, i.e. the entry, must be sent by e-mail to [participants@1000miglia.it](mailto:participants@1000miglia.it) with a request for acceptance by the recipient and followed by confirmation of receipt by the recipient himself. Competitors provided with certified e-mail (PEC) must send the abovementioned notice to the PEC address: [1000miglia@legalmail.it](mailto:1000miglia@legalmail.it);

- if due, the refund of the entry fees will take place within 60 (sixty) days following the announcement date of the withdrawal.

#### 8.14 REFUND OF THE ENTRY FEE IN CASE OF WITHDRAWAL OF THE ENTRY APPLICATION OR THE ACCEPTED ENTRY

Except as otherwise provided in Article 8.22 below, in the event of withdrawal, for any reason, of the entry application or the accepted entry by a Competitor, the entry fees shall be refunded only as follows:

From: opening date for entries To: closing date for entries	The fee paid as deposit by the Competitor shall be entirely refunded to the latter, net of administrative charges in the amount of Euros 150.00 plus VAT equal to 22%;
From the day following the closing date for entries To: publication of list of Competitors and cars accepted	The fee paid as a deposit by the Competitor shall be entirely refunded to the latter, net of a penalty equal to Euro 1,000.00 (VAT exempt pursuant to article 15, paragraph 1, Italian Presidential Decree 633/72);
From the day following the publication of the list of Competitors and cars accepted To: Friday 30 <sup>th</sup> April	The entry fee shall be refunded to the extent of 25% plus VAT;
From: Saturday 1 <sup>st</sup> May To: Thursday 20 <sup>th</sup> May	The entry fee shall be refunded to the extent of 50% plus VAT;
From: Friday 21 <sup>th</sup> May	The entry fee shall not be refunded

#### 8.15 FAILURE TO PASS ADMINISTRATIVE CHECKS

In the case of failure to pass the administrative checks and/or scrutineering, the competitor will not have the right to the refund of the entry fee paid, but will retain the right to make use of the hospitality envisaged for the team and any gifts and gadgets distributed directly by the sponsors, as per Article 8.10 et seq. of these SSR. This right shall be guaranteed only if the competitor or a crewmember with proxy signed by the competitor are present at the pre-competition administrative checks. Therefore, if Competitors or drivers authorised by the same, are not present at the pre-competition checks, they will not be entitled to the refund of the entry fee, nor will they be allowed to enjoy the hospitality provided for the crew or any benefit or facilities reserved to the participants.

#### 8.16 WAITING LIST

The "Waiting List" is an instrument that allows the competitors entered for the event, but not accepted by the Organiser by Tuesday 9 March 2021, to participate in the competition by replacing crews that have withdrawn or have not passed the checks for any reason.

At the presentation of the request for entry, every competitor must state his acceptance to be placed on the "Waiting list".

The waiting list will be made up of the cars that:

- satisfy all eligibility requirements, as contained in these SR;
- have not been accepted as of Tuesday 9 March 2021;
- belong to competitors who have provided their willingness to be part of such list.

Should a competitor accepted for the competition as from publication of the list of competitors and cars admitted notify his withdrawal from the competition, the organiser, at his sole discretion, will select one.

Competitors included in the Waiting List will have the possibility to accept or refuse the proposal by replying to [participants@1000miglia.it](mailto:participants@1000miglia.it) within 72 hours from the announcement. Competitors provided with certified e-mail (PEC) must send the abovementioned notice to the PEC address: [1000miglia@legalmail.it](mailto:1000miglia@legalmail.it).

Acceptance by the Organisation will allow the team to be registered for the competition in compliance with Article 8.9 of these SR.

In case of non-acceptance by the Competitor of the proposal for participation, the amount paid by the Competitor as a guarantee deposit will be refunded in full net of secretarial costs of Euro 400,00 plus 22% VAT.

**8.17 LIST OF CARS ON THE "WAITING LIST"**

There are no lists for the cars on the waiting list. The replacement of crews that have withdrawn will be at the unquestionable discretion of the organiser.

**8.18 CLOSURE OF THE "WAITING LIST"**

The "Waiting list" will close on Friday **4<sup>th</sup> June** 2021 at 23:59.

By the said date, the Organiser will inform those teams on the "Waiting list" whether they have been accepted for the race, or not, by e-mail directly to the address stated in the relative section of entry form.

**8.18.1** The organiser has the right to contact competitors on the "Waiting List" in the case of withdrawal, from Saturday **5<sup>th</sup> June** to Tuesday **15<sup>th</sup> June** 2021.

Competitors included in the Waiting List will have the possibility to accept or refuse the proposal by replying to [participants@1000miglia.it](mailto:participants@1000miglia.it) within 24 hours from the announcement. Competitors provided with certified e-mail (PEC) must send the abovementioned notice to the PEC address: [1000miglia@legalmail.it](mailto:1000miglia@legalmail.it).

Acceptance by the Organizer will result in the Crew entering the race in accordance with and for the purposes of Article 8.9 of these SRR.

In case of non-acceptance by the Competitor of the proposal for participation, the amount paid by the Competitor as a guarantee deposit will be refunded in full.

**8.19 ADMISSION TO THE RACE DURING THE PRE-RACE VERIFICATION**

Albeit without any guarantee of participating, competitors on the "Waiting list" will be able to be present at administrative checks on Wednesday **16<sup>th</sup> June** 2021, from 07:30 to 08:30. After having entered, they have the possibility of being admitted to the competition after scrutineering, at the unquestionable judgement and discretion of the organiser.

Acceptance can only take place in replacement of entered crews who have not passed scrutineering.

The crews coming from the "Waiting List" will not be entitled to any benefit or facilitation recognized to the participants, they will be entitled exclusively to the services related to the basic package as per art. 8.10.1). If the competitors accepted from the waiting list had paid the entry fee of the gold package, the partial refund of the security deposit will take place within 60 days following the date of withdrawal and in any case no later than **Friday 30<sup>th</sup> July** 2021.

Acceptance will require the entry of the crew to the competition, pursuant to and for the purposes of Article 8.9 of these SR.

**8.19.1** The competitors who replace others during the scrutineering phase will be selected from among the registered crews, based on the following priority criteria:

- a) in substituting, priority will be given to a vehicle from the same period as the one substituted;
- b) with equal requisites, the competitor coming from further away will be selected.

**8.20 NOTIFICATION OF WITHDRAWAL OF ENTERED CARS ON THE "WAITING LIST"**

The withdrawal of the entry application by the competitor included in the Waiting List must be sent by e-mail to [participants@1000miglia.it](mailto:participants@1000miglia.it) with a request for acceptance by the receiver and followed by confirmation of receipt by the receiver. Competitors with certified e-mail (PEC) must send the abovementioned notice to the PEC address [1000miglia@legalmail.it](mailto:1000miglia@legalmail.it).

**8.21 REFUND OF DEPOSIT FOR VEHICLES ON THE "WAITING LIST"**

The refund of the deposit in the case of withdrawal by a competitor of a vehicle on the waiting list, will only occur in compliance with what is stated in Article 8.13 of these SR, applying administrative fees of Euro 400,00 plus VAT.

If owed, the deposit fee will be refunded within 60 days from the date of notification of the withdrawal, and nonetheless within and no later than **Friday 30<sup>th</sup> July** 2021.

It remains firm that competitors who do not withdraw and are not selected from the "Waiting List" have the right to be refunded in full for the amount paid by bank transfer or accredited on their credit card by **Friday 30<sup>th</sup> July**.

**8.22. RESTRICTIONS ON ENTRY INTO ITALY OR EXIT FROM THE AREA OF RESIDENCE**

Persons, as the defined below in this Article, who are resident:

1. in countries from which entering Italy is barred by provision of Italian or such country's authorities in relation to the COVID-19 health emergency;
2. in countries from which exit is precluded by order of its authorities in relation to the COVID-19 health emergency;
3. on the Italian territory, in an area (e.g. Region, Province, Municipality) from which exit is forbidden by order of the Italian authorities in relation to the COVID-19 health emergency;

during the period from the closing date for entry applications to **12<sup>th</sup> May**, who intend to withdraw from the Race, shall send their withdrawal by e-mail to [participants@1000miglia.it](mailto:participants@1000miglia.it), attaching a copy of the provision of the competent Authority, no later than **12<sup>th</sup> May** at 23:59, in order to – and as a way of exception to the provisions set forth in Article 8.14, alternatively:

- a) seek the refund of the fees paid as a deposit net of administrative charges in the amount of Euro 150.00 plus VAT equal to 22%; or
- b) keep the fees paid in the Organiser's account as pre-payment of the entry fees for the next edition of the race, without prejudice to any possible potential economic integration in case of increase of the entry fees, and provided that a new application for the next edition of the race shall be submitted.

Failing to send the withdrawal within **12<sup>th</sup> May**, or in case of communication of withdrawal after that date should the restrictions persist, or in the event that one of the cases described in this article should occur after **12<sup>th</sup> May**, the following provisions shall apply:

<b>Communication of preclusion received by 1000 Miglia in the period:</b>	<b>Withdrawal conditions</b>
From: Thursday <b>3<sup>rd</sup> May</b> To: Wednesday <b>26<sup>th</sup> May</b>	The fee paid by the Competitor as a deposit shall be entirely refunded to the latter net of a deduction as administrative and management costs equal to 10% of the fee paid plus VAT at 22%
From: Thursday <b>27<sup>th</sup> May</b> To: Friday <b>4<sup>th</sup> June</b>	The entry fee shall be refunded to the extent of 50% plus VAT;
From: Saturday <b>5<sup>th</sup> June</b>	The entry fee shall not be refunded

For the purposes of the application of the provisions set forth in this Article, "person" means alternatively:

- a. the Competitor being part of a Crew;
- b. the owner (if natural person) of the car part of the Crew;
- c. both the Drivers indicated during the entry phase.

### 8.23 POSTPONEMENT OF THE EVENT DUE TO COVID-19 PANDEMIC OR FORCE MAJEURE

Organiser shall be entitled, at any time and at its sole discretion, to postpone the Race if the health emergency caused by Covid-19 persists, or for extraordinary and unexpected events beyond its control such as, including but not limited to, new epidemics, measures issued by the authorities, earthquakes, floods, sudden climatic changes which prevent, in whole or in part, the performance of the Race.

Any request for withdrawal shall be subject to the provisions set forth in Article 8.13 according to the new deadlines that will be communicated.

### 8.24 CANCELLATION OR SUSPENSION OF THE EVENT DUE TO COVID-19 PANDEMIC OR FORCE MAJEURE

Organiser shall be entitled, at any time and at its sole discretion, to cancel and/or suspend the Race if the health emergency caused by Covid-19 persists, or for extraordinary and unexpected events beyond its control such as, including but not limited to, new epidemics, measures issued by the authorities, earthquakes, floods, sudden climatic changes which prevent, in whole or in part, the Race.

In case of cancellation or suspension of the Race, the Organiser shall refund the entry fees as follows:

From: opening date for entries To: closing date for entries	The fee paid as a deposit by the Competitor shall be entirely refunded to the latter;
From the day following the closing date for entries To: Wednesday <b>5<sup>th</sup> May</b>	The fee paid as a deposit by the Competitor shall be entirely refunded to the latter net of administrative charges in the amount of Euros 250.00 plus V.A.T. equal to 22%;

From: Thursday 6 <sup>th</sup> May To: Wednesday 26 <sup>th</sup> May	The fee paid as a deposit by the Competitor shall be entirely refunded to the latter net of a deduction as administrative and management costs equal to 10% of the fee paid plus VAT at 22%
From: Thursday 27 <sup>th</sup> May To: Friday 4 <sup>th</sup> June	The fee paid as a deposit by the Competitor shall be entirely refunded to the latter net of a deduction as administrative and management costs equal to 20% of the fee paid plus VAT at 22%
From: Saturday 5 <sup>th</sup> June To: Sunday 13 <sup>th</sup> June	The entry fee shall be refunded to the extent of 50% plus VAT equal to 22%;
From: Monday 14 <sup>th</sup> June	The entry fee shall not be refunded

In case of postponement of the race, the aforementioned time limits will be extended.

Competitors included in the Waiting List shall be subject to the provisions of Article 8.21; Competitors who have not been accepted shall be subject to the provisions of Article 8.12 of these SRR.

## 8.25 HEALTH EMERGENCY COVID-19 - FORCE MAJEURE

The Competitor, having taken note of the current exceptional situation, in Italy and in the world, due to COVID-19 pandemic and of the fact that it is currently not possible to predict the potential developments of the pandemic itself, nor of the possible emergency (or otherwise) measures which may from time to time be adopted by the competent authorities in relation to the aforementioned pandemic, with the execution of these SRR expressly accepts and agrees as follows:

- (i) the Organiser has the right to postpone, cancel or suspend the Race should this be necessary or appropriate, prior or during the Race itself, due to reasons arising out from the COVID-19 pandemic or other and new extraordinary and unforeseeable events that make its organization impossible or excessively difficult;
- (ii) to comply with any and all provisions, regulations, guidelines, specifications, etc. which may be issued from time to time by any Italian Authority, or even by the Organiser, regarding the COVID-19 pandemic and/or the prevention of related infections.

## Article 9 - GENERAL OBLIGATIONS

### 9.1 ADMINISTRATIVE CHECKS

Competitors and drivers must be present in person and with the accepted car, failure to do so will imply the impossibility of passing the checks and therefor of participating in the race, in the ways and means established in the programme. The Sports Inspectors and Road Traffic Police will undertake the following checks and formalities:

- a) checking of mandatory documents for competitors and drivers to be presented in original copy:
  - valid driving license, national and international;
  - sports licence of the nation of belonging or Italian daily licence;
  - medical certificate (Article 6.2 of these SR);
  - valid competition car insurance;
  - competition car registration papers.
  - possible declaration of non-necessity of periodic revision of the vehicle according to the laws of the country of registration of the vehicle.
- b) hand out and apply the Personal Identification Device (CPI) described in Article 9.2 of these SR;
- c) sign, for acceptance, the check forms drawn up by the organiser and the Road Traffic Police;
- d) listening to or acknowledgement of the briefing by the organiser and the Clerk of the course on the methods and procedures of the race, signing for acceptance of the contents.

The procedures for carrying out the administrative checks may be totally or partially dematerialised according to the anti COVID regulations prepared by the ASN and national or territorial government Bodies.

### 9.2 PERSONAL IDENTIFICATION DEVICE (CPI)

During the administrative checks, a Personal Identification Device (CPI) will be applied to each driver, in order to identify clearly the participant for the entire duration of the event.

The staff delegated by the organiser will be responsible for the application of this device and this cannot be refused by the driver.

The device cannot be ceded and cannot be removed until the end of the competition on penalty of exclusion from the race.

The exhibition of the (CPI) can be requested by Officials or by escorting Road Traffic Police, at any moment. The absence of the sticker can result in the exclusion of the crew and the car from the race.

In the case of breakage or loss of the (CPI) the driver must first notify it to the first Competitor Relations Officer he finds along the route.

**9.2.1** Only members of crews who have passed the pre-competition administrative checks can participate in the competition. No exchanges of authorised drivers are allowed between cars in the race.

Should persons other than those who have passed the pre-competition administrative checks be found on board a competition car during the race, except for the transport of an injured person, the car and its driver will immediately be excluded from the race; this also does not exclude further penalties to be decided at the discretion of the Stewards.

### **9.3 COMPETITION NUMBER STICKERS**

At the administrative checks, each competitor will receive a Sticker Kit consisting of:

- 3 round number holder stickers, with the competition number and the Organizer's advertising;
- 2 series of pre-spaced fluorescent competition numbers.

#### **9.3.1 APPLYING THE COMPETITION STICKERS TO THE CARS**

Cars must be presented for technical checks with all the kit stickers mentioned in Article 9.3 of these SR already applied, according to the following instructions:

- a) 1 round number holder sticker for each side of the competition car on the front doors (in cars with doors) or on the front sides (on cars without doors or with small doors);
- b) 1 round number holder sticker on the front bonnet of the competition car;
- c) 1 pre-spaced fluorescent number on the front windshield positioned to allow it to be seen when looking at the front part of the competition car;
- d) 1 pre-spaced fluorescent number on the rear window: should this not be possible the sticker must be applied on the rear boot in such a way as to allow it to be visible looking at the back of the competition car;

The guide layout is provided attached to these SR, for the correct positioning of the competition numbers (Appendix 3).

Should it not be possible to apply all three of the round number holder stickers that are distributed, on the cars due to lack of space, it will be possible to apply only 2 stickers. In this case, the third sticker must be returned to the Organisation at the technical check, failure to do so could result in exclusion from the race.

### **9.4 SCRUTINEERING**

After having passed all the administrative checks, the crews must submit the cars to scrutineering, in the ways and times stated in the programme. Failure to do so will lead to the cars being excluded from the race. Checks will be as follows.

- a) check of the correct positioning of the stickers in compliance with Articles 9.3.1 of these SR and check of the sound and light signals suitable for travelling on the road;
- b) check of the following documents, to be presented as originals:
  - Registro 1000 Miglia Certificate
  - FIVA International Identity Card and/or FIA Heritage Certificate and/or valid ACI Sport Fiche and/or HTP FIA concerning the competition car, all valid;
  - check that notified data correspond with registration data (year of manufacture and chassis number);
- c) placing of safety equipment as per Article 9.6 of these SR.

### **9.5 SEALING**

At the end of the scrutineering the competitor or his/her assignee must take the competition car to be sealed, in the ways and times stated in the programme.

The organiser will arrange for the competition cars to be escorted by the Road Traffic Police leaving the area in front of the Centro Fiere of Brescia at the following times:

- from 13:30 to 20:00 on Tuesday 15<sup>th</sup> June;
- from 07:30 to 11:30 on Wednesday 16<sup>th</sup> June.



During stamping, the Scrutineers will apply a "lead" to the steering column or another non movable part of the competition car and will also apply a "Checked" sticker that cannot be removed, onto the car. Removal will result in the car being excluded from the race.

## 9.6 SAFETY EQUIPMENT

The GPS tracker equipment supplied by the organiser must remain installed on the competition car for the entire duration of the race. The equipment must be returned to the CO/TC at the final arrival.

The device will be pre-installed during the scrutineering by company engineers (a strip of Velcro will be applied on the vehicle to fix the device) and all necessary information as well as a use manual for the device will be provided, as well as a release form for the use of data recorded on the device itself.

The "GPS Tracker" will track compliance to the route of the competition by the team and will also record the speed of the car. Recorded data will be available to the competition Directors and Stewards in order for them to take disciplinary action against the competitors who have broken the Road Safety Rules and the competition regulations, aside from any other provisions that could be taken by Police Officers who have detected an infringement of the law. Data could be made available following a request by the legal authorities.

In the case of loss or malfunction of the device, the competitor will notify this to the Competitor Relations Officer at every T.C. or those responsible for technical devices present at every lunch break and every arrival/start of each Leg.

In the case of withdrawal of a competitor along the route of the various Legs, the device will be returned to the Competitor Relations Officers or to the persons responsible for this in the Technical Support Convoy (Technical Car and Pace Car).

## 9.7 OBLIGATIONS OF COMPETITORS - RULES OF CONDUCT

Throughout the event, drivers must drive prudently and carefully, scrupulously respect the Italian Road Traffic Law and instructions given by the Clerk of the course and by Officials.

The Officials - those in Charge (Article 2.4 of these SR) positioned in the Technical Support convoy (teams in the Front Car, Pace Car and Technical Car), Road Traffic Police Officers will notify violations and offences of the Regulations, and the Instructions stated above.

In the case of infringements, the Clerk of the course will notify the Stewards who will apply the following penalties:

- first offence: 1.000 negative penalty points;
- second offence: 12.000 negative penalty points;

Depending on the seriousness of the offence, the Stewards will apply the penalties up to exclusion from the event, even after only one offense.

In each Leg, the CoC can undertake speed checks on all the cars in the race. The Officials along the route as well as all the cars in the Technical Support convoy and Road Traffic Police Officers will also be responsible for supervising the conduct of the competitors and their service and team vehicles, notifying the Clerk of the course of any offence but without taking any independent decisions.

Also, Road Traffic Police Officers and local Police Members in the relative areas can notify the CoC of any offences by competitors and their service and team vehicles.

Driving behaviour should always be prudent for oneself, for Officials, and especially for spectators.

Each competitor is always responsible also for the behaviour of their service and team vehicles, which must necessarily strictly observe the instructions given by Officials and Marshals and must follow the route envisaged in the Road book in some parts of the competition route. Failure to comply with this provision will result in sanctions against the relevant competitor, and may even lead to expulsion from the race, at the Stewards' discretion.

## 9.8 CHECKING OF PERSONAL IDENTIFICATION DEVICE (CPI)

For the entire duration of the event, the Officials on duty can ask the drivers to see their CPI. Drivers that cannot show their stickers could be expelled from the competition by the Stewards.

## Article 10 - RUNNING OF THE COMPETITION

### 10.1 START

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

Under the control of Officials, departure may take place by pushing the car, if it fails to leave on its own.

Competitors must not stop the competition car in the control areas (between the areas signalling the Start and End areas), exception being made for the check areas where the authorisation stamp will be printed by the Officials, reversing, changing direction, opening doors and in any way hindering the other teams will lead to the application of the penalty as stated in Article 12 of these SR.

The teams that do not make the CO/TC 1 Brescia - Departure Leg 1, will be penalized as specified in Article 12 of these SR for each missed transit check. Transit at CO/TC of the Leg 2 - Departure will still be mandatory, under penalty of exclusion.

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

Any defect in detection of times, caused by any failure or malfunction of the equipment, will result, for the said checks, in the application of the average to each competitor and/or the annulment of the checks themselves for all competitors.

The organisers will state in the Road book, this will also be indicated on site, a straight stretch of road with measurements, used as the measured base in the preparation of the Road book, and competitors can verify this before the race.

