Supplementary Regulations

FAMS Approval *AU 05/2026 ISSUED ON 09/06/2026*

Programme
Rallylegend Historic

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DETAILED PROGRAMME

PROGRAMME

Monday 24 June 2026

8.00 Opening for participation request

Thursday 10 September 2026

20.00 Closing for participation request

Wednesday 16 September 2026

20.00 Publishing of Admitted List (website)

Thursday 24 September 2026

20.00 Publishing of Entry List (website)
Deadline for sending administrative checks documents

Tuesday 6 October 2026

15:00 – 20:30 Accreditation Centre Opening Time – World Trade Center San Marino

15:00 - 20:00 Collection of sporting documents (road book, car stickers, official communications, written briefing) - Administrative Checks HQ Multieventi Sport Domus

Wednesday 7 October 2026

8:30 - 18:00 Collection of sporting documents (road book, car stickers, official communications, written briefing) - Administrative Checks – HQ Multieventi Sport Domus

09:00 – 20:00 Press Room Opening Time - HQ Multieventi Sport Domus

09:00 – 20.00 Reconnaissance of Special Stages (max 2 passages per Special Stage in 3 days)

15:00 – 20:00 Scrutineering – Olympic Stadium

21:00 – 23.00 Reconnaissance "Sprint Legend Race" (max 2 passages)

Thursday 8 October 2026

08:00 – 14:30 Reconnaissance of Special Stages

9:00 – 15:00 Scrutineering – Olympic Stadium

12:00 First Meeting of the Stewards San Marino Sport Domus Multieventi

16:00 Posting of Admitted Crews List – Sportity
Sprint Legend Race – Posting of individual times for entering in Starting Park and SS Starting Times- Sportity

17:30 – 19:30 **Sprint Legend Race -** cars enter the Starting Park into Olympic Stadium

19:45 **Parata Vetture Gruppo B - Sprint Legend Race**

20.00 – 23.30 **Sprint Legend Race**

Friday 9 October 2026

09:15 – 14:45 Shakedown "I Laghi" San Marino (RSM)
With the following schedule
09:15 – 12.00 session reserved he crews of Group A registered to Shakedown
12.15 – 14.45 session reserved he crews of Group B registered to Shakedown

12:30 – 15:15 Cars Enter in Starting Park - Olympic Stadium

15:30 – 18:30 Walkabout inside the Olympic Stadium (visit of the Starting Park)

16:00	Publication of Starting Order for Day 1 (Entry list order + repositioning) - Sportity
16:00	Sprint Legend Race Prize Giving – Rallylegend Podium
19:00	Start Day 1 - Rallylegend Village (3 Special stages Km 12,22 total)
20:55	Regrouping & Drivers Dinner – San Marino Historical Center
22:25	Finish Day 1 - Rallylegend Village
01:30	Time limit to enter the cars in park fermé

Saturday 10 October 2026

07:30 – 08:30	Cars enter in parc fermé without penalties - Olympic Stadium
09:00 – 12:30	Walkabout inside the Olympic Stadium (visit of the Starting Park)
10:00	Posting of Results of Day 1 and Starting Order for Day 2 (Entry list order + repositioning)
10:00 – 11:45	Special Stage "The Legend" Exhibitions
11:00 – 12:00	Special Stage "The Legend" Free Practice of Memorial Bettega
12:00 – 12:30	Special Stage "The Legend" Group B Cars Parade
12:00	Start Day 2 - Rallylegend Village (2 Special Stages to be repeated twice and 1 Special Stage to be run once-Total Km.46,30)
19:30	Finish Day 2 - Rallylegend Village
23:00	Posting of Results of Day 2 and Starting Order for Day 3
23:30	Time limit to enter the cars in park fermé

Sunday 11 October 2026

07:00 – 08:00	Cars enter in park fermé without penalties - Olympic Stadium
8:45	Start Day 3 - Rallylegend Village (1 Special Stages to be repeated twice and 1 Special Stage to be run once – total Km. 14,44)
10:00	Regrouping and Buffet
13:00	Finish Day 3 – Cars in Park Fermé Rallylegend Village
14:30	Prize-giving ceremony at the Rallylegend Village – All car pass on the arrival podium
15:30	Publication of Final Classification - Sportity

Memorial Bettega – "side by side" set up of SS "The Legend"

11:35 – 11:55	Group B Cars Parade
12:00 – 12:55	Memorial Bettega - Race 1 (Two semifinals / 3rd & 4th place final / 1st & 2nd final)
13:00 – 13:55	Memorial Bettega - Race 2 (Two semifinals / 3rd & 4th place final / 1st & 2nd final)
14:00 – 14:55	Memorial Bettega - Race 3 (Two semifinals / 3rd & 4th place final / 1st & 2nd final)
16:30	Award ceremony on the Rallylegend Village podium

SUPPLEMENTARY REGULATIONS
RALLYLEGEND HISTORIC

INTRODUCTION

FAMS - San Marino Automobile Federation - is the only body recognized as National Sporting Authority as a Federation associated with the FIA - International Automobile Federation - and with the CONS (National Olympic Committee of San Marino).

FAMS is the owner of the automobile sporting power on the national territory that comes from the FIA and which is recognized by law.

FAMS is the National Sporting Federation recognized by the CONS for automobile sports and carries out the activity of the Sporting Federation according to its own organisation discipline.

FAMS carries out its activity as a Sporting Federation for automobile sport in San Marino through the Sporting Bodies that are responsible for exercising and managing sporting power in full legislative, regulatory, financial autonomy in accordance with the provisions of the CONS regulations. Jurisdictional power is devolved to the Sports Justice Bodies referred to in the CONS Regulation and the Regulations of FIA International Sporting Justice.

1. GENERAL DISPOSITIONS

Rallylegend Historic is a rally event reserved for historic cars on invitation. The Organizer, at its sole discretion, will decide the criteria for admission to the Rally. The rally is registered in the National Calendar of the Events with Authorized Foreign Participation 2026 as a rally without validity. This regulation is in conformity to the standard FIA General Prescriptions applicable to Historical Rallies unless specifically reported below.
For the correct interpretation of these Regulations, the Italian version will be binding.

2. ADMITTED CARS

2.1 In accordance with the provisions of article 12.1 "Categories and Classes of Admitted Cars" of the FIA 2026 Regulations Sporting Historic Rally Championships cars built up to 31/12/1985 belonging to the following Periods (art.3.2 Appendix K FIA International Sporting Code 2026) will be admitted:

- E up to 31/12/61
- F/G1 1/1/62 – 31/12/69
- G2/H1 1/1/70 – 31/12/75
- H2/I 1/1/76 – 31/12/81
- J1 1/1/82 – 31/12/85

The cars belonging to categories J1 must comply with original homologation form.

2.2 The cars will be registered in the following classes, regardless of their origin period/group/class:

- Class H1 up to 1300 cc.
- Class H2 from 1301 to 1600 cc
- Class H3 from 1601 to 2000 cc
- Class H4 over 2000 cc

2.2.1 Required documents

The car must have a Historic Passport (HTP) FIA or ACI or FAMS or an original homologation form valid.
Regardless of what foreseen by previous provisions, the organiser keeps the faculty of rejecting at his own final judgment the entry of cars that do not reflect the spirit of the event in their technical features.
This decision should not be justified.

2.3 SAFETY FEATURES OF THE ADMITTED CARS

2.3.1 Anti-rollover safety structures /roll cage (ROPS)

a) Cars belonging to period E:

The installation of ROPS as required by the following legislation is recommended, except for cars equipped with ROPS at the origin. These cars must have as a minimum a ROPS conform to the specifications used on the car when it was used in the competitions of its period.