### 10.2 TIME CONTROLS (CO/TC)

The purpose of the Time Control (CO/TC) is to outline the areas in which the route of the competition is divided, in order to regulate the conduct of the same and to make sure the average speed is respected.

Each competitor (even when 3 cars a minute have been planned for) must be measured on the minute (e.g. for transit time 14:01 it will be possible to transit without penalty from 14:01:00 to 14:01:59). The excesses as regards the ideal times established will determine the classification.

Penalties for delays and early arrivals at a CO/TC are those stated in Article 12.1 of these SR.

Delays and early arrivals at a CO/TC must not be caught up in the next CO/TC. Teams must leave the "check area" free for transit. They are authorised to enter this area on board their car, in the minute preceding the ideal one for transit, and remain in the area for the time strictly necessary to record the transit time.

When the time is being read, the car must be inside the time reading area. During reading operations, at least one member of the team must be on board the competition car.

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

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

All the CO/TCs will be appropriately marked with signs in compliance with the examples attached to these SR (Appendix 6).

Vehicles transiting through an OC/TC in the opposite direction or a direction other than the one decided by the organiser will be excluded from the race.

### 10.3 TIME TRIALS (PC/TT)

Time Trials (PC/TT) are those timed areas of the route, between two consecutive readings where the drivers must keep to a set time indicated in the Itinerary Table and in the Time Card.

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



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

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

For PC/TT located in equipped areas or temporary circuits, competition tracks, kart-racing tracks, and for PC/TTs with lengths less than 300m, an appropriate map will be attached with the Road Book.

All PC/TTs will be properly marked both at the start and at the end, with signs in compliance with the examples attached to these SR (Appendix 6).

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

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

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

#### **10.4 AVERAGE TRIALS (PM/AT)**

Average Trials (PM/AT) are those sections of the route in a sector in which drivers must maintain a pre-established hourly average, indicated in the TDT and the Time Card.

For the purposes of the Trial classification, all the scores made by proceeding to the arithmetic sum of the scores taken from the "TABLE OF POINTS FOR THE AVERAGE TRIALS" attached to the Supplementary Regulations of the race will be considered; the total of the points will then be divided by the number of scores made in the Trial considered.

The Road book will indicate the starting place and the place that constitutes the theoretical maximum limit of the PM/AT end. In the sector between the beginning and the end of the PM/AT, the average is measured at one or more points not known by the driver: the TDT will indicate the number of measurements made for each PM/AT. For each average trial it will be possible to foresee up to 5 measurements.

The transit time will be recorded per second, rounded down, through the GPS-Tracking equipment installed at the pre-race checks.

##### **10.4.1 START OF AVERAGE TRIALS**

- a. the start time of the PM/AT is free and coincides with the passage on the pressure gauge on the start line;
- b. the transit time on the pressure gauge will be lapped manually by the Time-keepers assigned for the purpose, will be measured to the second lapsed.

#### **10.5 PASSAGE CONTROLS (CT/PC)**

The purpose of the Passage Controls (CT/PC) is to check the strict adherence to the established route.

The opening and closing times of the CT/PC will be notified by the Clerk of the course Bulletin. At the CT/PCs, drivers must stop the cars in order for the check stamp or "all clear" stamp to be printed in the relative area of the Time Card. The absence of this stamp will mean exclusion.

All the CT/PC areas will be properly marked with signs in compliance with the examples attached to these SR (Appendix 6).

Vehicles transiting through a CT/PC area in the opposite direction or one other than the one decided by the Organiser will be excluded from the race.

#### **10.6 ARRIVAL**

Arrival check will be in Brescia – Piazzale Iveco and will be open from 15:30 on Saturday **19<sup>th</sup> June** 2021.

After the arrival CO/TC, competitors will proceed following the instructions given by Marshals, to the arrival ramp.

## Article 11 - MAXIMUM LATENESS

A crew will be over the maximum lateness:

- if it transits through a Time Control (CO/TC) with more than 30 minutes delay.
- if it accumulates delays through various Time Controls totalling more than 60 minutes delay.

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

The opening and closing times of the Time Trials (PC/TT), the Average Trials (PM / AT) and of the Print Checks (CT /CP) will be notified through a Clerk of the course Bulletin.

## Article 12 - PENALTIES AND DISCIPLINARY MEASURES

### 12.1 TIME CHECKS (CO/TC)

- for every minute or fraction thereof early: 100 negative penalty points
- for the first 2 minutes or fraction thereof late: 25 negative penalty points
- For more than 2 minutes and up to 5 minutes: 50 negative penalty points
- For delay of more than 5 minutes and up to 10 minutes: 100 negative penalty points
- Over 10 minutes and up to 20 minutes: 200 negative penalty points
- For over 20 and up to 30 minutes: 300 negative penalty points
- For each delay beyond the maximum time: 12,000 negative penalty points

### 12.2 TIME TRIALS (PC/TT)

- for each 1/100 of second early or late: 1 negative penalty point

### 12.3 SECRET TRANSIT CHECKS

- up to 20 minutes early: 320 negative penalty points
- more than 20 minutes early: 12,000 negative penalty points
- 2<sup>nd</sup> time more than 20 minutes early: exclusion

### 12.4 TIME CARD

- alterations, changes or corrections not endorsed by Officials: exclusion
- Failure to record a CO/TC: 12.000 negative penalty points
- Lack of a control stamp (CT/PC): 12.000 negative penalty points
- Failure to return to the CO/TC of Leg arrival: exclusion

### 12.5 OTHER PENALTIES

- refusal to start at the hour and in the set order: 100 negative penalty points
- stopping the car in the control area (stationary wheel): 100 negative penalty points
- unauthorised access of the crew in the check area (subject to further action): 300 negative penalty points
- missing transit or time annotation at any control point: 12.000 negative penalty points
- unauthorized stopping in a control area: 12.000 negative penalty points
- blocking the passage and/or damaging other crews: exclusion
- for non-sportsmanlike behaviour: from warning to exclusion
- for passage in a control area in a wrong or different direction: exclusion
- for infringements of the Road Safety Rules: up to exclusion
- document irregularities during administrative checks: non-acceptance
- failure to comply with the checking times: up to non-acceptance
- not starting at the first and the second Legs: exclusion
- allowing a person other than a crew member to drive the car: exclusion
- lack of a competition number or competition license plate: fine
- lack of two or all of the competition numbers: exclusion
- failure to comply with provisions concerning the synchronization of chronometers: up to exclusion
- for non-prudent behaviour of a crew member, or assistants or team car: up to exclusion
- for leaning out of a moving car: up to exclusion
- Failure to comply with the orders of Officials and Marshals: up to exclusion
- Article 8.6 - first offense: 1.000 negative penalty points
- Article 8.6 - second offense: 12.000 negative penalty points
- infringements of the rules on advertising on cars in the race: 12.000 negative penalty points

## Article 13 - CLASSIFICATION-PROTESTS AND APPEALS

### 13.1 CLASSIFICATION

The following classifications will be drawn up:

- a) overall classification;
- b) group classification;
- c) special classifications:
  - c1) by penalties;
  - c2) female crews (all members);
  - c3) for countries with at least 10 departing crews, compiled considering the sum of the 3 best individual results taken from the general Classification;
  - c4) by crews and cars registered by the Armed Forces.
  - C5) "Sponsor Team" compiled by adding the individual scores of the Overall Classification obtained from the best 3 crews belonging to each Sponsor Team.
  - C6) "Guest Car"

### 13.2 COMPILATION AND PUBLICATION OF RESULTS

Classifications will be drafted on the basis of points scored by each crew in the PC/TT, in the PM/AT, the CO/TC and calculated according to the "points table" (Appendixes 8 and 9) and the coefficient assigned to each car (Appendix 7), deducting any possible negative penalty points.

"Differences" are not provided for.

The crew that receives the highest number of points will be declared the winner.

In case of a tie in the final classification, the winning position will be awarded to the crew/crews that has/have accumulated the least number of penalties, not points, during the race.

Those crews that do not transit or do not hand in the Time Card to the final arrival point, (the arrival of Leg 4), will not be classified.

The results will be published as per the Programme.

### 13.3 PROTESTS AND APPEALS

Protests and appeals must be submitted in the manner and within the terms established by the National Sporting Regulations.

- For each protest, the security deposit is € 350,00.
- For each appeal, the security deposit is € 3.000,00.

### 13.4 TERMS FOR SUBMISSION OF PROTESTS OR REQUESTS OF TIME CHECK

The classifications compiled at the end of Legs 1, 2 and 3 are to be considered final in the elements used to complete them. These classifications will be published 30 minutes before the start of each Leg: competitors may submit a complaint (including a request of timing verification) against published documents, until the time of their individual starts by presenting a document with reasons for the dispute to the Competitor Relations Officers present at the start.

## Article 14 - PRIZES

The event will have the following honour prizes:

- for the first 30 crews of the overall classification (prizes for both crew members);
- for the first 3 classified of the group classification (prizes for both crew members);
- for the first 3 classified of entirely female crews (*classification c2*) (prizes for both crew members);
- for the first place in other special classifications:
  - penalties (*classification c2*) (prizes for both crew members)
  - nationalities (*classification c3*) (prizes for both crew members)
  - Armed Forces (*classification c4*) (prizes for both crew members)
  - Sponsor Team (*classification c5*) (prizes for both crew members)
  - Guest Car (*classification c6*) (prizes for both crew members)

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

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

## **Article 15 - GENERAL RULES**

### **15.1 RESPONSIBILITIES**

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

- to recognize and accept the provisions of the National Sporting Regulations (and Sector Rules) and the present SR, committing themselves to respect and to enforce them;
- under their direct responsibility, to have their Drivers, their assistance personnel, employees and appointees sign these SRR for acceptance, which shall be strictly observed;
- to relieve the Italian Automobile Club, the ACI Sport, the ACI Brescia, the Organiser 1000 Miglia S.r.l. and all persons involved in the organisation, as well as the Automobile Clubs involved in the event, the Local Authorities involved, the Officials and the owners of the routes where the competition takes place from any liability regarding any damages to competitors, or their drivers, navigators, employees and agents, or things, or produced or caused to third parties or of objects by the competitor himself, his drivers, navigators, employees and agents.

### **15.2 DISPUTES**

Competitors undertake to resolve any dispute of a patrimonial nature that may arise due to facts arising from the application and/or interpretation of these SRR and from the course of the Event by means of the sports arbitration provided for in articles 236 et seq. of the National Sporting Regulations and the ACI Sporting Justice Regulations for disputes of a sporting nature that occurred during the Event. All disputes of a technical and disciplinary nature definitively decided by the Organiser and/or its own bodies that have given rise to penalisation or exclusion from the Event rankings or to financial penalties are expressly excluded from the sporting arbitration;

### **15.3 ADVERTISING**

No form of advertisement may be placed on the car, unless this is expressly provided for by the organiser, which will be announced by a special information bulletin, in compliance with the provisions of current ACI Sport legislation.

Competitors whose cars were entered by the Sponsor in the "Sponsor Team", can exhibit on the sides of their cars, a logo or wording having maximum dimensions of 10 x 20 cm or similar.

The accepted logo or wording can echo the commercial Trademark of the sponsor and can appear on competition cars belonging to each mentioned "Sponsor Team" and will in any case be subject to prior authorisation by the Organiser.

The number of authorised competition cars for each Sponsor, will be determined by the agreements signed between the Organiser and the Sponsor itself.

To obtain the Organiser's authorisation, each interested Sponsor must submit the planned artwork and state which motor cars will be part of his "Sponsor Team" sending his request within and no later than Thursday 20<sup>th</sup> May 2021, to the following address: [participants@1000miglia.it](mailto:participants@1000miglia.it)

The names of the crewmembers can be written on each of the sides of the competition cars in the maximum dimension of 10 x 40 cm per side.

A Club logo, not having advertising purpose (all or part thereof), can appear on each side of competition cars occupying a maximum space of 10 x 10 cm, per side or equivalent surface.

The original livery is tolerated as regards identification badges, even if they constitute advertising, limited however to what was originally used for that specific vehicle identified with the chassis number.

Any form of advertising that does not correspond to what is stated in this article will be removed by the Organiser and/or by Officials who will carry out checks before and during the race.

The breach of the provisions of this article will be sanctioned with 12,000 negative penalty points. Those crews that will be found non-compliant with the provisions set forth above will be denied participation in

future editions of the event. The organiser reserves the right to charge the offending crew with damages resulting from the contravention of this Article.

The participants therefore agree to assume the obligation to pay compensation for all damages suffered by the organiser and third parties in general, relieving the same from any liability, for any and all liability and/or damages resulting from the violation of the abovementioned prohibition.

#### 15.4 COMPETITION NUMBER PLATES

All the competition numbers (plates) handed over by the Organiser to the competitor must be attached to the competition cars. The discovery of one of the delivered competition number plates on a car other than the competition car, will lead to a penalty that could result in the immediate exclusion of the same competition car from the competition.

### Article 16 - INSURANCE

The Organizer adheres to the current sporting insurance policy: the 1000 Miglia 2021 competition is covered by the CL Insurance Policy provided for in Article 56 of the RNS ACI Sport.

In this context, he confirms that he is fully aware that the CL policy, as mentioned in Article 56 of the RSN, complies with the regulations provided for in Article 124 of the insurance code, with minimum legal requirements, integrated by the organiser of 1000 Miglia S.r.l. up to the following limit of liability by type of risk:

- a) RCT (CLR) insured limits of liability –Civil Liability Risks (Third Parties)
  - € 25.000.000,00 per accident, with the limit of:
    - € 25.000.000,00 for personal damages, regardless of the number of people involved, and of
    - € 25.000.000,00 for damages to objects and animals
- b) RCO insured limits of liability – Organiser Risks
  - € 25.000.000,00 per accident
  - € 25.000.000,00 per person

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

The liability insurance of the Organisers will be operational, for each competitor, from the moment of completion of its administrative checks and will cease upon arrival or at the time of closing of the Time Control subsequent to that in which the competitor has withdrawn.

### Article 16 - APPENDIXES

The following appendixes are an integral part of these SR:

- **APPENDIX 1:** Facsimile of the Medical Certificate for non-competitive sports activities;
- **APPENDIX 2:** Facsimile of the Medical Certificate for competitive sports activities;
- **APPENDIX 3:** Positioning of competition numbers on the cars;
- **APPENDIX 4:** Itinerary Table: (the definitive Itinerary Table will be communicated with the Road book);
- **APPENDIX 5:** Maps of the route: (will be communicated with the Road book);
- **APPENDIX 6:** Signage Posters of Checks;
- **APPENDIX 7:** Coefficient Table;
- **APPENDIX 8:** Points table for the Time Trial (TT);
- **APPENDIX 9:** Points table for the Average Tests (AT).

Supplementary Regulations for the Grande Evento for historic cars to be held on **14<sup>th</sup>/19<sup>th</sup> June** 2021 called 1000 MIGLIA 2021

The LEGAL REPRESENTATIVE states that modifications to the Special Regulations of the type drawn up by ACT have been done; each modification has been highlighted in bold.

The Clerk of the course  
(has read and accepts the appointment)

Lucio DE MORI \_\_\_\_\_ signed \_\_\_\_\_

The legal representative of the Organising Body

Alberto PIANTONI \_\_\_\_\_ signed \_\_\_\_\_

For the Regional Delegation

Alessandro TIBILETTI \_\_\_\_\_ signed \_\_\_\_\_

SEEN AND APPROVED  
THE SECRETARY OF ACI SPORTS BODIES  
Marco FERRARI

\_\_\_\_\_

These SR have been approved on **18/01/2021** with approval number AS03/2021.

**Allegato 1: Fac-simile Certificato Medico Attività Sportiva non agonistica**

Legge n°125,art.4,comma 10 septis e Decreto Ministero della Salute dell'08 agosto 2014

**Certificato di idoneità alla pratica di attività sportiva di tipo non agonistico**

Sig.ra / Sig.....

Nata/o a ..... il .....

residente a.....

Il soggetto, sulla base della visita medica da me effettuata,dei valori pressione arteriosa rilevati,nonché del referto del tracciato ECG eseguito in data ....., non presenta controindicazioni in atto alla pratica di attività sportiva non agonistica.

Il presente certificato ha validità annuale dalla data del rilascio.

Luogo.....

data.....

il Medico

.....

timbro con codice identificativo e firma

**Attachment 1:Facsimile Medical Certificate for non-competitive Sporting Activities**

Law n° 125, art.4, para.10 septis and Ministry of Health Decree of 8 August 2014

**Certificate of Fitness for non-competitive sporting activities**

Mr/Ms.....

Born in..... on.....

Resident in .....

The individual, on the basis of a medical examination carried out by myself, including arterial blood pressure readings and ECG, carried out on....., does not present any current contraindications to non-competitive sporting activities.

This certificate is valid for one year from the date of issue.

Place.....

Date.....

The Doctor

.....

Stamp with identification code and signature



**Allegato 2: Fac-simile Certificato Medico Attività Sportiva agonistica**

Regione .....U.S.L.....

Certificato di idoneità  
all'attività Sportiva Agonistica  
(Art. 5 - D.M. 18.2.82)

Certificato N°.....

Cognome.....

Nome.....

Nato a .....

il.....

Residenza e/o domicilio.....

Documento d'identità.....

Sport per cui è richiesta la visita .....

L'atleta di cui sopra sulla base della visita medica e dei relativi accertamenti non presenta controindicazioni

in atto alla pratica dello sport .....

Il presente certificato ha validità di .....

e scadrà il .....

Data .....

IL MEDICO

.....  
TIMBRO CON CODICE IDENTIFICATIVO E FIRMA

**Attachment 2: Facsimile Medical Certificate for competitive Sporting Activities**

Region ..... USL .....

Certificate of Fitness  
for Competitive Sporting activities  
(Art. 5 – D.M. 82.2.82)

Certificate N°.....

Surname .....

Name .....

Born in.....

On.....

Resident and/or Domicile in .....

Identity Document.....

Sport for which the examination is requested .....

The abovementioned athlete, based on the medical examinations carried out and the relative results, does not present any current contraindications for the following sport

.....

This certificate is valid for .....

And will expire on .....

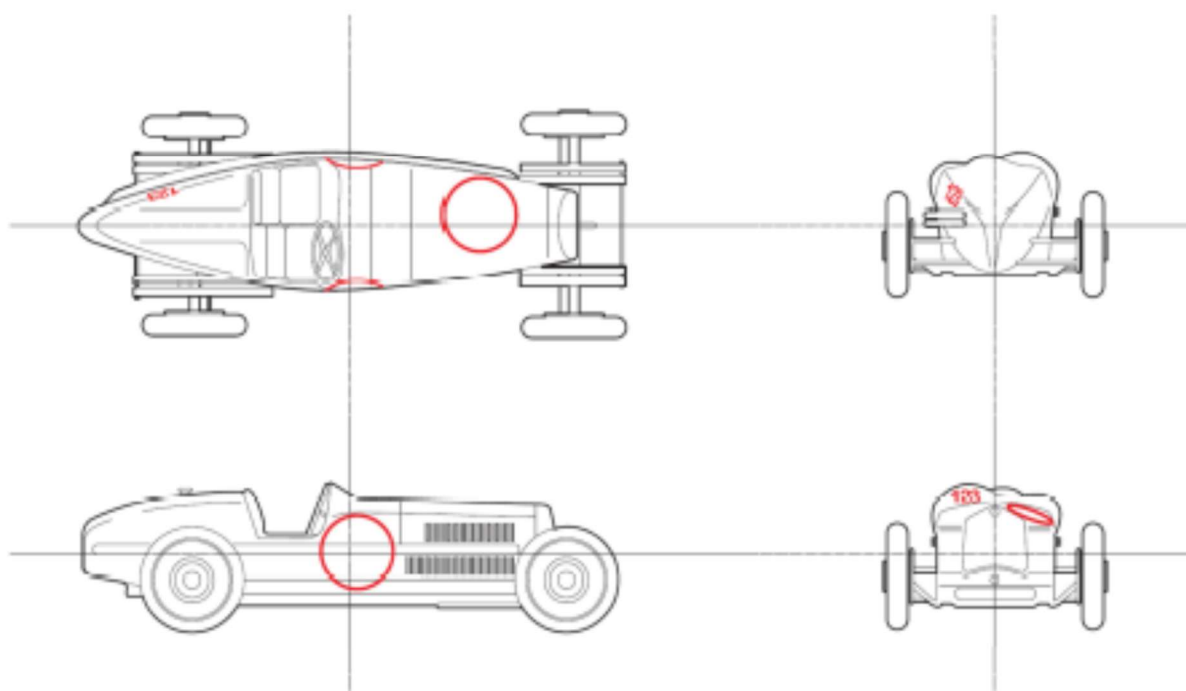
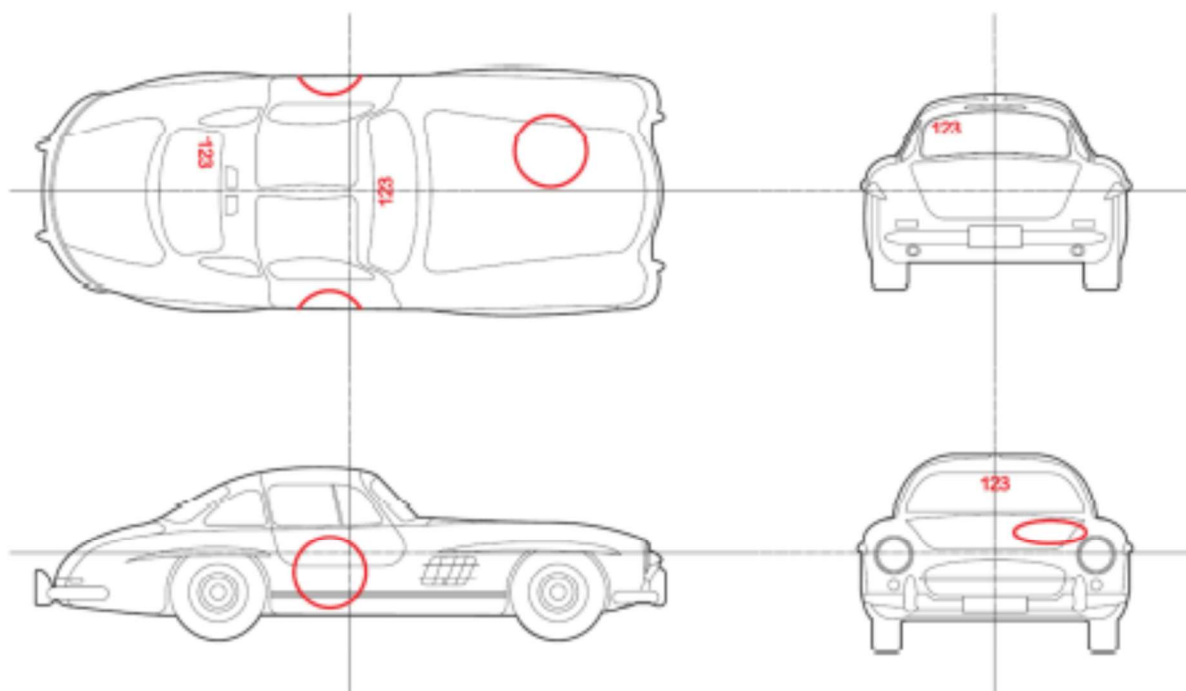
Date.....