If a structure is used:

- A one-piece pipe with regular curvatures without wrinkles, undulations or cracks in the walls should be used for the main structure.
- The rear or front bracing (s) must be fixed at the top of the main structure or in the case of two bracing, starting from the top it must not be lower than one third of the distance from the top to the base of the upright, it must form an angle not exceeding 60° with respect to the horizontal and on the opposite side must be fixed to a solid point of the chassis.

- It is mandatory that if the ROPS is installed on an open car, this must always be at least 50mm above the helmet of the driver and co-driver.

Compliance with the above regulations is therefore not mandatory, but any structure mounted on a car must be safe.

b) Cars belonging to F period and subsequent:

A roll cage assuring an adequate protection level is mandatory. This structure must be built according to the specifications given here:

1. The rear (or front) bracing (s) must be fixed at the top of the main structure or if there are two, starting from the top. It must not be lower than one third of the distance from the top to the base of the upright, it must form an angle not exceeding 60° with respect to the horizontal and on the opposite side it must be fixed to a solid point of the chassis.
2. It is mandatory that if the ROPS is installed on an open car, this must at all times be at least 50mm above the helmet of the driver and co-driver.
3. A one-piece pipe with regular bends with no wrinkles, undulations or cracks in the walls shall be used for the main structure. The extensions added above the main structure to increase the height are prohibited unless they are covered by a ROPS certificate issued by the FIA or an ASN.
4. In areas where the drivers' helmets may come into contact with the ROPS, and where it is physically possible, a protective covering conforming to FIA 8857-2001 type A must be installed - See Technical List no. 23 “Padding for protection of safety cage approved by the FIA”. The points of the ROPS which may come into contact with the bodies of the drivers must be protected with a flame-resistant coating.
5. When a ROPS is installed, it is allowed to move the fuse box and/or, except in Group N, to modify or remove the rear seats from the car to allow the structure set up.
6. The pipes must not carry fluids or other objects inside them. The ROPS must not improperly obstruct the entry and exit of the driver and co-driver.
7. The ROPS uprights can encroach into the crew space, passing through the car’s dashboard and panels, as well as through the rear seats.
8. A ROPS of aluminium alloy following the period specifications must be replaced by a steel structure identical in design and construction to the original in accordance with valid Appendix “J”.

2.3.2 Fire-extinguisher

All cars have to be equipped with at least one hand fire extinguisher compliant with art. 253.7.3 of the Appendix J of the existing CODE FIA.

An extinguisher system homologated by the FIA in accordance with the current Appendix J, Article 253-7.2 (see Appendix J, Technical List 16 for homologated extinguishers) is mandatory for all cars taking part in Sporting Rallies which include special stages. For single seat and open two-seat racing cars, the external means of triggering required by Article 253-7.2.3 is not mandatory, the extinguisher may be mounted, incorporating anti-torpedo brackets, within the car where it is adequately protected.

2.3.3 Head protection system and seat belts

The harnesses of the following types of cars must comply with FIA Standard No. 8853/98 or FIA N° 8853-2016:

a) Single-seat racing cars of Period F onwards with a roll bar.
b) Two-seat racing cars of Period F onwards with a roll bar.
c) Cars of Period H onwards taking part in Sporting Rallies incorporating special stages.

All other cars of Period F onwards with a roll bar must be equipped with harnesses complying with FIA Standard No. 8854/98 or No. 8853/98 or FIA N° 8853-2016 (see FIA Technical List No. 24).

Cars built from the period G2 and following will be equipped with head retention system with corresponding seat belts.

2.3.4 Seats

The original front seats of the GTS and CT cars of the periods F (1/1/1962) and following, can only be replaced with seats conform to the specifications of the Period or with a complete seat system with current FIA homologation.

For other Periods, these seats are highly recommended.