THE DOCTOR

.....  
STAMP WITH IDENTIFICATION CODE AND SIGNATURE



**Allegato 3: Posizionamento Numeri di Gara sulle vetture**  
**Attachment 3: Positioning of Race Numbers on the cars**



**Allegato 4: Tabella delle Distanze e dei Tempi**  
**Attachment 4: Itinerary table (the TDT will be distributed together with the Road book)**

**Allegato 5: Mappa del Percorso di Gara**  
**Attachment 5: Maps of the route**



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**Allegato 6: Cartellonistica dei controlli**  
**Attachment 6: Control Signs**

**CARTELLI DEI CONTROLLI - CONTROL SIGNS**

<b>CO / TC*</b>	INIZIO ZONA CONTROLLO • CONTROL AREA START 	CONTROLLO • CONTROL ROSSO/RED 	FINE ZONA CONTROLLO • CONTROL AREA END 
	GIALLO/YELLOW mt 25 circa - approx.	mt 25 circa - approx.	BEIGE mt 25 circa - approx.
<b>CT / PC**</b>	INIZIO ZONA CONTROLLO • CONTROL AREA START		
	GIALLO/YELLOW mt 25 circa - approx.		
<b>PC***</b> SINGOLE O CONCATENATE LUNGHEZZA INFERIORE / UGUALE A 300 MT.	INIZIO ZONA CONTROLLO • CONTROL AREA START 	CONTROLLO • CONTROL ROSSO/RED 	FINE ZONA CONTROLLO • CONTROL AREA END 
	GIALLO/YELLOW mt 25 circa - approx.	ROSSO/RED lunghezza inferiore/uguale - length inferior/equal to 300mt.	BEIGE mt 25 circa - approx.
<b>TT****</b> SINGLE OR CONNECTED LENGTH INFERIOR / EQUAL TO 300 MT.	INIZIO ZONA CONTROLLO • CONTROL AREA START 	CONTROLLO • CONTROL ROSSO/RED 	FINE ZONA CONTROLLO • CONTROL AREA END 
	GIALLO/YELLOW mt 25 circa - approx.	ROSSO/RED lunghezza inferiore/uguale - length inferior/equal to 300mt.	BEIGE mt 25 circa - approx.
<b>PC***</b> SINGOLE O CONCATENATE LUNGHEZZA SUPERIORE A 300 MT.	INIZIO ZONA CONTROLLO • CONTROL AREA START 	CONTROLLO • CONTROL ROSSO/RED 	FINE ZONA CONTROLLO • CONTROL AREA END 
	GIALLO/YELLOW mt 25 circa - approx.	ROSSO/RED lunghezza inferiore/uguale - length inferior/equal to 300mt.	BEIGE mt 25 circa - approx.
<b>TT****</b> SINGLE OR CONNECTED LENGTH SUPERIOR TO 300 MT.	INIZIO ZONA CONTROLLO • CONTROL AREA START 	CONTROLLO • CONTROL ROSSO/RED 	FINE ZONA CONTROLLO • CONTROL AREA END 
	GIALLO/YELLOW mt 25 circa - approx.	ROSSO/RED lunghezza inferiore/uguale - length inferior/equal to 300mt.	BEIGE mt 25 circa - approx.
<b>PM</b> PROVA DI MEDIA CON UNO O PIU' CONTROLLI SEGRETI	INIZIO ZONA CONTROLLO • CONTROL AREA START 	CONTROLLO • CONTROL ROSSO/RED 	FINE ZONA CONTROLLO • CONTROL AREA END 
	GIALLO/YELLOW mt 25 circa - approx.	ROSSO/RED estensione della prova di media / extension of average test	BEIGE estensione della prova di media / extension of average test
<b>AT</b> AVERAGE TEST WITH ONE OR MORE SECRET CONTROLS	INIZIO ZONA CONTROLLO • CONTROL AREA START 	CONTROLLO • CONTROL ROSSO/RED 	FINE ZONA CONTROLLO • CONTROL AREA END 
	GIALLO/YELLOW mt 25 circa - approx.	ROSSO/RED estensione della prova di media / extension of average test	BEIGE estensione della prova di media / extension of average test

**\*Ai Controlli Orari NON SEGUITI da Start Prova Cronometrata**

Le vetture sono autorizzate ad entrare nella zona di controllo (tra il cartello giallo e quello rosso di controllo) nel minuto che precede il loro minuto teorico di transito (solo se la zona è già stata liberata dalle vetture che precedono) oppure nel loro minuto teorico di transito e devono consegnare la tabella di marcia al cronometrista, per l'annotazione dell'orario di transito. I membri dell'equipaggio sono autorizzati a rimanere a bordo della vettura.

**\*\*Ai Controlli Timbro**

I membri dell'equipaggio devono rimanere a bordo della vettura e consegnare al commissario la tabella di marcia, per l'apposizione del timbro, senza iscrizione dell'orario di transito; la sosta nella zona deve essere limitata all'operazione di timbratura.

**\*\*\*Nelle Prove Cronometrate**

Tra il cartello giallo di inizio ed il cartello beige di fine zona controllo è vietato l'arresto (fermo vettura/fermo ruote) e la sosta della vettura.

**\*At the Time Controls NOT FOLLOWED by Start Time Trials**

The cars are authorized to enter the control area (between the yellow and red control sign) in the minute preceding their theoretical transit minute (only if the area has already been freed from the cars ahead) or during their theoretical transit minute and must hand in the time card to the timekeeper, in order for him to note down the transit time. Crew members are allowed to remain on board the car.

**\*\*\*During the Time Trials**

Between the yellow sign at the beginning and the beige sign at the end of the control area, it is forbidden to stop (vehicle stopped/wheels stopped) and park the car.

**\*\*\*At the Stamp Controls**

The crew members must remain on board the car and hand in the time card to the Marshal, where he will put the stamp, without inscription of the transit time; parking in the area must be limited only to the stamping operation.



## Allegato 7: Tabella dei Coefficienti – Attachment 7: Coefficient table

## TABELLA COEFFICIENTI / COEFFICIENTS LIST

MARCA MARQUE	MODELLO MODEL	COEFF. 2020	PERIODO PERIOD	CLASSE CLASS	CATEG.	FACTOR CALCULATION			FATTORE MM
						Period	Classe	Categ.	
A.L.F.	Ardea 750 barchetta	1,35	1950-1952	<750	S	0,15	0	0,20	0
A.L.F.	Ardea 750 siluro	1,35	1950-1952	<750	S	0,15	0	0,20	0
A.L.F.	Ardea 750 spider	1,40	1947-1949	<750	S	0,20	0	0,20	0
A.L.F.	S.I.A.T.A. TC motore Ardea 750	1,30	1953-1957	<750	S	0,10	0	0,20	0
A.S.G.	SVA - Giannini 750	1,35	1950-1952	<750	S	0,15	0	0,20	0
ABARTH	600 FIAT	1,10	1953-1957	<750	T	0,10	0	0	0
ABARTH	750 Vignale	1,20	1953-1957	<750	GT	0,10	0	0,10	0
ABARTH	Cisitalia 204	1,65	1947-1949	<1100	SC	0,20	0,10	0,35	0
ABARTH	Cisitalia 204 A	1,60	1950-1952	<1100	SC	0,15	0,10	0,35	0
ABARTH	Cisitalia 204 A siluro	1,65	1947-1949	<1100	SC	0,20	0,10	0,35	0
ABARTH	Cisitalia 204 A spider	1,60	1950-1952	<1100	SC	0,15	0,10	0,35	0
ABARTH	Cisitalia 205 berlina Vignale	1,60	1950-1952	<1100	SC	0,15	0,10	0,35	0
ABARTH	FIAT 1100 S	1,60	1950-1952	<1100	SC	0,15	0,10	0,35	0
ABARTH	FIAT 1400 berlina Touring	1,40	1950-1952	>1101	GT	0,15	0,15	0,10	0
ABARTH	FIAT 750 Berlina	1,25	1953-1957	<750	GT	0,10	0	0,10	0,05
ABARTH	FIAT 750 Berlina Zagato	1,25	1953-1957	<750	GT	0,10	0	0,10	0,05
A.C.	Ace	1,40	1953-1957	>1101	SP	0,10	0,15	0,15	0
A.C.	Aceca Bristol Coupé	1,35	1953-1957	>1101	GT	0,10	0,15	0,10	0
ALA D'ORO	Stanguellini FIAT 1100 spider	1,50	1947-1949	<1100	S	0,20	0,10	0,20	0
ALCA	Volpe 124 cm <sup>3</sup>	1,40	1947-1949	<750	S	0,20	0	0,20	0
ALFA ROMEO	RL SS torpedo Zagato	1,70	1927-1929	>1101	S	0,35	0,15	0,20	0
ALFA ROMEO	RL SS torpedo	1,70	1927-1929	>1101	S	0,35	0,15	0,20	0
ALFA ROMEO	6C 1500	1,45	1930-1934	>1101	T	0,30	0,15	0	0
ALFA ROMEO	6C 1500 S	1,70	1927-1929	>1101	S	0,35	0,15	0,20	0
ALFA ROMEO	6C 1500 Sport Spider Zagato (winner 1928)	1,80	1927-1929	>1101	SS	0,35	0,15	0,25	0,05
ALFA ROMEO	6C 1500 SS	1,80	1927-1929	>1101	SS	0,35	0,15	0,25	0,05
ALFA ROMEO	6C 1500 MMS	1,80	1927-1929	>1101	SS	0,35	0,15	0,25	0,05
ALFA ROMEO	6C 1500 SS siluro Ghia	1,75	1927-1929	>1101	SS	0,35	0,15	0,25	0
ALFA ROMEO	6C 1500 SS	1,75	1930-1934	>1101	SS	0,30	0,15	0,25	0,05
ALFA ROMEO	6C 1500 SS spider Brianza	1,70	1930-1934	>1101	SS	0,30	0,15	0,25	0
ALFA ROMEO	6C 1500 SS spider Campari & Sorniotti	1,70	1930-1934	>1101	SS	0,30	0,15	0,25	0
ALFA ROMEO	6C 1500 SS spider Carr. Sport	1,70	1930-1934	>1101	SS	0,30	0,15	0,25	0
ALFA ROMEO	6C 1500 SS spider Ghia	1,70	1930-1934	>1101	SS	0,30	0,15	0,25	0
ALFA ROMEO	6C 1500 Gran Sport	1,75	1930-1934	>1101	SS	0,30	0,15	0,25	0,05
ALFA ROMEO	6C 1750 SS (winner 1929)	1,80	1927-1929	>1101	SS	0,35	0,15	0,25	0,05
ALFA ROMEO	6C 1750 GS Spider Zagato (winner 1930)	1,75	1930-1934	>1101	SS	0,30	0,15	0,25	0,05
ALFA ROMEO	6C 1750	1,45	1930-1934	>1101	T	0,30	0,15	0	0
ALFA ROMEO	6C 1750 GS	1,70	1930-1934	>1101	SS	0,30	0,15	0,25	0
ALFA ROMEO	6C 1750 GS a gasogeno	1,65	1930-1934	>1101	S	0,30	0,15	0,20	0
ALFA ROMEO	6C 1750 GT	1,60	1930-1934	>1101	GT	0,30	0,15	0,10	0,05
ALFA ROMEO	6C 1750 GT berlina Touring	1,55	1930-1934	>1101	GT	0,30	0,15	0,10	0
ALFA ROMEO	6C 1750 GT cabriolet Castagna	1,55	1930-1934	>1101	GT	0,30	0,15	0,10	0
ALFA ROMEO	6C 1750 S	1,60	1927-1929	>1101	GT	0,35	0,15	0,10	0
ALFA ROMEO	6C 1750 S torpedo	1,55	1930-1934	>1101	GT	0,30	0,15	0,10	0

ALFA ROMEO	6C 1750 S	1,60	1930-1934	>1101	GT	0,30	0,15	0,10	0,05
ALFA ROMEO	6C 1750 GS spider Brianza	1,70	1930-1934	>1101	SS	0,30	0,15	0,25	0
ALFA ROMEO	6C 1900	1,40	1935-1940	>1101	T	0,25	0,15	0	0
ALFA ROMEO	6C 2300	1,55	1935-1940	>1101	SP	0,25	0,15	0,15	0
ALFA ROMEO	6C 2300 B berlina	1,55	1935-1940	>1101	SP	0,25	0,15	0,15	0
ALFA ROMEO	6C 2300 B MM berlina Ghia	1,55	1935-1940	>1101	SP	0,25	0,15	0,15	0
ALFA ROMEO	6C 2300 B MM berlina Touring	1,60	1935-1940	>1101	SP	0,25	0,15	0,15	0,05
ALFA ROMEO	6C 2300 B motore 2500 SS	1,60	1935-1940	>1101	S	0,25	0,15	0,20	0
ALFA ROMEO	6C 2300 B MM spider Touring	1,65	1935-1940	>1101	S	0,25	0,15	0,20	0,05
ALFA ROMEO	6C 2300 GT berlina	1,50	1935-1940	>1101	GT	0,25	0,15	0,10	0
ALFA ROMEO	6C 2300 GT spider	1,50	1935-1940	>1101	GT	0,25	0,15	0,10	0
ALFA ROMEO	6C 2300 Pescara Touring	1,50	1935-1940	>1101	GT	0,25	0,15	0,10	0
ALFA ROMEO	6C 2300 Pescara berlina Touring	1,60	1935-1940	>1101	SP	0,25	0,15	0,15	0,05
ALFA ROMEO	6C 2300 Pescara spider	1,50	1935-1940	>1101	GT	0,25	0,15	0,10	0
ALFA ROMEO	6C 2300 Pescara spider Zagato	1,50	1935-1940	>1101	GT	0,25	0,15	0,10	0
ALFA ROMEO	6C 2300 Pescara Sport Spider Touring	1,60	1935-1940	>1101	S	0,25	0,15	0,20	0
ALFA ROMEO	6C 2500	1,60	1935-1940	>1101	S	0,25	0,15	0,20	0
ALFA ROMEO	6C 2500 SS spider Touring corsa	1,70	1935-1940	>1101	SS	0,25	0,15	0,25	0,05
ALFA ROMEO	6C 2500 SS spider corsa	1,65	1935-1940	>1101	SS	0,25	0,15	0,25	
ALFA ROMEO	6C 2500 SS spider Albanesi	1,55	1947-1949	>1101	S	0,20	0,15	0,20	0
ALFA ROMEO	6C 2500 SS spider	1,55	1947-1949	>1101	S	0,20	0,15	0,20	0
ALFA ROMEO	6C 2500 SS spider Pinin Farina	1,55	1947-1949	>1101	S	0,20	0,15	0,20	0
ALFA ROMEO	6C 2500 SS Spider Colli	1,60	1947-1949	>1101	S	0,20	0,15	0,20	0,05
ALFA ROMEO	6C 2500 SS coupé Touring	1,55	1947-1949	>1101	S	0,20	0,15	0,20	0
ALFA ROMEO	6C 2500 berlina	1,35	1947-1949	>1101	T	0,20	0,15	0	0
ALFA ROMEO	6C 2500 S cabriolet Pinin Farina	1,45	1947-1949	>1101	GT	0,20	0,15	0,10	0
ALFA ROMEO	6C 2500 SS "torpedino Brescia"	1,55	1947-1949	>1101	S	0,20	0,15	0,20	0
ALFA ROMEO	6C 2500 SS cabriolet Pinin Farina	1,55	1947-1949	>1101	S	0,20	0,15	0,20	0
ALFA ROMEO	6C 2500 Competizione	1,60	1947-1949	>1101	S	0,20	0,15	0,20	0,05
ALFA ROMEO	6C 2500 Freccia Oro	1,40	1950-1952	>1101	T	0,20	0,15	0	0,05
ALFA ROMEO	6C 3000 C50 berlina Touring	1,65	1950-1952	>1101	SC	0,15	0,15	0,35	0
ALFA ROMEO	6C 2500 SS	1,55	1950-1952	>1101	S	0,15	0,15	0,20	0,05
ALFA ROMEO	6C 2500 S cabriolet Touring	1,40	1950-1952	>1101	GT	0,15	0,15	0,10	0
ALFA ROMEO	6C 3000 CM berlina Colli	1,60	1953-1957	>1101	SC	0,10	0,15	0,35	0
ALFA ROMEO	8C 2300 spider	1,70	1930-1934	>1101	SS	0,30	0,15	0,25	0
ALFA ROMEO	8C 2300	1,70	1930-1934	>1101	SS	0,30	0,15	0,25	0
ALFA ROMEO	8C 2300 Spider Touring (winner 1932)	1,75	1930-1934	>1101	SS	0,30	0,15	0,25	0,05
ALFA ROMEO	8C 2300 MM Spider Zagato (winner 1933)	1,75	1930-1934	>1101	SS	0,30	0,15	0,25	0,05
ALFA ROMEO	8C 2300 Monza	1,70	1930-1934	>1101	SS	0,30	0,15	0,25	0
ALFA ROMEO	8C 2300 spider Castagna	1,70	1930-1934	>1101	SS	0,30	0,15	0,25	0
ALFA ROMEO	8C 2600 Monza (winner 1934)	1,75	1930-1934	>1101	SS	0,30	0,15	0,25	0,05
ALFA ROMEO	8C 2600 Monza spider Brianza	1,70	1930-1934	>1101	SS	0,30	0,15	0,25	0
ALFA ROMEO	Tipo B 2900 "P3" (winner 1935)	1,70	1935-1940	>1101	SS	0,25	0,15	0,25	0,05
ALFA ROMEO	B 2900	1,65	1935-1940	>1101	SS	0,25	0,15	0,25	0
ALFA ROMEO	8C 2900 A (winner 1936 - 1937)	1,70	1935-1940	>1101	SS	0,25	0,15	0,25	0,05
ALFA ROMEO	8C 2900 B MM (winner 1938)	1,70	1935-1940	>1101	SS	0,25	0,15	0,25	0,05
ALFA ROMEO	8C 2900 B [senza compressore] Berlina (winner 1947)	1,70	1935-1940	>1101	SS	0,25	0,15	0,25	0,05
ALFA ROMEO	8C 2900 B MM spider Touring	1,65	1935-1940	>1101	SS	0,25	0,15	0,25	0
ALFA ROMEO	1900 e 1900 TI	1,35	1950-1952	>1101	T	0,15	0,15	0	0,05
ALFA ROMEO	1900 Super e 1900 Super TI	1,30	1953-1957	>1101	T	0,10	0,15	0	0,05
ALFA ROMEO	1900 M "Matta"	1,35	1950-1952	>1101	T	0,15	0,15	0	0,05
ALFA ROMEO	1900 C Gara	1,45	1950-1952	>1101	SP	0,15	0,15	0,15	0
ALFA ROMEO	1900 Sprint	1,40	1950-1952	>1101	GT	0,15	0,15	0,10	0
ALFA ROMEO	1900 Super Sprint	1,35	1953-1957	>1101	GT	0,10	0,15	0,10	0
ALFA ROMEO	1900 SSZ [Zagato]	1,40	1953-1957	>1101	SP	0,10	0,15	0,15	0