The original front seats of the GT, T cars of the periods F (1/1/1962) and following, can only be replaced with a complete seat system with current FIA homologation. For other Periods, these seats are highly recommended.

2.3.5 Tanks and fuel system

a) For all cars of Period E, the fuel tanks MUST be a standard tank, or an approved tank or an FT3 safety tank. It is recommended to fill the tanks with safety foam conforming to the American Military Specifications MIL-B-83054 (shielding material) or "DSTOP" anti-explosion systems.

b) For all cars from Period F to J the tank is free but must be filled with safety foam in conformity with the American Military Specifications MIL-B-83054 (shielding material) or “D-STOP” anti-explosion systems. The maximum capacity of the tanks foreseen in the Period must not be exceeded.

c) All safety tanks must comply with the requirements of Art. 253.14 of Annex J in force (Safety Fuel Tanks approved by the FIA). They are mandatory for rally cars that have the fuel tank positioned inside the cockpit. A non-flammable, waterproof box must surround the fuel tank and its filling openings. A transparent, closed window made of non-flammable material must be installed in the protection of the tanks, easily accessible and removable only with the aid of tools, in order to allow checking of the validity date of the tank.

d) Fuel systems without electric or mechanical pump must have a clearly marked circuit closure device.

e) On cars that use a fuel other than petrol, for example methanol, there must be a fluorescent orange disc with a diameter of 75 mm on each race number plate. It is recommended the "Pantone 15-1354 TC Orange Crush" colour orange use.

f) No rapid fuel sample system is mandatory for historic cars.

g) When a car is equipped with a fuel cap that protrudes from the body, the filler neck must be equipped with a non-return safety valve fitted between the cap and the tank as close to the tank as possible. All the caps of the quick release tanks (Monza type) that protrude from the shape of the bodywork must be equipped with an auxiliary device to prevent accidental opening.

h) Any non-pressurized fuel piping that crosses the passenger compartment must be adequately protected and, if not made of metal, must be made of fire-resistant material and suitable for the fuel. Pipes through which fuel is supplied under pressure in any position must, if not of metal, be of fire-resistant material and appropriate for the fuel and in addition:
- in vehicles with injection engines, they must comply with art. 253.3.2 of Annex J in force;
- in other cars they must have a minimum bursting pressure of 100 psi (0.69MPa)
The pipes can only be connected by means of screw fittings or fittings approved by the manufacturers.

2.3.6 Helmets

The use of FIA homologated helmets is compulsory for both crew members.
Following art. 3.3 Attachment XI Appendix K FIA Code 2026 and art 3 Chapter 3 Appendix L FIA Code 2026 Drivers and Co-drivers of cars of Periods J1 and J2 must wear a Frontal Head Restraint system and 6-point seat belts in complying with Article 253-6 of the current Appendix J.
Frontal Head Restraint system is highly recommended to cars built before J1 Period.

2.3.7 Clothing

During special stages crew members must wear safety protection clothes with FIA homologation (flame resistant overall, underwear, balaclava, gloves, etc.).

2.4 All competitors and crews' members must sign a declaration in which they take responsibility for:
- conformity of the car with the technical and safety characteristics.
- the use of safety clothing protections with current FIA homologation.

2.5 Upon decision of the Steward following Scrutineers signaling, cars not complying with safety measures will not be admitted. Protests and/or appeals on this matter are not allowed.

2.6 The use of "test" plates and vehicles with temporary registration is not allowed.

3. CHARACTERISTICS OF THE EVENT

3.1 The 24th RALLYLEGEND will take place during the days 8/9/10/11 October 2026, starting with the "Sprint Legend Race" on Thursday 8th October. Rally starts on Friday 9th October and final arrival on Sunday 11th in San Marino. The attached Schedule of the Itinerary is part of these Regulations (Appendix 2).

3.2 Reconnaissance of the route is admitted after road-book and reconnaissance form pick-up following the times specified in the programme (Appendix 11).