MARCA MARQUE	MODELLO MODEL	COEFF. 2020	PERIODO PERIOD	CLASSE CLASS	CATEG.	FACTOR CALCULATION			FATTORE MM
						Period	Classe	Categ.	
ALFA ROMEO	412 spider Touring	1,65	1950-1952	>1101	SC	0,15	0,15	0,35	0
ALFA ROMEO	412 spider Vignale	1,65	1950-1952	>1101	SC	0,15	0,15	0,35	0
ALFA ROMEO	Giulietta Sprint Bertone	1,35	1953-1957	>1101	GT	0,10	0,15	0,10	0
ALFA ROMEO	Giulietta Sprint Veloce Bertone	1,40	1953-1957	>1101	GT	0,10	0,15	0,10	0,05
ALFA ROMEO	Giulietta "Sebring"	1,45	1953-1957	>1101	S	0,10	0,15	0,20	0
ALFA ROMEO	Giulietta GTZ (Zagato)	1,40	1953-1957	>1101	SP	0,10	0,15	0,15	0
ALFA ROMEO	Giulietta spider monoposto Pinin Farina	1,45	1953-1957	>1101	S	0,10	0,15	0,20	0
ALFA ROMEO	Giulietta berlina	1,30	1953-1957	>1101	T	0,10	0,15	0	0,05
ALLARD	J2 Cadillac	1,50	1950-1952	>1101	S	0,15	0,15	0,20	0
ALPINE-RENAULT	A 106 MM	1,30	1953-1957	<750	SP	0,10	0	0,15	0,05
AMILCAR	1100	1,60	1930-1934	<1100	S	0,30	0,10	0,20	0
AMILCAR	CGSs siluro corsa	1,70	1927-1929	<1100	SS	0,35	0,10	0,25	0
AMILCAR	CGSs spider	1,65	1927-1929	<1100	S	0,35	0,10	0,20	0
AMP (Alfa Maserati Prete)	6C 2500 Sport	1,70	1947-1949	>1101	SC	0,20	0,15	0,35	0
ANSALDO	4H	1,70	1927-1929	>1101	S	0,35	0,15	0,20	0
ANSALDO	6B	1,70	1927-1929	>1101	S	0,35	0,15	0,20	0
ANSALDO	6B IV serie	1,70	1927-1929	>1101	S	0,35	0,15	0,20	0
ARNOLT	Bristol *	1,45	1953-1957	>1101	S	0,10	0,15	0,20	0
ASTON MARTIN	Le Mans	1,65	1930-1934	>1101	S	0,30	0,15	0,20	0
ASTON MARTIN	Ulster	1,70	1935-1940	>1101	SS	0,25	0,15	0,25	0,05
ASTON MARTIN	2 Litre Speed Model	1,60	1935-1940	>1101	S	0,25	0,15	0,20	0
ASTON MARTIN	2 Litre Speed Model "Spa Special"	1,50	1950-1952	>1101	S	0,15	0,15	0,20	0
ASTON MARTIN	DB 2	1,45	1950-1952	>1101	GT	0,15	0,15	0,10	0,05
ASTON MARTIN	DB 2/4	1,35	1953-1957	>1101	GT	0,10	0,15	0,10	0
ASTON MARTIN	DB 3	1,60	1953-1957	>1101	SC	0,10	0,15	0,35	0
ASTON MARTIN	DB 3S	1,60	1953-1957	>1101	SC	0,10	0,15	0,35	0
AUSTIN	Seven Ulster Supercharger	1,60	1930-1934	<750	S	0,30	0,10	0,20	0
AUSTIN HEALEY	100/4	1,35	1953-1957	>1101	GT	0,10	0,15	0,10	0
AUSTIN HEALEY	100/6	1,35	1953-1957	>1101	GT	0,10	0,15	0,10	0
AUSTIN HEALEY	100 M	1,35	1953-1957	>1101	GT	0,10	0,15	0,10	0
AUSTIN HEALEY	100 S	1,50	1953-1957	>1101	S	0,10	0,15	0,20	0,05
AUTO AVIO COSTRUZIONI	815 spider Touring	1,65	1935-1940	>1101	SS	0,25	0,15	0,25	0
AUTOBLEU	Type Mille Miglia	1,30	1953-1957	<750	SC	0,10	0	0,20	0
AVALLE	FIAT 750 Sport	1,60	1947-1949	<750	SC	0,20	0	0,35	0,05
AVALLE	S.I.A.T.A. 500 FIAT sport spider	1,55	1947-1949	<750	SC	0,20	0	0,35	0
AVALLE	S.I.A.T.A. 750 S	1,60	1947-1949	<750	SC	0,20	0	0,35	0,05
AVALLE	FIAT 750 barchetta	1,55	1947-1949	<750	SC	0,20	0	0,35	0
AVALLE	FIAT 750 spider	1,55	1947-1949	<750	SC	0,20	0	0,35	0
AVALLE	Moretti 750 siluro	1,50	1950-1952	<750	SC	0,15	0	0,35	0
AVALLE	FIAT 1100/103 berlina Accossato	1,55	1953-1957	<1100	SC	0,10	0,10	0,35	0
BAISTROCCHI	Balestrieri FIAT 1100 Sport	1,65	1947-1949	<1100	SC	0,20	0,10	0,35	0
BALESTRIERI	Baistrocchi FIAT 1100 Sport	1,55	1953-1957	<1100	SC	0,10	0,10	0,35	0
BANDINI	750 S	1,45	1953-1957	<750	SC	0,10	0	0,35	0
BANDINI	750 S Crosley	1,45	1953-1957	<750	SC	0,10	0	0,35	0
BANDINI	FIAT 1100 Sport	1,65	1947-1949	<1100	SC	0,20	0,10	0,35	0
BASSO-LANCIA	"Aurora" barchetta motore Aprilia	1,70	1947-1949	>1101	SC	0,20	0,15	0,35	0
BENEDETTI	Ermini 1100 siluro	1,60	1950-1952	<1100	SC	0,15	0,10	0,35	0
BENEDETTI	Ermini 1100 Sport	1,60	1950-1952	<1100	SC	0,15	0,10	0,35	0
BENEDETTI	FIAT 1100 Siluro	1,65	1947-1949	<1100	SC	0,20	0,10	0,35	0
BENEDETTI	FIAT 750 barchetta	1,55	1947-1949	<750	SC	0,20	0	0,35	0
BENEDETTI	Giannini 750 S	1,60	1947-1949	<750	SC	0,20	0	0,35	0,05
BENEDETTI	Giannini 750 Spider	1,50	1950-1952	<750	SC	0,15	0	0,35	0
BENEDETTI	Lancia Aurelia B20 berlina	1,40	1950-1952	>1101	GT	0,15	0,15	0,10	0
BENTLEY	3.5 Litre *	1,65	1930-1934	>1101	S	0,30	0,15	0,20	0
BENTLEY	4.5 Litre Supercharged*	1,70	1930-1934	>1101	SS	0,30	0,15	0,25	0

MARCA MARQUE	MODELLO MODEL	COEFF. 2020	PERIODO PERIOD	CLASSE CLASS	CATEG.	FACTOR CALCULATION			FATTORE MM
						Period	Classe	Categ.	
BIANCHI	20	1,70	1927-1929	>1101	S	0,35	0,15	0,20	0
BIANCHI	20 Sport	1,70	1927-1929	>1101	S	0,35	0,15	0,20	0
BIANCHI	20 Sport Torpedo	1,70	1927-1929	>1101	S	0,35	0,15	0,20	0
BIANCHI	20 Torpedo	1,70	1927-1929	>1101	S	0,35	0,15	0,20	0
BIANCHI	S5	1,65	1930-1934	>1101	SP	0,30	0,15	0,15	0,05
BIANCHI	S5 1300 spider	1,60	1930-1934	>1101	SP	0,30	0,15	0,15	0
BIANCHI	S5 1300 torpedo	1,60	1930-1934	>1101	SP	0,30	0,15	0,15	0
BIONDETTI	Jaguar - Ferrari Special [telaio Ferrari 166, motore XK 120]	1,65	1950-1952	>1101	SC	0,15	0,15	0,35	0
BIONDETTI	Jaguar C-Type Special [telaio Ferrari 166, motore XKC]	1,65	1950-1952	>1101	SC	0,15	0,15	0,35	0
B.M.W.	328	1,60	1935-1940	>1101	S	0,25	0,15	0,20	0
B.M.W.	328 berlina Kamm	1,65	1935-1940	>1101	SS	0,25	0,15	0,25	0
B.M.W.	328 Berlina Touring (winner 1940)	1,70	1935-1940	>1101	SS	0,25	0,15	0,25	0,05
B.M.W.	328 spider aerodinamico MM	1,65	1935-1940	>1101	SS	0,25	0,15	0,25	0
B.M.W.	328 spider speciale	1,60	1947-1949	>1101	SS	0,20	0,15	0,25	0
B.M.W.	328 speciale	1,50	1950-1952	>1101	S	0,15	0,15	0,20	0
B.M.W.	502	1,30	1953-1957	>1101	T	0,10	0,15	0	0,05
B.M.W.	507	1,35	1953-1957	>1101	GT	0,10	0,15	0,10	0
B.M.W.	750	1,35	1950-1952	<750	S	0,15	0	0,20	0
B.M.W.	750 telaio FIAT 500 siluro	1,40	1947-1949	<750	S	0,20	0	0,20	0
B.M.W.	750 telaio FIAT 500 spider	1,40	1947-1949	<750	S	0,20	0	0,20	0
B.N.C.	1100 sport biposto*	1,70	1927-1929	<1100	SS	0,35	0,10	0,25	0
BONOMI	Giannini 750 siluro Motto	1,45	1953-1957	<750	SC	0,10	0	0,35	0
BORGWARD	Isabella TS	1,25	1953-1957	>1101	T	0,10	0,15	0	0
BRANCA	FIAT 750 S	1,45	1953-1957	<750	SC	0,10	0	0,35	0
BRANCA	Moretti 1100 S	1,55	1953-1957	<1100	SC	0,10	0,10	0,35	0
BRANCA	Moretti 750 S	1,45	1953-1957	<750	SC	0,10	0	0,35	0
BRANCA	Moretti 750 Sport maggiorata 1100	1,55	1953-1957	<1100	SC	0,10	0,10	0,35	0
BRANCA	Testadoro - Moretti 750 S	1,45	1953-1957	<750	SC	0,10	0	0,35	0
BRISTOL	400	1,45	1947-1949	>1101	GT	0,20	0,15	10	0
BRIXIA (GEROSA)	Gilco S.I.A.T.A. 750 spider	1,50	1950-1952	<750	SC	0,15	0	0,35	0
BUGATTI	GP 2 litri	1,70	1927-1929	>1101	S	0,35	0,15	0,20	0
BUGATTI	T 23 Brescia modifiée	1,70	1927-1929	>1101	S	0,35	0,15	0,20	0
BUGATTI	T 35	1,75	1927-1929	>1101	SS	0,35	0,15	0,25	0
BUGATTI	T 35 B	1,75	1927-1929	>1101	SS	0,35	0,15	0,25	0
BUGATTI	T 35 C	1,75	1927-1929	>1101	SS	0,35	0,15	0,25	0
BUGATTI	T 35 compressore	1,75	1927-1929	>1101	SS	0,35	0,15	0,25	0
BUGATTI	T 37	1,75	1927-1929	>1101	SS	0,35	0,15	0,25	0
BUGATTI	T 37 modificata 1100	1,70	1930-1934	>1101	SS	0,30	0,15	0,25	0
BUGATTI	T 38	1,70	1927-1929	>1101	S	0,35	0,15	0,20	0
BUGATTI	T 40	1,75	1927-1929	>1101	S	0,35	0,15	0,20	0,05
BUGATTI	T 43	1,65	1930-1934	>1101	S	0,30	0,15	0,20	0
BUGATTI	T 43 GS	1,70	1927-1929	>1101	S	0,35	0,15	0,20	0
BUGATTI	T 50	1,65	1930-1934	>1101	S	0,30	0,15	0,20	0
BUGATTI	T 51	1,70	1930-1934	>1101	SS	0,30	0,15	0,25	0
BUGATTI	T 55	1,65	1930-1934	>1101	S	0,30	0,15	0,20	0
BUICK	Master Six	1,70	1927-1929	>1101	S	0,35	0,15	0,20	0
CAR-GEM CARNEVALLI	FIAT 508 C Sport	1,55	1935-1940	<1100	S	0,25	0,10	0,20	0
CAR-GEM CARNEVALLI	FIAT 1100 S	1,65	1947-1949	<1100	SC	0,20	0,10	0,35	0
CAR-GEM CARNEVALLI	TT 1100 siluro	1,60	1950-1952	<1100	SC	0,15	0,10	0,35	0
CEIRANO	S 150	1,70	1927-1929	>1101	S	0,35	0,15	0,20	0
CEIRANO	S 150 VVV	1,65	1930-1934	>1101	S	0,30	0,15	0,20	0
CFM	500 barchetta Bertone	1,55	1947-1949	<750	SC	0,20	0	0,35	0
CFM	Volkswagen 750 barchetta	1,55	1947-1949	<750	SC	0,20	0	0,35	0
CFM	Volkswagen 750 Siluro sport	1,35	1950-1952	<750	S	0,15	0	0,20	0



MARCA MARQUE	MODELLO MODEL	COEFF. 2020	PERIODO PERIOD	CLASSE CLASS	CATEG.	FACTOR CALCULATION			FATTORE MM
						Period	Classe	Categ.	
CHRYSLER	72 (tutte)	1,70	1927-1929	>1101	SP	0,35	0,15	0,15	0,05
CHRYSLER	75	1,70	1927-1929	>1101	SP	0,35	0,15	0,15	0,05
CHRYSLER	Saratoga 5300	1,30	1953-1957	>1101	T	0,10	0,15	0	0,05
CI-MA	FIAT 500 siluro Morelli carrozzato chiuso	1,40	1947-1949	<750	S	0,20	0	0,20	0
CI-MA	Turolla - FIAT berlina	1,35	1950-1952	<750	S	0,15	0	0,20	0
CISITALIA	202 MM Savonuzzi berlina Vignale per Pinin Farina	1,50	1947-1949	<1100	S	0,20	0,10	0,20	0
CISITALIA	202 MM spider "razzo"	1,50	1947-1949	<1100	S	0,20	0,10	0,20	0
CISITALIA	202 S MM berlina "cassone"	1,50	1947-1949	<1100	S	0,20	0,10	0,20	0
CISITALIA	202 S MM spider	1,70	1947-1949	<1100	SC	0,20	0,10	0,35	0,05
CISITALIA	202 MM berlina aerodinamica	1,50	1947-1949	<1100	S	0,20	0,10	0,20	0
CISITALIA	202 MM spider	1,50	1947-1949	<1100	S	0,20	0,10	0,20	0
CISITALIA	202 SC berlina Pinin Farina modificata	1,50	1947-1949	<1100	S	0,20	0,10	0,20	0
CISITALIA	202 B berlina Vignale	1,40	1950-1952	<1100	SP	0,15	0,10	0,15	0
CISITALIA	202 cabriolet	1,35	1950-1952	<1100	GT	0,15	0,10	0,10	0
CISITALIA	202 cabriolet Pinin Farina	1,35	1950-1952	<1100	GT	0,15	0,10	0,10	0
CISITALIA	202 B berlina Pinin Farina	1,45	1950-1952	<1100	SP	0,15	0,10	0,15	0,05
CISITALIA	202 D 2800 cc	1,65	1950-1952	>1101	SC	0,15	0,15	0,35	0
CISITALIA	202 SC berlina Pinin Farina	1,40	1950-1952	<1100	SP	0,15	0,10	0,15	0
CISITALIA	202 spider - hardtop	1,40	1950-1952	<1100	SP	0,15	0,10	0,15	0
CITROËN	C4	1,60	1930-1934	>1101	SP	0,30	0,15	0,15	0
CITROËN	modello non identificato	1,35	1947-1949	>1101	T	0,20	0,15	0	0
CITROËN	15	1,35	1947-1949	>1101	T	0,20	0,15	0	0
CITROËN	11 B	1,25	1953-1957	>1101	T	0,10	0,15	0	0
CITROËN	modello non identificato	1,25	1953-1957	>1101	T	0,10	0,15	0	0
CITROËN	15 Six	1,25	1953-1957	>1101	T	0,10	0,15	0	0
CITROËN	2 CV	1,10	1953-1957	<750	T	0,10	0	0	0
CITROËN	2 CV Carrozzeria Speciale	1,15	1953-1957	<750	T	0,10	0	0	0,05
CITROËN	DS 19	1,25	1953-1957	>1101	T	0,10	0,15	0	0
COMIRATO	FIAT 1100	1,60	1935-1940	<1100	SS	0,25	0,10	0,25	0
COMIRATO	FIAT 508 spider	1,60	1935-1940	<1100	SS	0,25	0,10	0,25	0
COMIRATO	GILCO FIAT 1100 siluro	1,70	1947-1949	<1100	SC	0,20	0,10	0,35	0,05
CONRERO	Alfa Romeo 1900 berlina Koren	1,60	1953-1957	>1101	SC	0,10	0,15	0,35	0
CONRERO	Alfa Romeo 1900 coupè Ghia	1,60	1953-1957	>1101	SC	0,10	0,15	0,35	0
COOPER	T25 Bristol	1,60	1953-1957	>1101	SC	0,10	0,15	0,35	0
COOPER	Jaguar T33	1,60	1953-1957	>1101	SC	0,10	0,15	0,35	0
COUSY	750 Sport *	1,30	1953-1957	<750	S	0,10	0	0,20	0
CRIVELLARI	500 A FIAT testa S.I.A.T.A.	1,55	1947-1949	<750	S	0,20	0	0,35	0
D.B.	Citroën Spider	1,50	1950-1952	>1101	S	0,15	0,15	0,20	0
D.B.	Panhard Berlina	1,25	1950-1952	<750	GT	0,15	0	0,10	0
D.B.	Panhard X86 berlina	1,30	1950-1952	<750	GT	0,15	0	0,10	0,05
D.B.	Panhard Tank	1,50	1953-1957	<750	SC	0,10	0	0,35	0,05
D.B.	Panhard 750 S	1,45	1953-1957	<750	SC	0,10	0	0,35	0
D.B.	Panhard 750 Berlina Zagato	1,45	1953-1957	<750	SC	0,10	0	0,35	0
D.B.	Panhard HBR	1,50	1953-1957	<750	SC	0,10	0	0,35	0,05
D.B.	Panhard HBR 5	1,30	1953-1957	<1100	GT	0,10	0,10	0,10	0
D.L.	Ardea 750 S Benelli - Ortolani	1,50	1950-1952	<750	SC	0,15	0	0,35	0
DAGRADA	FIAT 750 siluro	1,50	1950-1952	<750	SC	0,15	0	0,35	0
DAGRADA	FIAT 750 spider	1,50	1950-1952	<750	SC	0,15	0	0,35	0
DELAGE	D6 75 Sport	1,65	1935-1940	>1101	SS	0,25	0,15	0,25	0
DELAHAYE	135 CS	1,65	1935-1940	>1101	SS	0,25	0,15	0,25	0
DELAHAYE	135 MS	1,65	1935-1940	>1101	SS	0,25	0,15	0,25	0
DELAHAYE	135 MS spider	1,55	1950-1952	>1101	SS	0,15	0,15	0,25	0
DELAHAYE	145	1,70	1935-1940	>1101	SS	0,25	0,15	0,25	0,05
DELAHAYE	3500	1,35	1947-1949	>1101	T	0,20	0,15	0	0
DERBY	1100	1,65	1927-1929	<1100	S	0,35	0,10	0,20	0

MARCA MARQUE	MODELLO MODEL	COEFF. 2020	PERIODO PERIOD	CLASSE CLASS	CATEG.	FACTOR CALCULATION			FATTORE MM
						Period	Classe	Categ.	
DIATTO	26	1,70	1927-1929	>1101	S	0,35	0,15	0,20	0
DIATTO	30	1,70	1927-1929	>1101	S	0,35	0,15	0,20	0
DIATTO	35	1,70	1927-1929	>1101	S	0,35	0,15	0,20	0
DKW	Sonderklasse 3=6	1,25	1953-1957	<1100	T	0,10	0,10	0	0,05
E.F.A.C.	Stanguellini 750 S	1,45	1953-1957	<750	SC	0,10	0	0,35	0
EMANUELLI	FIAT 750 S	1,30	1953-1957	<750	S	0,10	0	0,20	0
ERMINI FIAT	1100 Sport Ala d'Oro	1,65	1947-1949	<1100	SC	0,20	0,10	0,35	0
ERMINI	1100 berlinetta Motto	1,60	1950-1952	<1100	SC	0,15	0,10	0,35	0
ERMINI	1100 Gilco spider Mariani	1,60	1950-1952	<1100	SC	0,15	0,10	0,35	0
ERMINI	1100 Sport	1,60	1950-1952	<1100	SC	0,15	0,10	0,35	0
ERMINI	Gilco 1100 Motto	1,60	1950-1952	<1100	SC	0,15	0,10	0,35	0
ERMINI	tipo 357 Sport 1500 Scaglietti	1,60	1953-1957	1101>	SC	0,10	0,15	0,35	0
EXCELSIOR	Ermini Gilco spider Colli	1,60	1950-1952	<1100	SC	0,15	0,10	0,35	0
F.L. (FIAT LAUREATI)	1100 spider	1,55	1953-1957	<1100	SC	0,10	0,10	0,35	0
F.L. (FIAT LAUREATI)	1100 Sport	1,55	1953-1957	<1100	SC	0,10	0,10	0,35	0
FACCIOLI	FIAT 750 S	1,50	1950-1952	<750	SC	0,15	0	0,35	0
FACCIOLI	Ortolani 750 S	1,35	1950-1952	<750	S	0,15	0	0,20	0
FANCIULLINI	250 Sport	1,30	1953-1957	<750	S	0,10	0	0,20	0
FERRARI	125 S spider	1,70	1947-1949	>1101	SC	0,20	0,15	0,35	0
FERRARI	166 S Coupé Allemano (winner 1948)	1,75	1947-1949	>1101	SC	0,20	0,15	0,35	0,05
FERRARI	166 S Spider [ex 125 S]	1,70	1947-1949	>1101	SC	0,20	0,15	0,35	0
FERRARI	166 Spider Corsa Ansaloni	1,70	1947-1949	>1101	SC	0,20	0,15	0,35	0
FERRARI	166 Inter Spider Corsa Ansaloni "passo corto"	1,70	1947-1949	>1101	SC	0,20	0,15	0,35	0
FERRARI	166 MM barchetta Touring	1,70	1947-1949	>1101	SC	0,20	0,15	0,35	0
FERRARI	166 Inter Spider Corsa Ansaloni	1,70	1947-1949	>1101	SC	0,20	0,15	0,35	0
FERRARI	166 MM spider Touring (winner 1949)	1,75	1947-1949	>1101	SC	0,20	0,15	0,35	0,05
FERRARI	166 Spider Corsa	1,70	1947-1949	>1101	SC	0,20	0,15	0,35	0
FERRARI	159/166 Spider Corsa Ansaloni	1,70	1947-1949	>1101	SC	0,20	0,15	0,35	0
FERRARI	166 Inter berlinetta Pinin Farina	1,65	1950-1952	>1101	SC	0,15	0,15	0,35	0
FERRARI	166 MM berlinetta Touring	1,65	1950-1952	>1101	SC	0,15	0,15	0,35	0
FERRARI	166 MM berlinetta Zagato	1,65	1950-1952	>1101	SC	0,15	0,15	0,35	0
FERRARI	166 MM berlinetta Touring Le Mans	1,65	1950-1952	>1101	SC	0,15	0,15	0,35	0
FERRARI	166 MM spider Vignale	1,65	1950-1952	>1101	SC	0,15	0,15	0,35	0
FERRARI	166 MM berlinetta Vignale	1,70	1950-1952	>1101	SC	0,15	0,15	0,35	0,05
FERRARI	166 Inter berlinetta Touring	1,45	1950-1952	>1101	SP	0,15	0,15	0,15	0
FERRARI	166 MM/53 berlinetta Touring Le Mans	1,60	1953-1957	>1101	SC	0,10	0,15	0,35	0
FERRARI	166 MM/53 spider Autodromo	1,60	1953-1957	>1101	SC	0,10	0,15	0,35	0
FERRARI	166 MM/53 spider Scaglietti	1,60	1953-1957	>1101	SC	0,10	0,15	0,35	0
FERRARI	166 MM/53 spider Vignale	1,60	1953-1957	>1101	SC	0,10	0,15	0,35	0
FERRARI	166 SC/195 S barchetta Fontana	1,65	1950-1952	>1101	SC	0,15	0,15	0,35	0
FERRARI	195 S berlinetta Touring (winner 1950)	1,70	1950-1952	>1101	SC	0,15	0,15	0,35	0,05
FERRARI	195 S barchetta Touring	1,65	1950-1952	>1101	SC	0,15	0,15	0,35	0
FERRARI	195 Inter coupé Motto	1,45	1950-1952	>1101	SP	0,15	0,15	0,15	0
FERRARI	212 Export berlinetta Motto	1,65	1950-1952	>1101	SC	0,15	0,15	0,35	0
FERRARI	212 Export berlinetta Vignale	1,65	1950-1952	>1101	SC	0,15	0,15	0,35	0
FERRARI	212 Export spider Motto	1,65	1950-1952	>1101	SC	0,15	0,15	0,35	0
FERRARI	195 Inter berlinetta Vignale	1,45	1950-1952	>1101	SP	0,15	0,15	0,15	0
FERRARI	212 Export berlinetta Touring	1,65	1950-1952	>1101	SC	0,15	0,15	0,35	0
FERRARI	212 Inter berlinetta Vignale	1,45	1950-1952	>1101	SP	0,15	0,15	0,15	0
FERRARI	220 Export spider Vignale	1,60	1953-1957	>1101	SC	0,10	0,15	0,35	0
FERRARI	212 Export spider Vignale	1,60	1953-1957	>1101	SC	0,10	0,15	0,35	0
FERRARI	212 Export barchetta Touring	1,60	1953-1957	>1101	SC	0,10	0,15	0,35	0
FERRARI	212 Inter coupé Vignale	1,40	1953-1957	>1101	SP	0,10	0,15	0,15	0
FERRARI	220 S	1,60	1953-1957	>1101	SC	0,10	0,15	0,35	0
FERRARI	225 S barchetta Touring	1,65	1950-1952	>1101	SC	0,15	0,15	0,35	0