3.2.1 Reconnaissance of the special stages is authorised only on road homologated cars and in the full respect of the road code. 2 passages for each single stage are allowed. "Relay" cars preceding recce cars and radio connections on recce cars are forbidden. On reconnaissance cars, the presence of passengers together with the crew is allowed.

3.2.2 Reconnaissance made in the period before authorised reconnaissance or out of their schedule will be considered a very serious infringement and will imply the immediate exclusion from the entry list without any reimbursement of the entry fee.

3.2.3 Reconnaissance rules and road code infringements found by police, FAMS/ACI Sport Officials or by organisation staff will be punished both with money sanctions (minimum fine € 1.000,00) and with time penalties (60 seconds) to be added to the final time. This sanction will be imposed by the Clerk of the Course, without right of appeal.

3.2.4 In case of serious infringements, the competitor can be remitted to his National Sporting Authority following the licence's nationality. Payment of the sanctions indicated under this article will need to be made before the start of the race; otherwise, the competitor will not be admitted to the rally.

3.2.5 From the moment of the publication on the official event website of the regulations and of the rally map, the organiser will check the rally course through people with written proxy released by the organiser. Any reconnaissance not allowed can be notified also through personal acknowledgement by the checking staff or verification of plates connected for ownership or simple use to entered competitors or competitors holding a sporting licence. In this case, the organiser will report the facts to FAMS for the due provisions.

3.2.6 – Service

No service park will be organised. Service operations on cars during the rally can be carried out 500 metres before or after every Special Stage start/finish. **From 00.01 a.m. of Thursday 8th October 2026 to the end of the event is absolutely forbidden**, **the stop of service vehicles**, support cars or caravans of the competitors in via Rancaglia, Strada La Ciarulla, Via Costa del Bello, Strada Bulumina and in the immediate surroundings of the San Marino Sport Domus Multieventi in Serravalle (Rally Headquarter), except with special authorization of the Organizing Committee. Infringements to this rule will cause forced removal of the vehicles parked with expenses charged to the owner and a fine of 1.000,00 Euro charged to the competitor involved.

3.2.7 Service between the Rally Days

3.2.7.1 At the end of each Day the cars must be driven to the Park Fermé inside the Olympic Stadium of Serravalle at the following times:

- at the end of Day 1 before 01:30 of Saturday 10 October
- at the end of Day 2 before 23:30 of Saturday 10 October

3.2.7.2 If it is not possible to respect these times, the cars will be able to enter the parc fermé WITHOUT PENALTY inside the Serravalle Stadium (RSM) the next morning at the following times:

- Saturday 10 October from 07:30 to 08:30
- Sunday 11 October from 07:00 to 08:00

3.2.7.3 Any delay of Park Fermé entry scheduled times, as shown at art. 3.2.7.2, will be sanctioned with penalties at Stewards discretion.

4. ADMITTED COMPETITORS AND DRIVERS

The event is entered in the FAMS National Calendar of the Events with Authorized Foreign Participation.
Competitors and drivers with FAMS, ACI Sport and license issued by a ASN authorised by FIA will be admitted.
Foreign competitors and drivers (with the exception of drivers with ACI Sport license) must have the authorization of their ASN (the National Sporting Authority that issued the license). The absence of the document is an infringement of art.2.3.10 and 3.9.4 of International Sporting Code and implies sanctions to the Organizers.
According to the car entered in the rally, the drivers must be holders of a sporting license of the degree provided for by their ASN (or D1 issued by the FAMS for the event) and hold a driving license and a medical sporting certificate for rallies.