MARCA MARQUE	MODELLO MODEL	COEFF. 2020	PERIODO PERIOD	CLASSE CLASS	CATEG.	FACTOR CALCULATION			FATTORE MM
						Period	Classe	Categ.	
FERRARI	225 S berlina Vignale	1,65	1950-1952	>1101	SC	0,15	0,15	0,35	0
FERRARI	225 S spider Vignale	1,65	1950-1952	>1101	SC	0,15	0,15	0,35	0
FERRARI	250 MM spider Vignale	1,60	1953-1957	>1101	SC	0,10	0,15	0,35	0
FERRARI	250 MM berlina Pinin Farina	1,60	1953-1957	>1101	SC	0,10	0,15	0,35	0
FERRARI	250 MM spider Morelli	1,60	1953-1957	>1101	SC	0,10	0,15	0,35	0
FERRARI	250 Monza spider Pinin Farina	1,60	1953-1957	>1101	SC	0,10	0,15	0,35	0
FERRARI	250 S berlina Vignale (winner 1952)	1,70	1950-1952	>1101	SC	0,15	0,15	0,35	0,05
FERRARI	250 GT Europa *	1,40	1953-1957	>1101	SP	0,10	0,15	0,15	0
FERRARI	250 GT LWB berlina Scaglietti	1,45	1953-1957	>1101	SP	0,10	0,15	0,15	0,05
FERRARI	250 GT berlina Pinin Farina	1,40	1953-1957	>1101	SP	0,10	0,15	0,15	0
FERRARI	250 GT coupé Boano	1,40	1953-1957	>1101	SP	0,10	0,15	0,15	0
FERRARI	250 GTZ coupé corsa Zagato	1,40	1953-1957	>1101	SP	0,10	0,15	0,15	0
FERRARI	250 GTZ berlina Zagato	1,40	1953-1957	>1101	SP	0,10	0,15	0,15	0
FERRARI	118 LM spider Scaglietti	1,65	1953-1957	>1101	SC	0,10	0,15	0,35	0,05
FERRARI	121 LM spider Scaglietti	1,60	1953-1957	>1101	SC	0,10	0,15	0,35	0
FERRARI	275 S barchetta Touring	1,65	1950-1952	>1101	SC	0,15	0,15	0,35	0
FERRARI	290 MM spider Scaglietti (winner 1956)	1,65	1953-1957	>1101	SC	0,10	0,15	0,35	0,05
FERRARI	315 S (winner 1957)	1,65	1953-1957	>1101	SC	0,10	0,15	0,35	0,05
FERRARI	335 S spider Scaglietti	1,60	1953-1957	>1101	SC	0,10	0,15	0,35	0
FERRARI	340 America barchetta Touring	1,65	1950-1952	>1101	SC	0,15	0,15	0,35	0
FERRARI	340 America berlina Vignale (winner 1951)	1,70	1950-1952	>1101	SC	0,15	0,15	0,35	0,05
FERRARI	340 America spider Vignale	1,65	1950-1952	>1101	SC	0,15	0,15	0,35	0
FERRARI	340 Mexico berlina Vignale	1,60	1953-1957	>1101	SC	0,10	0,15	0,35	0
FERRARI	340 MM barchetta Touring	1,60	1953-1957	>1101	SC	0,10	0,15	0,35	0
FERRARI	340 MM spider Vignale (winner 1953)	1,65	1953-1957	>1101	SC	0,10	0,15	0,35	0,05
FERRARI	375 MM berlina Pinin Farina	1,60	1953-1957	>1101	SC	0,10	0,15	0,35	0
FERRARI	375 MM spider Pinin Farina	1,60	1953-1957	>1101	SC	0,10	0,15	0,35	0
FERRARI	375 Plus spider Pinin Farina	1,60	1953-1957	>1101	SC	0,10	0,15	0,35	0
FERRARI	410 SA *	1,60	1953-1957	>1101	SC	0,10	0,15	0,35	0
FERRARI	500 Mondial spider Scaglietti	1,65	1953-1957	>1101	SC	0,10	0,15	0,35	0,05
FERRARI	500 Mondial berlina Pinin Farina	1,60	1953-1957	>1101	SC	0,10	0,15	0,35	0
FERRARI	500 Mondial spider Pinin Farina	1,60	1953-1957	>1101	SC	0,10	0,15	0,35	0
FERRARI	500 TRC spider Scaglietti	1,65	1953-1957	>1101	SC	0,10	0,15	0,35	0,05
FERRARI	500 TR spider Scaglietti	1,60	1953-1957	>1101	SC	0,10	0,15	0,35	0
FERRARI	750 Monza spider Scaglietti	1,60	1953-1957	>1101	SC	0,10	0,15	0,35	0
FERRARI	860 Monza spider Scaglietti	1,60	1953-1957	>1101	SC	0,10	0,15	0,35	0
FERRERO	FIAT 1100 S	1,45	1950-1952	<1100	S	0,15	0,10	0,20	0
FERRY	F750 Renault	1,30	1953-1957	<750	S	0,10	0	0,20	0
FIAT	501 S	1,70	1927-1929	>1101	S	0,35	0,15	0,20	0
FIAT	501 testa Silvani spider speciale	1,70	1927-1929	>1101	S	0,35	0,15	0,20	0
FIAT	509 S	1,70	1927-1929	<1100	S	0,35	0,10	0,20	0,05
FIAT	509 S guida interna	1,60	1927-1929	<1100	SP	0,35	0,10	0,15	0
FIAT	509 S bateau	1,65	1927-1929	<1100	S	0,35	0,10	0,20	0
FIAT	509 SM	1,60	1930-1934	<1100	S	0,30	0,10	0,20	0
FIAT	508 "Balilla" 3 marce (tutte/all)	1,55	1930-1934	<1100	SP	0,30	0,10	0,15	0
FIAT	508 S "Balilla" berlina aerodinamica	1,55	1930-1934	<1100	SP	0,30	0,10	0,15	0
FIAT	508 S "Balilla" Coppa d'Oro	1,60	1930-1934	<1100	SP	0,30	0,10	0,15	0,05
FIAT	508 S "Balilla" Mille Miglia	1,60	1930-1934	<1100	SP	0,30	0,10	0,15	0,05
FIAT	508 CS Sport "Balilla" compressore	1,55	1935-1940	<1100	S	0,25	0,10	0,20	0
FIAT	508 CS S "Balilla" berlina Ala d'Oro	1,55	1935-1940	<1100	S	0,25	0,10	0,20	0
FIAT	508 CS spider Touring	1,55	1935-1940	<1100	S	0,25	0,10	0,20	0
FIAT	508 CS MM berlina	1,55	1935-1940	<1100	S	0,25	0,10	0,20	0
FIAT	508 C Balilla 1100 (tutte/all)	1,50	1935-1940	<1100	SP	0,25	0,10	0,15	0
FIAT	508 L Balilla 1100 (tutte/all)	1,50	1935-1940	<1100	SP	0,25	0,10	0,15	0
FIAT	508 Sport "Balilla" gasogeno	1,55	1935-1940	<1100	SP	0,25	0,10	0,15	0,05
FIAT	1100 [508 C] Sport	1,55	1935-1940	<1100	S	0,25	0,10	0,20	0
FIAT	1100 [508 C] berlina con compressore	1,50	1935-1940	<1100	SP	0,25	0,10	0,15	0

MARCA MARQUE	MODELLO MODEL	COEFF. 2020	PERIODO PERIOD	CLASSE CLASS	CATEG.	FACTOR CALCULATION			FATTORE MM
						Period	Classe	Categ.	
FIAT	1100 [508 C] MM berlinetta	1,60	1935-1940	<1100	SS	0,25	0,10	0,25	0
FIAT	1100 [508 C] MM berlinetta Savio	1,60	1935-1940	<1100	SS	0,25	0,10	0,25	0
FIAT	1100 [508 C] barchetta	1,60	1935-1940	<1100	SS	0,25	0,10	0,25	0
FIAT	1100 [508 C] spider	1,60	1935-1940	<1100	SS	0,25	0,10	0,25	0
FIAT	1100 [508 C] berlinetta aerodinamica	1,60	1935-1940	<1100	SS	0,25	0,10	0,25	0
FIAT	514	1,60	1930-1934	>1101	SP	0,30	0,15	0,15	0
FIAT	514 CA	1,60	1930-1934	>1101	SP	0,30	0,15	0,15	0
FIAT	514 CA spider sport	1,60	1930-1934	>1101	SP	0,30	0,15	0,15	0
FIAT	514 MM	1,70	1930-1934	>1101	S	0,30	0,15	0,15	0,05
FIAT	514 S	1,65	1930-1934	>1101	SP	0,30	0,15	0,15	0,05
FIAT	519 S	1,75	1927-1929	>1101	S	0,35	0,15	0,20	0,05
FIAT	520	1,65	1927-1929	>1101	SP	0,35	0,15	0,15	0
FIAT	520 versioni corsa	1,70	1927-1929	>1101	S	0,35	0,15	0,20	0
FIAT	522	1,60	1930-1934	>1101	SP	0,30	0,15	0,15	0
FIAT	525 S berlina	1,45	1930-1934	>1101	T	0,30	0,15	0	0
FIAT	525 S	1,60	1930-1934	>1101	SP	0,30	0,15	0,15	0
FIAT	525 SS	1,65	1930-1934	>1101	S	0,30	0,15	0,20	0
FIAT	527 Ardita	1,40	1935-1940	>1101	T	0,25	0,15	0	0
FIAT	1100 berlina	1,30	1947-1949	<1100	T	0,20	0,10	0	0
FIAT	1100 S MM (gobbone)	1,50	1947-1949	<1100	S	0,20	0,10	0,20	0
FIAT	1100 S	1,50	1947-1949	<1100	S	0,20	0,10	0,20	0
FIAT	1100 S barchetta	1,65	1947-1949	<1100	SC	0,20	0,10	0,35	0
FIAT	1100 S	1,45	1950-1952	<1100	S	0,15	0,10	0,20	0
FIAT	1100 S barchetta	1,60	1950-1952	<1100	SC	0,15	0,10	0,35	0
FIAT	1100 hardtop Ala d'Oro	1,50	1947-1949	<1100	S	0,20	0,10	0,20	0
FIAT	1100 Metano	1,30	1947-1949	<1100	T	0,20	0,10	0	0
FIAT	1100 S berlinetta "Gobbone"	1,55	1947-1949	<1100	S	0,20	0,10	0,20	0,05
FIAT	1100 B spider Monviso	1,30	1947-1949	<1100	T	0,20	0,10	0	0
FIAT	1100 B berlina	1,30	1947-1949	<1100	T	0,15	0,10	0	0,05
FIAT	1100 siluro	1,65	1947-1949	<1100	SC	0,20	0,10	0,35	0
FIAT	1100 spider Ala d'Oro	1,50	1947-1949	<1100	S	0,20	0,10	0,20	0
FIAT	1100 barchetta	1,65	1947-1949	<1100	SC	0,20	0,10	0,35	0
FIAT	1100 coupé	1,50	1947-1949	<1100	S	0,20	0,10	0,20	0
FIAT	1100 coupé Ghia "Supergioiello"	1,50	1947-1949	<1100	S	0,20	0,10	0,20	0
FIAT	1100 S coupé Allemano	1,50	1947-1949	<1100	S	0,20	0,10	0,20	0
FIAT	1100 E berlina	1,30	1950-1952	<1100	T	0,15	0,10	0	0,05
FIAT	1100 ES berlinetta Pinin Farina	1,35	1950-1952	<1100	GT	0,15	0,10	0,10	0
FIAT	1100 S berlinetta Bertone	1,40	1950-1952	>1101	GT	0,15	0,15	0,10	0
FIAT	1100 S Rocco Motto	1,45	1950-1952	<1100	S	0,15	0,10	0,20	0
FIAT	1100 S siluro	1,60	1950-1952	<1100	SS	0,15	0,10	0,35	0
FIAT	1100/103 berlina	1,25	1953-1957	<1100	T	0,10	0,10	0	0,05
FIAT	1100/103 TV berlina	1,25	1953-1957	<1100	T	0,10	0,10	0	0,05
FIAT	1100/103 TV coupé Pininfarina	1,35	1953-1957	<1100	GT	0,10	0,10	0,10	0,05
FIAT	1100/103 TV spider	1,30	1953-1957	<1100	GT	0,10	0,10	0,10	0
FIAT	1400 berlina	1,35	1950-1952	>1101	T	0,15	0,15	0	0,05
FIAT	1400 A Diesel	1,25	1953-1957	>1101	T	0,10	0,15	0	0
FIAT	1500 Berlina (anteguerra)	1,45	1935-1940	>1101	T	0,25	0,15	0	0,05
FIAT	1500 Berlina (dopoguerra)	1,35	1947-1949	>1101	T	0,20	0,15	0	0
FIAT	1500 berlinetta Viotti	1,50	1935-1940	>1101	GT	0,25	0,15	0,10	0
FIAT	1500 cabriolet Viotti	1,50	1935-1940	>1101	GT	0,25	0,15	0,10	0
FIAT	1500 spider	1,50	1935-1940	>1101	GT	0,25	0,15	0,10	0
FIAT	1500 sport	1,55	1947-1949	>1101	S	0,20	0,15	0,20	0
FIAT	500	1,25	1950-1952	<750	GT	0,15	0	0,10	0
FIAT	500 A "Topolino"	1,30	1935-1940	<750	T	0,25	0	0	0,05
FIAT	500 A testa S.I.A.T.A.	1,45	1935-1940	<750	S	0,25	0	0,20	0



MARCA MARQUE	MODELLO MODEL	COEFF. 2020	PERIODO PERIOD	CLASSE CLASS	CATEG.	FACTOR CALCULATION			FATTORE MM
						Period	Classe	Categ.	
FIAT	500 testa S.I.A.T.A.	1,45	1935-1940	<750	S	0,25	0	0,20	0
FIAT	500 siluro	1,50	1935-1940	<750	SS	0,25	0	0,25	0
FIAT	500 spider	1,50	1935-1940	<750	SS	0,25	0	0,25	0
FIAT	500 sport	1,40	1947-1949	<750	S	0,20	0	0,20	0
FIAT	500 barchetta	1,40	1947-1949	<750	S	0,20	0	0,20	0
FIAT	500 B "Topolino"	1,25	1947-1949	<750	T	0,20	0	0	00,05
FIAT	500 C "Belvedere"	1,15	1950-1952	<750	T	0,15	0	0	0
FIAT	500 C "Topolino"	1,20	1950-1952	<750	T	0,15	0	0	0,05
FIAT	500 C "Topolino" testa Superba	1,25	1950-1952	<750	GT	0,15	0	0,10	0
FIAT	1900 berlina	1,25	1953-1957	>1101	T	0,10	0,15	0	0
FIAT	600	1,15	1953-1957	<750	T	0,10	0	0	0,05
FIAT	600 coupé	1,20	1953-1957	<750	GT	0,10	0	0,10	0
FIAT	SIATA 750 Sport "Fenocchio"	1,40	1947-1949	<750	S	0,20	0	0,20	0
FIAT	750 sport	1,40	1947-1949	<750	S	0,20	0	0,20	0
FIAT	750 Sport	1,30	1953-1957	<750	S	0,10	0	0,20	0
FIAT	8V berlinetta	1,45	1950-1952	>1101	SP	0,15	0,15	0,15	0
FIAT	8V berlinetta Vignale	1,40	1953-1957	>1101	SP	0,10	0,15	0,15	0
FIAT	8V berlinetta Zagato	1,45	1953-1957	>1101	SP	0,10	0,15	0,15	0,05
FIAT	Campagnola	1,30	1950-1952	>1101	T	0,15	0,15	0	0
FIAT-SIMCA	1100 [508 C] barchetta Grolleau-Deho	1,60	1935-1940	<1100	SS	0,25	0,10	0,25	0
FICAI	1100 S FIAT coupé Allemano	1,45	1950-1952	<1100	S	0,15	0,10	0,20	0
FICAI	1100 S FIAT coupé Allemano	1,50	1947-1949	<1100	S	0,20	0,10	0,20	0
FICAI	Nardi 750 Norton bicilindrico	1,40	1953-1957	<1100	S	0,10	0,10	0,20	0
FONA	FIAT 1100 3 carburatori spider	1,60	1950-1952	<1100	SC	0,15	0,10	0,35	0
FONA	FIAT 1100 S	1,60	1950-1952	<1100	SC	0,15	0,10	0,35	0
FONA	FIAT 1100 S berlinetta	1,65	1947-1949	<1100	SC	0,20	0,10	0,35	0
FONA	FIAT 1100 S siluro	1,60	1950-1952	<1100	SC	0,15	0,10	0,35	0
FONA	FIAT 1100 siluro	1,65	1947-1949	<1100	SC	0,20	0,10	0,35	0
FONTANELLA	FIAT 500 siluro	1,40	1947-1949	<750	S	0,20	0	0,20	0
FORD	Taurus	1,30	1953-1957	>1101	T	0,10	0,15	0	0,05
FORD [GB]	Zephyr	1,25	1953-1957	>1101	T	0,10	0,15	0	0
FORD [USA]	A	1,60	1930-1934	>1101	SP	0,30	0,15	0,15	0
FORD [USA]	B 8V	1,60	1930-1934	>1101	SP	0,30	0,15	0,15	0
FORD [USA]	Thunderbird	1,35	1953-1957	>1101	GT	0,10	0,15	0,10	0
FRAZER NASH-B.M.W.	328	1,65	1935-1940	>1101	S	0,25	0,15	0,20	0,05
FRAZER - NASH	High Speed	1,55	1947-1949	>1101	S	0,20	0,15	0,20	0
FRAZER - NASH	Le Mans coupé	1,45	1953-1957	>1101	S	0,10	0,15	0,20	0
FRAZER - NASH	Le Mans Replica	1,50	1950-1952	>1101	S	0,15	0,15	0,20	0
FRAZER - NASH	Mille Miglia	1,55	1947-1949	>1101	S	0,20	0,15	0,20	0
FRAZER - NASH	Fast Tourer Bristol	1,55	1947-1949	>1101	S	0,20	0,15	0,20	0
FREDIANI	Lancia Ardea 750 Mariani	1,45	1953-1957	<750	SC	0,10	0	0,35	0
FURIA	DKW telaio FIAT 1100	1,55	1947-1949	>1101	S	0,20	0,15	0,20	0
GARAGE VITTORIA	FIAT 1100 barchetta Pietroboni	1,70	1947-1949	>1101	SC	0,20	0,15	0,35	0
GARAVINI	FIAT 1500 spider	1,75	1935-1940	>1101	SC	0,25	0,15	0,35	0
GEROSA	FIAT 750	1,50	1950-1952	<750	SC	0,15	0	0,35	0
GEROSA	Gilco 750 S.I.A.T.A. berlinetta	1,35	1950-1952	<750	S	0,15	0	0,20	0
GIANNINI	FIAT 500 berlinetta Scuderia Parioli	1,50	1935-1940	<750	SS	0,25	0	0,25	0
GIANNINI	750 S berlinetta	1,55	1947-1949	<750	SC	0,20	0	0,35	0
GIANNINI	750 S barchetta	1,55	1947-1949	<750	SC	0,20	0	0,35	0
GIANNINI	750 S barchetta	1,50	1950-1952	<750	SC	0,15	0	0,35	0
GIANNINI	750 S barchetta	1,45	1953-1957	<750	SC	0,10	0	0,35	0
GIANNINI	750 S siluro	1,55	1947-1949	<750	SC	0,20	0	0,35	0
GIANNINI	750 S siluro	1,50	1950-1952	<750	SC	0,15	0	0,35	0
GIAUR	750 berlinetta	1,50	1950-1952	<750	SC	0,15	0	0,35	0
GIAUR	750 S	1,50	1950-1952	<750	SC	0,15	0	0,35	0
GIAUR	750 S	1,45	1953-1957	<750	SC	0,10	0	0,35	0
GIAUR	"San Remo" 750 berlinetta Motto	1,45	1953-1957	<750	SC	0,10	0	0,35	0