5. ENTRIES

a) Entries to the event must reach the Organizing Secretariat of "24th Rallylegend" Zeromille Tel. +39 368 8030873 before 20.00 of Thursday 10th September 2026.
One 3/4th picture of the car must be sent with the entry form. Acceptance of the registration is bound to the type and characteristics of the car declared in the registration form. Any difference from what declared or changes to the car after the publication of the entry list may result in exclusion from the rally.

b) Entry fee is € 2.000,00 tracking system included. The entry fee includes services during the rally, meals, gadgets and law taxes. Entry fees of competitors not admitted to the rally will be reimbursed after the event at the latest by 30 November.

c) A fee of € 200.00 is set for the shakedown for a maximum of 4 passages

d) A total of 160 crews are admitted to the event, by the organisation discretion, among all the competitors that will have regularly sent entry forms filled in.
The following competitors will have priority:
   - Competitors entered with foreign crews.
   - Competitors entered with sporting history-valued cars which can be demonstrated by pictures, reportages, declarations of past drivers etc.
   - Competitors entered with original-livery cars.

e) The Organizing Committee declines all liability for any infraction of laws or regulations caused by the competitor who will suffer all consequences towards competent authorities.

f) The Organising Committee declines liability for any accident caused to competitors and crews during the whole duration of the event, even in case of natural disaster, riots, demonstrations, vandalism etc. or any damages to the crews or the entered car. All consequences (material, legal or sporting) must be suffered by the competitor.

6. SCRUTINEERINGS

a) At the moment of Scrutineering, each participant must handle a declaration certifying the compliance of the safety clothing and the compliance of the safety devices of their car. This form can be downloaded on the rally website and on Sportity.
b) Scrutineering is compulsory for all cars, Legend Stars cars included, as scheduled in the program.
During the pre-rally Scrutineering Hans system, clothing, helmets must not be presented.
c) Legend Stars cars will be subjected to a check of their accordance to San Marino Road Traffic Rules

7. TIRES

1 All cars entered and participating in the 24th Rallylegend must compulsorily be equipped for the entire duration of the event and shakedown with PIRELLI tyres, homologated according to current FIA regulations with free carving.
2 Four racing tyres must be purchased from the dealer indicated by PIRELLI: GUALANDI RACING Strada degli Angariari, 9 – 47891 Falciano (RSM) Phone +378 963259 Mobile +39 335 5642135 email info@gualandiracing.sm.
It is not necessary to use these tires during the race.
3 For the entire duration of the event, 4 PIRELLI stickers must be applied to the cars, positioned at the corners of the car as indicated by the Organizer.
WRC Cars of all rally and Legend Stars must compulsory affix on the windscreen Pirelli advertising.
4 Rally Officials will check the use of PIRELLI tires during the event. A car mounting or transporting NON PIRELLI tires during the rally and shakedown will be immediately excluded from the rally without the possibility of Formula Super Rally Legend readmission.

8. STARTING ORDER – PLATES – NUMBERS

The rally numbers will be allocated by the Organizing Committee.
The Starting sequence will be **Legend Stars – Rally.**
The Starting Order of Day 1 and Day 2 will follow the entry list sequence.
The Starting Order of Day 3 Rally will be at Race Control discretion. Competitors are invited to check this Starting Order.

9. EVENT RUNNING - CONTROL PROCEDURES – SPECIAL STAGE – SUPER RALLYLEGEND FORMULA - CHICANES

Time Controls
The target time to drive the distance between two time controls will be printed on the Time Card.
All controls: time controls, start, finish, stop control will be pointed out by FIA standard panels.
The beginning of the control zone will be indicated by a yellow control warning panel, the control point will be shown by a red panel. The end of the control zone, some meters forward, will be shown by a final beige panel with three black stripes.
All control zones (zones between the first yellow warning sign and the final beige board) are considered as parc fermé. It is strictly forbidden, under pain of exclusion from the rally, to enter a control zone from a different direction from that foreseen by rally itinerary.