MARCA MARQUE	MODELLO MODEL	COEFF. 2020	PERIODO PERIOD	CLASSE CLASS	CATEG.	FACTOR CALCULATION			FATTORE MM
						Period	Classe	Categ.	
GIAUR	750 spider Campana	1,45	1953-1957	<750	SC	0,10	0	0,35	0
GILCO	FIAT 1100 Siluro Mariani	1,65	1947-1949	<1100	SC	0,20	0,10	0,35	0
GILCO	FIAT 1100 barchetta Fontana	1,60	1950-1952	<1100	SC	0,15	0,10	0,35	0
GILCO	FIAT 1100 Sport	1,60	1950-1952	<1100	SC	0,15	0,10	0,35	0
GILCO	S.I.A.T.A. 750 Siluro	1,50	1950-1952	<750	SC	0,15	0	0,35	0
GILCO	FIAT 1100 spider Barbero	1,55	1953-1957	<1100	SC	0,10	0,10	0,35	0
GIUSTI	Testadoro "Daniela" siluro Zagato	1,55	1947-1949	<750	SC	0,20	0	0,35	0
GOLIATH	GP 700	1,10	1953-1957	<750	T	0,10	0	0	0
GORDINI	Simca 1100 Sport	1,65	1947-1949	<1100	SC	0,20	0,10	0,35	0
GORDINI	T15 S 1500	1,60	1953-1957	>1101	SC	0,10	0,15	0,35	0
GORDINI	T20 S 2000	1,60	1953-1957	>1101	SC	0,10	0,15	0,35	0
GORDINI	T24 S 3000	1,60	1953-1957	>1101	SC	0,10	0,15	0,35	0
GORDINI	T8 S 1100	1,60	1953-1957	>1101	SC	0,10	0,15	0,35	0
GPG	Stoewer 2000 barchetta Colli	1,70	1947-1949	>1101	SC	0,20	0,15	0,35	0
GRAHAM-PAIGE	modello non identificato	1,60	1930-1934	>1101	SP	0,30	0,15	0,15	0
GUARDIANI	FIAT 500 spider	1,55	1947-1949	<750	SC	0,20	0	0,35	0
GUITIN	1100 barchetta	1,55	1953-1957	<1100	SC	0,10	0,10	0,35	0
HEALEY	2400 Elliott standard saloon	1,40	1947-1949	>1101	T	0,20	0,15	0	0,05
HEALEY	Duncan Drone	1,55	1947-1949	>1101	S	0,20	0,15	0,20	0
HEALEY	Beutler	1,50	1947-1949	>1101	SP	0,20	0,15	0,15	0
HEALEY	2400 Westland standard roadster	1,55	1947-1949	>1101	SP	0,20	0,15	0,15	0,05
HEALEY	2400 Silverstone (D-Type)	1,55	1947-1949	>1101	S	0,20	0,15	0,20	0
HEALEY	2400 Silverstone (E-Type)	1,50	1950-1952	>1101	S	0,15	0,15	0,20	0
HISPANO-SUIZA	HB 6	1,65	1930-1934	>1101	S	0,30	0,15	0,20	0
HOTCHKISS	3000 *	1,55	1947-1949	>1101	S	0,20	0,15	0,20	0
HW (POI HWM)	Alta 2000 Sport	1,65	1950-1952	>1101	SC	0,15	0,15	0,35	0
HWM	Jaguar S 3400 cm <sup>3</sup>	1,60	1953-1957	>1101	SC	0,10	0,15	0,35	0
ICOT	FIAT 1100	1,50	1947-1949	<1100	S	0,20	0,10	0,20	0
ISO	Isetta 236 cc	1,15	1953-1957	<750	T	0,10	0	0	0,05
ISOTTA FRASCHINI	8A SS torpedo Sala	1,75	1927-1929	>1101	S	0,35	0,15	0,20	0,05
ITALA	61	1,70	1927-1929	>1101	S	0,35	0,15	0,20	0
ITALA	61 berlina aerodinamica	1,70	1927-1929	>1101	S	0,35	0,15	0,20	0
ITALA	65	1,65	1930-1934	>1101	S	0,30	0,15	0,20	0
ITALA	75V spider	1,65	1930-1934	>1101	S	0,30	0,15	0,20	0
ITALA	speciale a nafta	1,60	1930-1934	>1101	SP	0,30	0,15	0,15	0
ITALA	speciale gasogeno	1,55	1935-1940	>1101	SP	0,25	0,15	0,15	0
JAGUAR	C - Type	1,65	1950-1952	>1101	SC	0,15	0,15	0,35	0
JAGUAR	D - Type	1,60	1953-1957	>1101	SC	0,10	0,15	0,35	0
JAGUAR	Mark VII	1,30	1950-1952	>1101	T	0,15	0,15	0	0
JAGUAR	XK 120 OTS roadster Lightweight	1,50	1947-1949	>1101	SP	0,20	0,15	0,15	0
JAGUAR	XK 120 OTS roadster	1,40	1950-1952	>1101	GT	0,15	0,15	0,10	0
JAGUAR	XK 120 coupé	1,40	1950-1952	>1101	GT	0,15	0,15	0,10	0
JAGUAR	Xk 140 OTS roadster	1,40	1953-1957	>1101	GT	0,10	0,15	0,10	0,05
JAGUAR	Xk 140 coupé	1,40	1953-1957	>1101	GT	0,10	0,15	0,10	0,05
JORDAN	Blue Boy	1,70	1927-1929	>1101	S	0,35	0,15	0,20	0
JORDAN	JE "Blueboy" tourer	1,65	1930-1934	>1101	S	0,30	0,15	0,20	0
KIEFT	Turner *	1,60	1953-1957	>1101	SC	0,10	0,15	0,35	0
KURTIS CHRYSLER	500 X "Caballo de Hierro" 6.420 cm <sup>3</sup>	1,60	1953-1957	>1101	SC	0,10	0,15	0,35	0
LA SALLE	Series 303 torpedo	1,75	1927-1929	>1101	S	0,35	0,15	0,20	0,05
LAGONDA	M45 Rapide *	1,65	1935-1940	>1101	SS	0,25	0,15	0,25	0
LANCIA	Lambda berlina	1,50	1927-1929	>1101	T	0,35	0,15	0	0
LANCIA	Lambda Tipo 214 (corto)	1,75	1927-1929	>1101	SS	0,35	0,15	0,25	0
LANCIA	Lambda Tipo 216 e 217 (lungo)	1,50	1927-1929	>1101	T	0,35	0,15	0	0
LANCIA	Lambda Tipo 218 e 219 (corto)	1,75	1927-1929	>1101	SS	0,35	0,15	0,25	0
LANCIA	Lambda Tipo 221 e 223 (corto)	1,75	1927-1929	>1101	SS	0,35	0,15	0,25	0
LANCIA	Lambda Tipo 222 e 224 (lungo)	1,50	1927-1929	>1101	T	0,35	0,15	0	0
LANCIA	Lambda torpedo Tipo 218 Corsa	1,80	1927-1929	>1101	SS	0,35	0,15	0,25	0,05

MARCA MARQUE	MODELLO MODEL	COEFF. 2020	PERIODO PERIOD	CLASSE CLASS	CATEG.	FACTOR CALCULATION			FATTORE MM
						Period	Classe	Categ.	
LANCIA	Lambda spider Tipo 221 Casaro	1,80	1927-1929	>1101	SS	0,35	0,15	0,25	0,05
LANCIA	Lambda spider corsa	1,75	1927-1929	>1101	SS	0,35	0,15	0,25	0
LANCIA	Lambda speciale (motore Dilambda)	1,80	1930-1934	>1101	SS	0,35	0,15	0,25	0,05
LANCIA	Dilambda	1,70	1930-1934	>1101	S	0,30	0,15	0,20	0,05
LANCIA	Artena	1,65	1930-1934	>1101	S	0,30	0,15	0,20	0
LANCIA	Astura	1,60	1930-1934	>1101	SP	0,30	0,15	0,15	0
LANCIA	Astura berlina Lotti	1,45	1930-1934	>1101	T	0,30	0,15	0	0
LANCIA	Astura spider corsa	1,65	1935-1940	>1101	SS	0,25	0,15	0,25	0
LANCIA	Augusta	1,55	1935-1940	>1101	SP	0,25	0,15	0,15	0
LANCIA	Augusta berlina	1,55	1935-1940	>1101	SP	0,25	0,15	0,15	0
LANCIA	Augusta berlina aerodinamica	1,55	1935-1940	>1101	SP	0,25	0,15	0,15	0
LANCIA	Augusta Belna Cabriolet	1,55	1935-1940	>1101	SP	0,25	0,15	0,15	0
LANCIA	Augusta cabriolet	1,55	1935-1940	>1101	SP	0,25	0,15	0,15	0
LANCIA	Aprilia spider Touring "Ala spessa"	1,60	1935-1940	>1101	S	0,25	0,15	0,20	0
LANCIA	Aprilia Spider Zagato	1,70	1935-1940	>1101	SS	0,25	0,15	0,25	0,05
LANCIA	Aprilia berlina aerodinamica Pinin Farina	1,60	1935-1940	>1101	S	0,25	0,15	0,20	0
LANCIA	Aprilia berlina aerodinamica Boneschi	1,60	1935-1940	>1101	S	0,25	0,15	0,20	0
LANCIA	Aprilia Spider	1,65	1935-1940	>1101	S	0,25	0,15	0,20	0,05
LANCIA	Aprilia spider Colli	1,60	1935-1940	>1101	S	0,25	0,15	0,20	0
LANCIA	Aprilia spider Colli hardtop	1,60	1935-1940	>1101	S	0,25	0,15	0,20	0
LANCIA	Aprilia berlina 1350	1,55	1935-1940	>1101	SP	0,25	0,15	0,15	0
LANCIA	Aprilia berlina 1500	1,40	1947-1949	>1101	T	0,20	0,15	0	0,05
LANCIA	Aprilia Sport	1,75	1947-1949	>1101	SC	0,20	0,15	0,35	0,05
LANCIA	Aprilia spider	1,70	1947-1949	>1101	SC	0,20	0,15	0,35	0
LANCIA	Ardea berlina 1^ e 2^ serie	1,40	1935-1940	<1100	T	0,25	0,10	0	0,05
LANCIA	Ardea berlina 3^ e 4^ serie	1,35	1947-1949	<1100	T	0,20	0,10	0	0,05
LANCIA	Ardea 750 S	1,45	1953-1957	<750	SC	0,10	0	0,35	0
LANCIA	Aurelia B21 berlina	1,35	1950-1952	> 1101	T	0,15	0,15	0,0	0,05
LANCIA	Aurelia B22 berlina	1,25	1953-1957	>1101	T	0,10	0,15	0	0
LANCIA	Aurelia B20 GT 2000 berlina Pinin Farina	1,45	1950-1952	>1101	GT	0,15	0,15	0,10	0,05
LANCIA	Aurelia B20 GT 2500 berlina Pinin Farina	1,40	1953-1957	>1101	GT	0,10	0,15	0,10	0,05
LANCIA	Aurelia B24 spider "America" Pinin Farina	1,35	1953-1957	>1101	GT	0,10	0,15	0,10	0
LANCIA	D20 berlina Pinin Farina	1,60	1953-1957	>1101	SC	0,10	0,15	0,35	0
LANCIA	D24 Spider (winner 1954)	1,65	1953-1957	>1101	SC	0,10	0,15	0,35	0,05
LANCIA	Appia	1,20	1953-1957	<1100	T	0,10	0,10	0	0
LANCIA	Appia coupé Motto	1,30	1953-1957	<1100	GT	0,10	0,10	0,10	0
LANCIA	Appia GTZ	1,35	1953-1957	<1100	GT	0,10	0,10	0,10	0,05
LEONE	FIAT 1100 Sport	1,65	1947-1949	<1100	SC	0,20	0,10	0,35	0
LEONE	Lancia - FIAT 1100 barchetta	1,70	1935-1940	<1100	SC	0,25	0,10	0,35	0
LEONE	Savonuzzi 1100 FIAT barchetta	1,65	1947-1949	<1100	SC	0,20	0,10	0,35	0
LEONE	Savonuzzi 1100 FIAT siluro	1,60	1950-1952	<1100	SC	0,15	0,10	0,35	0
LINCOLN	Capri	1,45	1953-1957	>1101	S	0,10	0,15	0,20	0
LOMBARD	AL3 *	1,65	1927-1929	<1100	S	0,35	0,10	0,20	0
LORRAINE-DIETRICH	B/3/6	1,70	1927-1929	>1101	S	0,35	0,15	0,20	0
LOTUS	Eleven Climax	1,55	1953-1957	<1100	SC	0,10	0,10	0,35	0
LOTUS	Lotus Mk IX Climax *	1,55	1953-1957	<1100	SC	0,10	0,10	0,35	0
MAESTRI-BARTOLINI	Giannini 750 spider	1,50	1950-1952	<750	SC	0,15	0	0,35	0
MARDAL	750 Giannini - Gilco Fontana	1,50	1950-1952	<750	SC	0,15	0	0,35	0
MARINO (BRANDOLI)	FIAT 1100 Sport	1,55	1953-1957	<1100	SC	0,10	0,10	0,35	0
MARINO (BRANDOLI)	FIAT 1100 S Berlina	1,60	1950-1952	<1100	SC	0,15	0,10	0,35	0
MARINO (BRANDOLI)	FIAT 750 barchetta	1,45	1953-1957	<750	SC	0,10	0	0,35	0
MARINO (BRANDOLI)	FIAT 750 berlina	1,45	1953-1957	<750	SC	0,10	0	0,35	0
MARINO (BRANDOLI)	FIAT 750 S berlina	1,50	1950-1952	<750	SC	0,15	0	0,35	0
MARZOTTO-FERRARI	212 Export berlina Reggiani - Fontana "Uovo"	1,65	1950-1952	>1101	SC	0,15	0,15	0,35	0



MARCA MARQUE	MODELLO MODEL	COEFF. 2020	PERIODO PERIOD	CLASSE CLASS	CATEG.	FACTOR CALCULATION			FATTORE MM
						Period	Classe	Categ.	
MARZOTTO-FERRARI	212 Export spider Reggiani - Fontana	1,65	1950-1952	>1101	SC	0,15	0,15	0,35	0
MARZOTTO-FERRARI	340 America spider Fontana	1,65	1950-1952	>1101	SC	0,15	0,15	0,35	0
MASERATI	Tipo 26 B MM	1,75	1927-1929	>1101	SS	0,35	0,15	0,25	0
MASERATI	Tipo 26 MM spider	1,75	1927-1929	>1101	SS	0,35	0,15	0,25	0
MASERATI	Tipo 26 M Sport	1,70	1930-1934	>1101	SS	0,30	0,15	0,25	0
MASERATI	Tipo 26 C 1100	1,70	1930-1934	<1100	SS	0,30	0,10	0,25	0,05
MASERATI	Tipo 26 C 1500	1,70	1930-1934	>1101	SS	0,30	0,15	0,25	0
MASERATI	4 CTR 1100	1,70	1930-1934	<1100	SS	0,30	0,10	0,25	0,05
MASERATI	4CS 1100	1,70	1930-1934	<1100	SS	0,30	0,10	0,25	0,05
MASERATI	4 CS 1500 Campari & Sorniotti	1,70	1930-1934	>1101	SS	0,30	0,15	0,25	0
MASERATI	4 CS 1500	1,70	1935-1940	>1101	SS	0,25	0,15	0,25	0,05
MASERATI	6C/34	1,75	1935-1940	>1101	SC	0,25	0,15	0,35	0
MASERATI	Tipo 8C 26B 2000 Menarini	1,65	1935-1940	>1101	SS	0,25	0,15	0,25	0
MASERATI	Tipo 26 spider Menarini	1,65	1935-1940	>1101	SS	0,25	0,15	0,25	0
MASERATI	A6 GCS berlina	1,70	1947-1949	>1101	SC	0,20	0,15	0,35	0
MASERATI	A6 GCS spider	1,70	1947-1949	>1101	SC	0,20	0,15	0,35	0
MASERATI	A6 1500 berlina Pinin Farina	1,55	1947-1949	>1101	S	0,20	0,15	0,20	0
MASERATI	A6 1500 berlina	1,45	1950-1952	>1101	SP	0,15	0,15	0,15	0
MASERATI	A6 GCS/53 Fantuzzi	1,65	1953-1957	>1101	SC	0,10	0,15	0,35	0,05
MASERATI	A6 GCS /53 spider Vignale	1,60	1953-1957	>1101	SC	0,10	0,15	0,35	0
MASERATI	A6 GCS 2500	1,60	1953-1957	>1101	SC	0,10	0,15	0,35	0
MASERATI	A6 G 54 Zagato	1,45	1953-1957	>1101	S	0,10	0,15	0,20	0
MASERATI	150 S	1,60	1953-1957	>1101	SC	0,10	0,15	0,35	0
MASERATI	200 SI	1,60	1953-1957	>1101	SC	0,10	0,15	0,35	0
MASERATI	300 S spider Fantuzzi	1,60	1953-1957	>1101	SC	0,10	0,15	0,35	0
MASERATI	350 S spider Fantuzzi	1,60	1953-1957	>1101	SC	0,10	0,15	0,35	0
MASERATI	450 S spider Fantuzzi	1,60	1953-1957	>1101	SC	0,10	0,15	0,35	0
MASETTI	FIAT 500 siluro Marmini	1,55	1947-1949	<750	SC	0,20	0	0,35	0
MERCEDES-BENZ	710 SS *	1,65	1930-1934	>1101	S	0,30	0,15	0,20	0
MERCEDES-BENZ	710 SSK	1,75	1930-1934	>1101	SS	0,30	0,15	0,25	0,05
MERCEDES-BENZ	720 SSKL (winner 1931)	1,75	1930-1934	>1101	SS	0,30	0,15	0,25	0,05
MERCEDES-BENZ	300 SL Prototipo	1,65	1950-1952	>1101	SC	0,15	0,15	0,35	0
MERCEDES-BENZ	300 SLR (winner 1955)	1,65	1953-1957	>1101	SC	0,10	0,15	0,35	0,05
MERCEDES-BENZ	180 D	1,30	1953-1957	>1101	T	0,10	0,15	0	0,05
MERCEDES-BENZ	220	1,25	1953-1957	>1101	T	0,10	0,15	0	0
MERCEDES-BENZ	220 A	1,30	1953-1957	>1101	T	0,10	0,15	0	0,05
MERCEDES-BENZ	300 SL (W198)	1,40	1953-1957	>1101	GT	0,10	0,15	0,10	0,05
MERCEDES-BENZ	SC 180 Coupé	1,35	1953-1957	>1101	GT	0,10	0,15	0,10	0
MERCEDES-BENZ	190 SL	1,35	1953-1957	>1101	GT	0,10	0,15	0,10	0
MG	K-3 Magnette	1,70	1930-1934	<1100	SS	0,30	0,10	0,25	0,05
MG	C-Type "Midget" compressore	1,65	1930-1934	<750	SS	0,30	0,10	0,25	0
MG	SA berlina	1,55	1935-1940	>1101	SP	0,25	0,15	0,15	0
MG	Q-Type *	1,45	1935-1940	<750	S	0,25	0	0,20	0
MG	PB	1,55	1935-1940	>1101	SP	0,25	0,15	0,15	0
MG	TB *	1,60	1935-1940	>1101	S	0,25	0,15	0,20	0
MG	modello non identificato	1,50	1947-1949	<1100	S	0,20	0,10	0,20	0
MG	Magnette berlina	1,25	1953-1957	>1101	T	0,10	0,15	0	0
MG	MG A 1500 roadster	1,35	1953-1957	>1101	GT	0,10	0,15	0,10	0
MG	MG A "WORKS"	1,40	1953-1957	>1101	SP	0,10	0,15	0,15	0
MILAN (RUGGERI)	S.I.A.T.A. 1100 berlina Viotti	1,55	1935-1940	<1100	S	0,25	0,10	0,20	0
MOR & SCA	FIAT 500 Sport	1,45	1947-1949	<750	SC	0,10	0	0,35	0
MORETTI	600 MM	1,35	1950-1952	<750	S	0,15	0	0,20	0
MORETTI	750 berlina	1,10	1953-1957	<750	T	0,10	0	0	0
MORETTI	750 berlina Zagato	1,30	1953-1957	<750	S	0,10	0	0,20	0
MORETTI	750 coupé	1,20	1953-1957	<750	GT	0,10	0	0,10	0
MORETTI	750 Gran Sport berlina	1,30	1953-1957	<750	S	0,10	0	0,20	0
MORETTI	750 S	1,50	1950-1952	<750	SC	0,15	0	0,35	0

MARCA MARQUE	MODELLO MODEL	COEFF. 2020	PERIODO PERIOD	CLASSE CLASS	CATEG.	FACTOR CALCULATION			FATTORE MM
						Period	Classe	Categ.	
MORETTI	750 S berlina	1,30	1953-1957	<750	S	0,10	0	0,20	0
MORETTI	750 S berlina	1,45	1953-1957	<750	SC	0,10	0	0,35	0
MORETTI	750 S spider	1,45	1953-1957	<750	SC	0,10	0	0,35	0
MORETTINI-FLORIDA	FIAT 508 spider Sport Internazionale	1,60	1935-1940	<1100	SS	0,25	0,10	0,25	0
MOTOR RG (REMO GATTAI)	FIAT RG 1 750 S	1,60	1947-1949	<750	SC	0,20	0	0,35	0
MOTOR RG (REMO GATTAI)	FIAT-LANCIA RG 1 1100 S	1,65	1947-1949	<1100	SC	0,20	0,10	0,35	0
NARDI-DANESE	750 B.M.W. Motto	1,55	1947-1949	<750	SC	0,20	0	0,35	0
NARDI-DANESE	Alfa Romeo 6C 2500 SS spider S.A.I.L.	1,55	1947-1949	>1101	S	0,20	0,15	0,20	0
NARDI-DANESE	Alfa Romeo 6C 2500 SS siluro "Revelli"	1,70	1947-1949	>1101	SC	0,20	0,15	0,35	0
NARDI-DANESE	Alfa Romeo 6C 2500 SS coupè "Revelli"	1,70	1947-1949	>1101	SC	0,20	0,15	0,35	0
NARDI-DANESE	B.M.W. 750 siluro	1,35	1950-1952	<750	S	0,15	0	0,20	0
NARDI-DANESE	1100 S FIAT berlina	1,45	1950-1952	<1100	S	0,15	0,10	0,20	0
NARDI-DANESE	815 Auto Avio 1500 spider	1,65	1950-1952	>1101	SC	0,15	0,15	0,35	0
NARDI-DANESE	750	1,50	1950-1952	<750	SC	0,15	0	0,35	0
NARDI-DANESE	"Marco" spider Morelli	1,60	1953-1957	>1101	SC	0,10	0,15	0,35	0
NARDI-DANESE	2000 S	1,60	1953-1957	>1101	SC	0,10	0,15	0,35	0
NARDI-DANESE	750 S	1,45	1953-1957	<750	SC	0,10	0	0,35	0
NARDI-DUBOIS	Peugeot berlina Frua	1,45	1953-1957	>1101	S	0,10	0,15	0,20	0
NASH-HEALEY	Convertible Warwick 3850 cm <sup>3</sup>	1,45	1950-1952	>1101	SP	0,15	0,15	0,15	0
NASH-HEALEY	Sports "works" 4138 cm <sup>3</sup>	1,45	1950-1952	>1101	SP	0,15	0,15	0,15	0
NASH-HEALEY	Sports "works" 4143 cm <sup>3</sup>	1,40	1953-1957	>1101	SP	0,10	0,15	0,15	0
NSU-FIAT	750 sport	1,40	1947-1949	<750	S	0,20	0	0,20	0
O.M.	469	1,70	1927-1929	>1101	S	0,35	0,15	0,20	0
O.M.	665 Sport Superba 2000 cm <sup>3</sup> (winner 1927)	1,80	1927-1929	>1101	SS	0,35	0,15	0,25	0,05
O.M.	665 S MM Superba 2000 cm <sup>3</sup>	1,80	1927-1929	>1101	SS	0,35	0,15	0,25	0,05
O.M.	665 S Superba 2000 cm <sup>3</sup>	1,75	1927-1929	>1101	SS	0,35	0,15	0,25	0
O.M.	665 SS MM Superba 2200 cm <sup>3</sup>	1,80	1927-1929	>1101	SS	0,35	0,15	0,25	0,05
O.R.C.A.	1100 spider	1,50	1947-1949	<1100	S	0,20	0,10	0,20	0
O.S.C.A.	MT4 1350	1,70	1947-1949	>1101	SC	0,20	0,15	0,35	0
O.S.C.A.	MT4 1100	1,65	1950-1952	<1100	SC	0,15	0,10	0,35	0,05
O.S.C.A.	MT4 1100 siluro	1,60	1950-1952	<1100	SC	0,15	0,10	0,35	0
O.S.C.A.	MT4 1350 berlina Frua	1,65	1950-1952	>1101	SC	0,15	0,15	0,35	0
O.S.C.A.	MT4 1100 2AD	1,65	1950-1952	<1100	SC	0,15	0,10	0,35	0,05
O.S.C.A.	MT4 1100 2AD hardtop	1,60	1950-1952	<1100	SC	0,15	0,10	0,35	0
O.S.C.A.	MT4 1100 2AD berlina Vignale	1,55	1953-1957	<1100	SC	0,10	0,10	0,35	0
O.S.C.A.	MT4 1500 2AD	1,65	1953-1957	>1101	SC	0,10	0,15	0,35	0,05
O.S.C.A.	2000 S	1,60	1953-1957	>1101	SC	0,10	0,15	0,35	0
O.S.C.A.	S 750	1,50	1953-1957	<750	SC	0,10	0	0,35	0,05
O.S.C.A.	S 187	1,45	1953-1957	<750	SC	0,10	0	0,35	0
O.S.C.A.	S 950	1,60	1953-1957	<1100	SC	0,10	0,10	0,35	0,05
O.S.C.A.	S 1500	1,60	1953-1957	>1101	SC	0,10	0,15	0,35	0
O.S.C.A.	TN 1500	1,60	1953-1957	>1101	SC	0,10	0,15	0,35	0
O.S.F.A.	FIAT - Lancia 750 spider	1,55	1947-1949	<750	SC	0,20	0	0,35	0
O.S.F.A.	FIAT - Lancia Ardea 750 barchetta	1,55	1947-1949	<750	SC	0,20	0	0,35	0
O.S.F.A.	FIAT 750 barchetta	1,50	1950-1952	<750	SC	0,15	0	0,35	0
O.S.F.A.	Lancia 750 barchetta	1,45	1953-1957	<750	SC	0,10	0	0,35	0
O.S.F.A.	Gilco Ardea 750 Spider	1,45	1953-1957	<750	SC	0,10	0	0,35	0
OLDSMOBILE	88 5300 cc	1,25	1953-1957	>1101	T	0,10	0,15	0	0
ORLANDO	FIAT 1100 siluro	1,45	1950-1952	<1100	S	0,15	0,10	0,20	0
ORTOLANI	Faccioli FIAT 1100 siluro	1,45	1950-1952	<1100	S	0,15	0,10	0,20	0
OVERLAND	3000	1,65	1930-1934	>1101	S	0,30	0,15	0,20	0
P.F.L.	Aprilia berlina Viotti	1,35	1947-1949	>1101	T	0,20	0,15	0	0
PAGANELLI-LANCIA	Aurelia B 20 2000 sport	1,60	1953-1957	>1101	SC	0,10	0,15	0,35	0
PANHARD ET LEVASSOR	Dyna	1,20	1950-1952	<750	T	0,15	0	0	0,05
PANHARD ET LEVASSOR	Dyna	1,10	1953-1957	<750	T	0,10	0	0	0

MARCA MARQUE	MODELLO MODEL	COEFF. 2020	PERIODO PERIOD	CLASSE CLASS	CATEG.	FACTOR CALCULATION			FATTORE MM
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PANHARD ET LEVASSOR	Dyna X86 berlinetta Allemano	1,35	1953-1957	<750	S	0,10	0	0,20	0,05
PANHARD ET LEVASSOR	Dyna X86	1,15	1950-1952	<750	T	0,15	0	0	0
PANHARD ET LEVASSOR	Dyna X86 berlinetta	1,25	1950-1952	<750	GT	0,15	0	0,10	0
PANHARD ET LEVASSOR	Dyna berlinetta	1,20	1953-1957	<750	GT	0,10	0	0,10	0
PANHARD ET LEVASSOR	Dyna 130 S	1,20	1953-1957	<1100	T	0,10	0,10	0	0
PANHARD ET LEVASSOR	Dyna X87	1,10	1953-1957	<750	T	0,10	0	0	0
PANHARD ET LEVASSOR	Dyna spider	1,20	1953-1957	<750	GT	0,10	0	0,10	0
PANHARD ET LEVASSOR	Dyna tipo 54	1,10	1953-1957	<750	T	0,10	0	0	0
PANHARD ET LEVASSOR	Dyna Z	1,20	1953-1957	<1100	T	0,10	0,10	0	0
PANHARD ET LEVASSOR	Monopole berlinetta aerodinamica	1,30	1953-1957	<750	S	0,10	0	0,20	0
PARIANI	OSCA MT4 1350	1,55	1947-1949	<750	SC	0,20	0	0,35	0
PARISOTTO	750 Pasqualin barchetta	1,50	1950-1952	<750	SC	0,15	0	0,35	0
PARISOTTO	Giannini 750 S	1,45	1953-1957	<750	SC	0,10	0	0,35	0
PASQUALIN	FIAT 750 spider	1,55	1947-1949	<750	SC	0,20	0	0,35	0
PASQUALIN	Giannini - FIAT spider	1,50	1950-1952	<750	SC	0,15	0	0,35	0
PASQUALIN	GIANNINI FIAT 750 S	1,55	1950-1952	<750	SC	0,15	0	0,35	0,05
PASQUALIN	FIAT 750 S	1,50	1950-1952	<750	SC	0,15	0	0,35	0
PASQUALIN	Giannini 750 spider	1,45	1953-1957	<750	SC	0,10	0	0,35	0
PATRIARCA	FIAT 750 spider	1,55	1947-1949	<750	SC	0,20	0	0,35	0
PATRIARCA	FIAT 750 S	1,50	1950-1952	<750	SC	0,15	0	0,35	0
PATRIARCA	FIAT 1100 Sport	1,60	1950-1952	<1100	SC	0,15	0,10	0,35	0
PATRIARCA	Giannini berlinetta Faina	1,55	1950-1952	<750	SC	0,15	0	0,35	0,05
PATRIARCA	Giannini siluro Faina	1,50	1950-1952	<750	SC	0,15	0	0,35	0
PATRIARCA	Giannini 750 berlinetta Zagato	1,45	1953-1957	<750	SC	0,10	0	0,35	0
PATRIARCA	Giannini 750 barchetta	1,45	1953-1957	<750	SC	0,10	0	0,35	0
PEUGEOT	5 HP spider tipo MM	1,70	1927-1929	<750	S	0,35	0,10	0,20	0,05
PEUGEOT	5 HP tipo MM	1,65	1927-1929	<1100	S	0,35	0,10	0,20	0
PEUGEOT	203	1,40	1950-1952	>1101	GT	0,15	0,15	0,10	0
PEUGEOT	203	1,30	1953-1957	>1101	T	0,10	0,15	0	0,05
PEUGEOT	203 Speciale	1,45	1953-1957	>1101	S	0,10	0,15	0,20	0
PEUGEOT	203 coupé	1,35	1953-1957	>1101	GT	0,10	0,15	0,10	0
PEUGEOT	403 1300	1,25	1953-1957	>1101	T	0,10	0,15	0	0
PEUGEOT	403 1500	1,30	1953-1957	>1101	T	0,10	0,15	0	0,05
PICON	Panhard 750 Sport	1,45	1953-1957	<750	SC	0,10	0	0,35	0
PLATÉ	Alfa Romeo 6C 2300 siluro Zagato	1,75	1935-1940	>1101	SC	0,25	0,15	0,35	0
PORSCHE	356 1100	1,40	1950-1952	<1100	GT	0,15	0,10	0,10	0,05
PORSCHE	356 1290	1,35	1953-1957	>1101	GT	0,10	0,15	0,10	0
PORSCHE	356 1290 Super	1,40	1953-1957	>1101	GT	0,10	0,15	0,10	0,05
PORSCHE	356 A 1290	1,35	1953-1957	>1101	GT	0,10	0,15	0,10	0
PORSCHE	356 1500 SL [carrozzeria alluminio]	1,40	1950-1952	>1101	GT	0,15	0,15	0,10	0
PORSCHE	356 1500	1,45	1950-1952	>1101	GT	0,15	0,15	0,10	0,05
PORSCHE	356 1500	1,35	1953-1957	>1101	GT	0,10	0,15	0,10	0
PORSCHE	356 1500 Super	1,40	1953-1957	>1101	GT	0,10	0,15	0,10	0,05
PORSCHE	356 A 1600	1,35	1953-1957	>1101	GT	0,10	0,15	0,10	0
PORSCHE	356 A 1600 Super	1,35	1953-1957	>1101	GT	0,10	0,15	0,10	0
PORSCHE	356 1500 GS Carrera	1,45	1953-1957	>1101	SP	0,10	0,15	0,15	0,05
PORSCHE	356 A 1500 GS Carrera	1,45	1953-1957	>1101	SP	0,10	0,15	0,15	0,05
PORSCHE	356 1500 Speedster	1,40	1953-1957	>1101	GT	0,10	0,15	0,10	0,05
PORSCHE	550 Spyder RS	1,65	1953-1957	>1101	SC	0,10	0,15	0,35	0,05
PORSCHE	550 Spyder A/1500 RS	1,65	1953-1957	>1101	SC	0,10	0,15	0,35	0,05
PULIDORI	FIAT 750	1,55	1947-1949	<750	SC	0,20	0	0,35	0
PULIDORI	FIAT 750 spider	1,50	1950-1952	<750	SC	0,15	0	0,35	0
RALLY	ABC 1100 (modèles competition)	1,70	1927-1929	<1100	SS	0,35	0,10	0,25	0
RENAULT	4 CV	1,20	1950-1952	<750	T	0,15	0	0	0,05
RENAULT	4CV/1063	1,20	1950-1952	<750	T	0,15	0	0	0,05
RENAULT	4 CV berlinetta	1,20	1953-1957	<750	GT	0,10	0	0,10	0

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RENAULT	4 CV coupé	1,20	1953-1957	<750	GT	0,10	0	0,10	0
RENAULT	4 CV coupé speciale	1,20	1953-1957	<750	GT	0,10	0	0,10	0
RENAULT	4 CV spider	1,30	1953-1957	<750	S	0,10	0	0,20	0
RENAULT	4CV/1063 berlina Allemano	1,25	1953-1957	<750	GT	0,10	0	0,10	0,05
RENAULT	750 berlina	1,25	1950-1952	<750	GT	0,15	0	0,10	0
RENAULT	750 S	1,30	1953-1957	<750	S	0,10	0	0,20	0
RENAULT	Dauphine	1,25	1953-1957	<1100	T	0,10	0,10	0	0,05
RICCI	B.M.W. 750 spider	1,55	1947-1949	<750	SC	0,20	0	0,35	0
RILEY	Sprite TT	1,60	1935-1940	>1101	S	0,25	0,15	0,20	0
RIVA-PAGANI	1100 FIAT barchetta	1,60	1950-1952	<1100	SC	0,15	0,10	0,35	0
ROCCA	1100	1,60	1930-1934	<1100	S	0,30	0,10	0,20	0
ROSELLI	1100 barchetta Colli	1,65	1947-1949	<1100	SC	0,20	0,10	0,35	0
ROSELLI	FIAT 1100 barchetta aerodinamica Colli	1,70	1935-1940	<1100	SC	0,25	0,10	0,35	0
ROVELLI	FIAT 1100 Testadoro spider Castagna	1,65	1947-1949	<1100	SC	0,20	0,10	0,35	0
ROVELLI	FIAT 1100 spider hard-top	1,65	1947-1949	<1100	SC	0,20	0,10	0,35	0
ROVER	75	1,25	1953-1957	>1101	T	0,10	0,15	0	0
S.I.A.T.A.	FIAT 521 C	1,70	1927-1929	>1101	S	0,35	0,15	0,20	0
S.I.A.T.A.	FIAT 514 S	1,60	1930-1934	>1101	SP	0,30	0,15	0,15	0
S.I.A.T.A.	FIAT 514 MM	1,65	1930-1934	≥1101	S	0,30	0,15	0,20	0
S.I.A.T.A.	FIAT 514 compressore	1,60	1930-1934	>1101	SP	0,30	0,15	0,15	0
S.I.A.T.A.	FIAT 508 S berlina Ghia	1,55	1930-1934	<1100	SP	0,30	0,10	0,15	0
S.I.A.T.A.	FIAT 508 S	1,55	1930-1934	<1100	SP	0,30	0,10	0,15	0
S.I.A.T.A.	FIAT 508 S compressore berlina Ghia	1,50	1935-1940	<1100	SP	0,25	0,10	0,15	0
S.I.A.T.A.	"Gran Sport" spider 636 cm <sup>3</sup>	1,50	1935-1940	<750	S	0,25	0	0,20	0,05
S.I.A.T.A.	FIAT 508 CS berlina	1,35	1935-1940	<1100	T	0,25	0,10	0	0
S.I.A.T.A.	FIAT 1500 Spider	1,45	1935-1940	>1101	T	0,25	0,15	0	0,05
S.I.A.T.A.	FIAT 1100 MM berlina Viotti	1,55	1935-1940	<1100	S	0,25	0,10	0,20	0
S.I.A.T.A.	FIAT 500 spider Zagato	1,45	1935-1940	<750	S	0,25	0	0,20	0
S.I.A.T.A.	FIAT 1100 spider	1,60	1935-1940	<1100	SS	0,25	0,10	0,25	0
S.I.A.T.A.	FIAT 500 spider	1,50	1935-1940	<750	SS	0,25	0	0,25	0
S.I.A.T.A.	FIAT 500 Pescara	1,50	1935-1940	<750	SS	0,25	0	0,25	0
S.I.A.T.A.	FIAT 750 spider	1,50	1935-1940	<750	SS	0,25	0	0,25	0
S.I.A.T.A.	FIAT 750 spider Bertone	1,55	1947-1949	<750	SC	0,20	0	0,35	0
S.I.A.T.A.	FIAT 750 sport	1,55	1947-1949	<750	SC	0,20	0	0,35	0
S.I.A.T.A.	TC 500 sport	1,55	1947-1949	<750	SC	0,20	0	0,35	0
S.I.A.T.A.	750 spider	1,30	1953-1957	<750	S	0,10	0	0,20	0
S.I.A.T.A.	FIAT 750 barchetta	1,55	1947-1949	<750	SC	0,20	0	0,35	0
S.I.A.T.A.	750 S	1,50	1950-1952	<750	SC	0,15	0	0,35	0
S.I.A.T.A.	Daina Gran Sport Stabilimenti Farina	1,45	1950-1952	>1101	SP	0,15	0,15	0,15	0
S.I.A.T.A.	Daina Sport Stabilimenti Farina Coupé	1,45	1950-1952	>1101	SP	0,15	0,15	0,15	0
S.I.A.T.A.	Daina Sport Berlina Bertone	1,45	1950-1952	>1101	SP	0,15	0,15	0,15	0
S.I.A.T.A.	SC 750 siluro	1,50	1950-1952	<750	SC	0,15	0	0,35	0
S.I.A.T.A.	208 S berlina Pinin Farina	1,50	1950-1952	>1101	S	0,15	0,15	0,20	0
S.I.A.T.A.	Amica	1,30	1953-1957	<750	S	0,10	0	0,20	0
S.I.A.T.A.	300 BC berlina	1,25	1953-1957	<750	SP	0,10	0	0,15	0
S.I.A.T.A.	1100 GT	1,35	1953-1957	<1100	SP	0,10	0,10	0,15	0
S.I.A.T.A.	1100 TV Coupé Vignale	1,35	1953-1957	<1100	SP	0,10	0,10	0,15	0
S.I.A.T.A.	Daina Sport Coupé 1250 Pinin Farina	1,45	1953-1957	>1101	S	0,10	0,15	0,20	0
S.I.A.T.A.	1250 GT	1,45	1953-1957	>1101	S	0,10	0,15	0,20	0
S.I.A.T.A.	1250 GT Zagato	1,35	1953-1957	>1101	GT	0,10	0,15	0,10	0
S.I.A.T.A.	300 BC convertibile hardtop	1,30	1953-1957	<750	S	0,10	0	0,20	0
S.I.A.T.A.	FIAT 750 berlina	1,30	1953-1957	<750	S	0,10	0	0,20	0
SAAB	93	1,15	1953-1957	<750	T	0,10	0	0	0,05
SAIL	FIAT barchetta 1100	1,65	1947-1949	<1100	SC	0,20	0,10	0,35	0
SALMSON	AL 1100 bialbero siluro corsa	1,65	1927-1929	<1100	S	0,35	0,10	0,20	0
SALMSON	AL 1100 siluro corsa	1,70	1927-1929	<1100	SS	0,35	0,10	0,25	0
SALMSON	AL 1100 spider corsa	1,70	1927-1929	<1100	SS	0,35	0,10	0,25	0



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SALMSON	AL 1100	1,65	1927-1929	<1100	S	0,35	0,10	0,20	0
SALMSON	1100	1,65	1927-1929	<1100	S	0,35	0,10	0,20	0
SALMSON	2300	1,35	1953-1957	>1101	GT	0,10	0,15	0,10	0
SALMSON	2300 Sport	1,35	1953-1957	>1101	GT	0,10	0,15	0,10	0
SAM	C25 F spider	1,65	1927-1929	<1100	S	0,35	0,10	0,20	0
SAM	C25 J spider	1,65	1927-1929	<1100	S	0,35	0,10	0,20	0
SCAT CEIRANO	S 150 VVV	1,65	1930-1934	>1101	S	0,30	0,15	0,20	0
SCUDERIA ITALFRANCE	Panhard Dyna X86 berlinetta Allemano	1,30	1950-1952	<750	SP	0,15	0	0,15	0
SCUDERIA ITALFRANCE	Panhard Dyna berlinetta Colli "disco volante"	1,45	1953-1957	<750	SC	0,10	0	0,35	0
SCUDERIA ITALFRANCE	Panhard Dyna X 86 Berlinetta Colli	1,30	1953-1957	<750	S	0,10	0	0,20	0
SCUDERIA ITALFRANCE	Panhard Dyna X 86 Berlinetta Zagato	1,30	1953-1957	<750	S	0,10	0	0,20	0
SCUDERIA ITALFRANCE	Panhard Dyna X 86 Spider Allemano	1,30	1953-1957	<750	S	0,10	0	0,20	0
SIGHINOLFI	Ermioni 1100 siluro	1,60	1950-1952	<1100	SC	0,15	0,10	0,35	0
SIGHINOLFI	FIAT 1100 S	1,55	1953-1957	<1100	SC	0,10	0,10	0,35	0
SIGHINOLFI	FIAT 1100 siluro Campana	1,65	1947-1949	<1100	SC	0,20	0,10	0,35	0
SIMCA	Aronde	1,30	1950-1952	>1101	T	0,15	0,15	0	0
SIMCA	Aronde S	1,25	1953-1957	>1101	T	0,10	0,15	0	0
SIMCA-GORDINI	1100 Sport *	1,40	1947-1949	<750	S	0,20	0	0,20	0
STAL	750 GT *	1,35	1950-1952	<750	S	0,15	0	0,20	0
STANGA	FIAT 500A testa S.I.A.T.A. barchetta Cervi & Corna	1,55	1947-1949	<750	SC	0,20	0	0,35	0
STANGA	FIAT 750 S	1,45	1953-1957	<750	SC	0,10	0	0,35	0
STANGA	Giannini 750 barchetta Motto	1,50	1950-1952	<750	SC	0,15	0	0,35	0
STANGA	Giannini 750 berlinetta Motto	1,45	1953-1957	<750	SC	0,10	0	0,35	0
STANGA	Giannini 750 siluro Motto	1,50	1950-1952	<750	SC	0,15	0	0,35	0
STANGUELLINI	500 Spider spider Torricelli	1,55	1935-1940	<750	SS	0,25	0	0,25	0,05
STANGUELLINI	FIAT 1100 spider Touring	1,60	1935-1940	<1100	SS	0,25	0,10	0,25	0
STANGUELLINI	1100 Hard Top	1,65	1935-1940	<1100	SS	0,25	0,10	0,25	0,05
STANGUELLINI	FIAT 1100 hardtop Carrozzeria Torricelli	1,60	1935-1940	<1100	SS	0,25	0,10	0,25	0
STANGUELLINI	FIAT 1100 spider Torricelli	1,60	1935-1940	<1100	SS	0,25	0,10	0,25	0
STANGUELLINI	FIAT 500 testa S.I.A.T.A. spider Torricelli	1,50	1935-1940	<750	SS	0,25	0	0,25	0
STANGUELLINI	1100 spider	1,65	1947-1949	<1100	SC	0,20	0,10	0,35	0
STANGUELLINI	1100 berlinetta Bertone	1,40	1947-1949	<1100	GT	0,20	0,10	0,10	0
STANGUELLINI	1100 spider Ala d'Oro	1,65	1947-1949	<1100	SC	0,20	0,10	0,35	0
STANGUELLINI	1100 hard-top Ala d'Oro	1,65	1947-1949	<1100	SC	0,20	0,10	0,35	0
STANGUELLINI	1100 Sport	1,65	1947-1949	<1100	SC	0,20	0,10	0,35	0
STANGUELLINI	2800 spider	1,70	1947-1949	>1101	SC	0,20	0,15	0,35	0
STANGUELLINI	750 S	1,55	1947-1949	<750	SC	0,20	0	0,35	0
STANGUELLINI	1100 hardtop	1,60	1950-1952	<1100	SC	0,15	0,10	0,35	0
STANGUELLINI	750 spider Campana	1,45	1953-1957	<750	SC	0,10	0	0,35	0
STANGUELLINI	1100 Sport	1,55	1953-1957	<1100	SC	0,10	0,10	0,35	0
STUDEBAKER	modello non identificato	1,45	1953-1957	>1101	S	0,10	0,15	0,20	0
SUNBEAM	Rapier	1,30	1953-1957	>1101	T	0,10	0,15	0	0,05
SUPERBA	FIAT 750 S	1,45	1953-1957	<750	SC	0,10	0	0,35	0
SVA	Giannini 750 Sport	1,50	1950-1952	<750	SC	0,15	0	0,35	0
TALBOT [GB]	AV 105 S	1,65	1930-1934	>1101	S	0,30	0,15	0,20	0
TALBOT-LAGO [F]	T 150C	1,65	1935-1940	>1101	SS	0,25	0,15	0,25	0
TALBOT-LAGO [F]	T26 GS	1,65	1950-1952	>1101	SC	0,15	0,15	0,35	0
TESTADORO-BRANCA	FIAT 750	1,50	1950-1952	<750	SC	0,15	0	0,35	0
TINARELLI	Lancia Aprilia barchetta	1,65	1935-1940	>1101	SS	0,25	0,15	0,25	0
TINARELLI	Ermioni 1100 siluro	1,60	1950-1952	<1100	SC	0,15	0,10	0,35	0
TRIUMPH	TR2 Sports	1,45	1953-1957	>1101	SP	0,10	0,15	0,15	0,05
TRIUMPH	TR 3 Sports	1,35	1953-1957	>1101	GT	0,10	0,15	0,10	0
TRIUMPH	TR 3 Sports Works	1,40	1953-1957	>1101	SP	0,10	0,15	0,15	0
TUROLLA	FIAT 1100	1,65	1947-1949	<1100	SC	0,20	0,10	0,35	0
TUROLLA	FIAT 1100 S	1,65	1947-1949	<1100	SC	0,20	0,10	0,35	0

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TUROLLA	FIAT 1500 spider	1,70	1947-1949	>1101	SC	0,20	0,15	0,35	0
TUROLLA	FIAT 500 A testa S.I.A.T.A.	1,55	1947-1949	<750	SC	0,20	0	0,35	0
TUROLLA	FIAT 500 A testa S.I.A.T.A. coupé Morelli	1,55	1947-1949	<750	SC	0,20	0	0,35	0
TUROLLA	FIAT 750 barchetta	1,50	1950-1952	<750	SC	0,15	0	0,35	0
TUROLLA	FIAT 750 berlina Morelli	1,50	1950-1952	<750	SC	0,15	0	0,35	0
TUROLLA	FIAT 750 Sport	1,55	1947-1949	<750	SC	0,20	0	0,35	0
URANIA	750 S	1,50	1950-1952	<750	SC	0,15	0	0,35	0
URANIA	B.M.W. 750 siluro	1,55	1947-1949	<750	SC	0,20	0	0,35	0
VERITAS	Comet RS *	1,60	1953-1957	>1101	SC	0,10	0,15	0,35	0
VERITAS	Panhard Dyna Gran Sport spider	1,50	1950-1952	<750	SC	0,15	0	0,35	0
VIBERTI	Aprilia berlina aerodinamica "Casa"	1,65	1935-1940	>1101	SS	0,25	0,15	0,25	0
VOISIN	C 14 3000 cm <sup>3</sup>	1,70	1927-1929	>1101	S	0,35	0,15	0,20	0
VOLKSWAGEN	"Maggiolino" motore Porsche 1.290 cm <sup>3</sup>	1,40	1953-1957	>1101	SP	0,10	0,15	0,15	0
VOLKSWAGEN	1100 "Maggiolino"	1,25	1950-1952	<1100	T	0,15	0,10	0	0
VOLKSWAGEN	1200 "Maggiolino"	1,25	1953-1957	>1101	T	0,10	0,15	0	0
VOLPINI	B.M.W. 328	1,70	1947-1949	>1101	SC	0,20	0,15	0,35	0
VOLPINI	FIAT 1100 berlina Frua	1,40	1953-1957	<1100	S	0,10	0,10	0,20	0
VOLPINI	Lancia Aprilia	1,35	1947-1949	>1101	T	0,20	0,15	0	0
VOLPINI	Lancia Aprilia	1,30	1950-1952	>1101	T	0,15	0,15	0	0
ZAGATO	FIAT 1500 spider	1,60	1935-1940	>1101	S	0,25	0,15	0,20	0
ZAGATO	FIAT 500 testa S.I.A.T.A. spider	1,60	1935-1940	>1101	S	0,25	0,15	0,20	0
ZAGATO	Lancia Aprilia spider	1,60	1935-1940	>1101	S	0,25	0,15	0,20	0
ZAGATO	FIAT 500 berlina panoramica	1,35	1950-1952	<750	S	0,15	0	0,20	0
ZAGATO	FIAT 750 MM berlina	1,30	1950-1952	<750	GT	0,15	0	0,10	0,05
ZAGATO	FIAT 1100 E berlina	1,40	1950-1952	>1101	GT	0,15	0,15	0,10	0
ZAGATO	FIAT 750 berlina	1,25	1950-1952	<750	GT	0,15	0	0,10	0
ZAGATO	FIAT 8V spider	1,45	1953-1957	>1101	S	0,10	0,15	0,20	0
ZAGATO	FIAT 8V berlina	1,50	1953-1957	>1101	S	0,10	0,15	0,20	0,05
ZAGATO	FIAT 750	1,30	1953-1957	<750	S	0,10	0	0,20	0
ZAGATO	FIAT 1100 GT	1,35	1953-1957	>1101	GT	0,10	0,15	0,10	0
ZAGATO	FIAT 1100 berlina	1,40	1953-1957	<1100	SP	0,10	0,10	0,15	0,05
ZAGATO	FIAT 1100/103 TV	1,30	1953-1957	<1100	GT	0,10	0,10	0,10	0
ZAGATO	FIAT 1100	1,40	1953-1957	<1100	S	0,10	0,10	0,20	0
ZAGATO	FIAT 600 berlina	1,20	1953-1957	<750	GT	0,10	0	0,10	0
ZAGATO	FIAT 600 coupé	1,20	1953-1957	<750	GT	0,10	0	0,10	0
ZAGATO	Lancia Appia GTZ	1,35	1953-1957	<1100	GT	0,10	0,10	0,10	0,05
ZAGATO	FIAT 1100 coupé	1,30	1953-1957	<1100	GT	0,10	0,10	0,10	0
ZAGATO	SIATA 1400 Sport	1,45	1953-1957	>1101	S	0,10	0,15	0,20	0
ZANNINI	750 S FIAT	1,45	1953-1957	<750	SC	0,10	0	0,35	0
ZANUSSI	FIAT 750 Sport MM	1,55	1947-1949	<750	SC	0,20	0	0,35	0
ZANUSSI	FIAT Fontebasso 750 Sport	1,50	1950-1952	<750	SC	0,15	0	0,35	0
Altre vetture /other cars	ammesse / admitted on the Special List	1,00	1927-1957	all	all	0	0	0	0

\* **VETTURE ISCRITTE ALLA CORSA MA CHE NON HANNO PRESO IL VIA.**

**CAR MODELS ENTERED, BUT NOT RACED, IN AT LEAST ONE EDITION OF THE MILLE MIGLIA RACE.**

➔ In **ROSSO** sono riportate le vetture che hanno vinto un'edizione della Mille Miglia dal 1927 al 1957.

**RED** shows cars that have won an edition of the Mille Miglia from 1927 to 1957.

➔ Le vetture vincitrici di Classe o Categoria in una edizione delle Mille Miglia 1927/1957 (**Fattore MM 0,05**) sono indicate in:

*Winner cars of Mille Miglia Class or Category are listed in: CLASSIFICHE/RANKING MILLE MIGLIA 1927-1957.*

➔ L'elenco completo di tutte le vetture, con anni di partecipazione, classi e categorie nelle quali hanno gareggiato, si trova in:

*The complete list of all cars, with years of participation, classes and categories in which they competed, found in:*

**TUTTE LE AUTO DELLE MILLE MIGLIA 1927-1957 | ALL MILLE MIGLIA 1927-1957 CARS.**

**Allegato 8: Tabella dei punteggi per le PC - Points table for the TT (PC/TT)**

**1000 MIGLIA 2021**  
**TABELLA DEI PUNTEGGI PER LE PROVE CRONOMETRATE**

centesimi di secondo		centesimi di secondo		centesimi di secondo		centesimi di secondo	
penalità	punti	penalità	punti	penalità	punti	penalità	punti
0	420	42	158	84	116	126	74
1	395	43	157	85	115	127	73
2	370	44	156	86	114	128	72
3	350	45	155	87	113	129	71
4	330	46	154	88	112	130	70
5	310	47	153	89	111	131	69
6	291	48	152	90	110	132	68
7	272	49	151	91	109	133	67
8	254	50	150	92	108	134	66
9	236	51	149	93	107	135	65
10	226	52	148	94	106	136	64
11	217	53	147	95	105	137	63
12	212	54	146	96	104	138	62
13	207	55	145	97	103	139	61
14	203	56	144	98	102	140	60
15	200	57	143	99	101	141	59
16	198	58	142	100	100	142	58
17	196	59	141	101	99	143	57
18	194	60	140	102	98	144	56
19	192	61	139	103	97	145	55
20	190	62	138	104	96	146	54
21	188	63	137	105	95	147	53
22	186	64	136	106	94	148	52
23	184	65	135	107	93	149	51
24	182	66	134	108	92	150	50
25	180	67	133	109	91	151	49
26	178	68	132	110	90	152	48
27	176	69	131	111	89	153	47
28	174	70	130	112	88	154	46
29	172	71	129	113	87	155	45
30	170	72	128	114	86	156	44
31	169	73	127	115	85	157	43
32	168	74	126	116	84	158	42
33	167	75	125	117	83	159	41
34	166	76	124	118	82	160	40
35	165	77	123	119	81	161	39
36	164	78	122	120	80	162	38
37	163	79	121	121	79	163	37
38	162	80	120	122	78	164	36
39	161	81	119	123	77	165	35
40	160	82	118	124	76	166	34
41	159	83	117	125	75	167	33



**TABELLA DEI PUNTEGGI PER LE PROVE CRONOMETRATE**

centesimi di secondo		centesimi di secondo		centesimi di secondo		centesimi di secondo	
penalità	punti	penalità	punti	penalità	punti	penalità	punti
168	32	205	0	242	0	279	0
169	31	206	0	243	0	280	0
170	30	207	0	244	0	281	0
171	29	208	0	245	0	282	0
172	28	209	0	246	0	283	0
173	27	210	0	247	0	284	0
174	26	211	0	248	0	285	0
175	25	212	0	249	0	286	0
176	24	213	0	250	0	287	0
177	23	214	0	251	0	288	0
178	22	215	0	252	0	289	0
179	21	216	0	253	0	290	0
180	20	217	0	254	0	291	0
181	19	218	0	255	0	292	0
182	18	219	0	256	0	293	0
183	17	220	0	257	0	294	0
184	16	221	0	258	0	295	0
185	15	222	0	259	0	296	0
186	14	223	0	260	0	297	0
187	13	224	0	261	0	298	0
188	12	225	0	262	0	299	0
189	11	226	0	263	0	300	0
190	10	227	0	264	0		
191	9	228	0	265	0		
192	8	229	0	266	0		
193	7	230	0	267	0		
194	6	231	0	268	0		
195	5	232	0	269	0		
196	4	233	0	270	0		
197	3	234	0	271	0		
198	2	235	0	272	0		
199	1	236	0	273	0		
200	0	237	0	274	0		
201	0	238	0	275	0		
202	0	239	0	276	0		
203	0	240	0	277	0		
204	0	241	0	278	0		

NOTA: il coefficiente assegnato alla vettura deve essere moltiplicato per i punti

**Allegato 9: Tabella dei punteggi per le PM - Points table for the AT (PM/AT)**
**1000 MIGLIA 2021  
TABELLA DEI PUNTEGGI PER LE PROVE DI MEDIA**

al secondo			al secondo			al secondo			al secondo		
penalità	punti ANTICIPO	punti RITARDO	penalità	punti ANTICIPO	punti RITARDO	penalità	punti ANTICIPO	punti RITARDO	penalità	punti ANTICIPO	punti RITARDO
0	420	420	42	53	158	84	0	116	126	-108	74
1	395	395	43	52	157	85	0	115	127	-111	73
2	370	370	44	51	156	86	0	114	128	-114	72
3	350	350	45	50	155	87	0	113	129	-117	71
4	330	330	46	48	154	88	0	112	130	-120	70
5	310	310	47	46	153	89	0	111	131	-123	69
6	291	291	48	44	152	90	0	110	132	-126	68
7	272	272	49	42	151	91	-3	109	133	-129	67
8	254	254	50	40	150	92	-6	108	134	-132	66
9	236	236	51	38	149	93	-9	107	135	-135	65
10	226	226	52	36	148	94	-12	106	136	-138	64
11	200	217	53	34	147	95	-15	105	137	-141	63
12	185	212	54	32	146	96	-18	104	138	-144	62
13	170	207	55	30	145	97	-21	103	139	-147	61
14	155	203	56	28	144	98	-24	102	140	-150	60
15	140	200	57	26	143	99	-27	101	141	-153	59
16	135	198	58	24	142	100	-30	100	142	-156	58
17	130	196	59	22	141	101	-33	99	143	-159	57
18	125	194	60	20	140	102	-36	98	144	-162	56
19	120	192	61	18	139	103	-39	97	145	-165	55
20	115	190	62	16	138	104	-42	96	146	-168	54
21	110	188	63	14	137	105	-45	95	147	-171	53
22	105	186	64	12	136	106	-48	94	148	-174	52
23	100	184	65	10	135	107	-51	93	149	-177	51
24	95	182	66	8	134	108	-54	92	150	-180	50
25	90	180	67	6	133	109	-57	91	151	-183	49
26	85	178	68	4	132	110	-60	90	152	-186	48
27	80	176	69	2	131	111	-63	89	153	-189	47
28	75	174	70	0	130	112	-66	88	154	-192	46
29	70	172	71	0	129	113	-69	87	155	-195	45
30	65	170	72	0	128	114	-72	86	156	-198	44
31	64	169	73	0	127	115	-75	85	157	-201	43
32	63	168	74	0	126	116	-78	84	158	-204	42
33	62	167	75	0	125	117	-81	83	159	-207	41
34	61	166	76	0	124	118	-84	82	160	-210	40
35	60	165	77	0	123	119	-87	81	161	-213	39
36	59	164	78	0	122	120	-90	80	162	-216	38
37	58	163	79	0	121	121	-93	79	163	-219	37
38	57	162	80	0	120	122	-96	78	164	-222	36
39	56	161	81	0	119	123	-99	77	165	-225	35
40	55	160	82	0	118	124	-102	76	166	-228	34
41	54	159	83	0	117	125	-105	75	167	-231	33

**TABELLA DEI PUNTEGGI PER LE PROVE DI MEDIA**

al secondo			al secondo			al secondo			al secondo		
penalità	punti ANTICIPO	punti RITARDO	penalità	punti ANTICIPO	punti RITARDO	penalità	punti ANTICIPO	punti RITARDO	penalità	punti ANTICIPO	punti RITARDO
168	-234	32	205	-345	0	242	-456	0	279	-567	0
169	-237	31	206	-348	0	243	-459	0	280	-570	0
170	-240	30	207	-351	0	244	-462	0	281	-573	0
171	-243	29	208	-354	0	245	-465	0	282	-576	0
172	-246	28	209	-357	0	246	-468	0	283	-579	0
173	-249	27	210	-360	0	247	-471	0	284	-582	0
174	-252	26	211	-363	0	248	-474	0	285	-585	0
175	-255	25	212	-366	0	249	-477	0	286	-588	0
176	-258	24	213	-369	0	250	-480	0	287	-591	0
177	-261	23	214	-372	0	251	-483	0	288	-594	0
178	-264	22	215	-375	0	252	-486	0	289	-597	0
179	-267	21	216	-378	0	253	-489	0	290	-600	0
180	-270	20	217	-381	0	254	-492	0	291	-603	0
181	-273	19	218	-384	0	255	-495	0	292	-606	0
182	-276	18	219	-387	0	256	-498	0	293	-609	0
183	-279	17	220	-390	0	257	-501	0	294	-612	0
184	-282	16	221	-393	0	258	-504	0	295	-615	0
185	-285	15	222	-396	0	259	-507	0	296	-618	0
186	-288	14	223	-399	0	260	-510	0	297	-621	0
187	-291	13	224	-402	0	261	-513	0	298	-624	0
188	-294	12	225	-405	0	262	-516	0	299	-627	0
189	-297	11	226	-408	0	263	-519	0	300	-630	0
190	-300	10	227	-411	0	264	-522	0	>300	-12000	0
191	-303	9	228	-414	0	265	-525	0			
192	-306	8	229	-417	0	266	-528	0			
193	-309	7	230	-420	0	267	-531	0			
194	-312	6	231	-423	0	268	-534	0			
195	-315	5	232	-426	0	269	-537	0			
196	-318	4	233	-429	0	270	-540	0			
197	-321	3	234	-432	0	271	-543	0			
198	-324	2	235	-435	0	272	-546	0			
199	-327	1	236	-438	0	273	-549	0			
200	-330	0	237	-441	0	274	-552	0			
201	-333	0	238	-444	0	275	-555	0			
202	-336	0	239	-447	0	276	-558	0			
203	-339	0	240	-450	0	277	-561	0			
204	-342	0	241	-453	0	278	-564	0			

NOTA: il coefficiente assegnato alla vettura deve essere moltiplicato per i punti