Control procedure
1. Control procedure begins at the moment the car passes through the control zone entry panel and ends at the moment the car passes through the end of control area panel. Within this area, any action on the car is strictly forbidden.
2. Between the yellow entry panel and the control point (red panel) the crew is forbidden to operate rear manoeuvres. Infractions remarked by the post marshals will be sanctioned up to the exclusion from the classification.
3. The passage time will be the minute when the crew will pass the control timeline.
The timekeeper will write on the timecard the real time of passage in hours, minutes and seconds.
The ideal time is the time obtained adding the target time of the sector to the starting time from it.
4. Any difference between the real time and the ideal time will be penalised as follows:
5. For delay - 10 seconds for each complete minute.
6. For early check in - 1 minute for each complete minute.

7. The passage time written on the timecard is the arrival time and the starting time of the following sector.
8. The maximum delay time at a time control is 15 minutes. The crew that will pass a time control point 15 minutes late with respect to the last crew who regularly passed, will be considered excluded.
9. Each crew will receive a timecard on which the target times to run the different sectors and the special stages will appear.

Special Stages

1 The start will be given at the minute.
2 The Special Stage start will be given to the car stopped on the starting line with the engine on.
3 When the car with the crew on board will stop at the start control, the timekeeper, after registering the start time on the timecard, will return it to the crew and will announce aloud -30", -15", -10" and the last 5" one by one. At the "GO" ("VIA") signal the car will have to leave immediately.
4 Stopping on the starting line for more than 20 seconds will be penalised with 60 seconds penalty. A delay of more than one minute will not be accepted.
5 The Jump Start will be penalised by a 10" penalty to be added to the special stage time together with the seconds anticipated by the competitor.
6 Finish of special stage will be flying and calculated by a photocell or by manual timekeeping system.
7 The time will be calculated at the tenth of the second.
8 The competitor must stop at STOP Control to allow the registration on the timecard of the special stage time and any penalty.

Jump Start at Special Stage Start

A Jump Start and a Start before the timekeeper or the traffic light has given the starting signal, will be penalized as follows:

- 1st infraction: 10 seconds penalty
- 2nd infraction: 1 minute penalty
- 3rd infraction: 3 minutes penalty

Chicanes

All chicanes are indicated on the asphalt during reconnaissance by varnish signaling the external part of each barrier. The voluntary jump of a chicane or of one barrier will entail the following for the driver responsible:

- 20 seconds penalty for the first infraction
- 60 seconds penalty for the second infraction
- 120 seconds penalty for the third infraction
- The exclusion from the rally for the fourth infraction

Interruption of a Special Stage

When a special stage is interrupted or stopped for any reason, each crew affected will be allocated by the Clerk of the Course a time which is judged the fairest.
The time can be allocated even if a single crew has run the special stage in normal racing conditions.
Only the Clerk of the Course can apply this provision after receiving the report of the Marshals charged of the special stage control with the explanation of the reasons that caused the interruption (or delay).
The times allocated will be taken into consideration for the calculation of the special stage classification only after the issuing of the Clerk of the Course notification.
No crew which is solely or jointly responsible for stopping a stage may in any case benefit from this measure.
Therefore, the time achieved will be assigned to them if this time exceeds the time allocated to the crews who did not normally run due to the interruption.
The provisions concerning the interruption of the Special Stage can also be applied to crews who have suffered a delay following their intervention to remove an obstacle in the event of obstruction of the route and/or to give aid in the event of an accident, and subsequently have completed the special stage, even if it has not been definitively interrupted.
To the crews who have regularly taken the start of the Special Stage but due to the interruption they have not been able to complete the special stage, the Clerk of the Course will allocate a time to reach, from the stop control, the following time control. The starting time of the new sector, between the stop control and the following time control, will be registered on the timecard at the stop control.

Special Stage "The Legend"

Starting Procedure

a) When the car, with the crew on board, stops in front of the starting line, the timekeeper will announce loudly -20", -15", -10" and the last 5" one by one. At the "GO" signal the car must start immediately.

b) At STOP control on the competitor's Timecard will be registered the actual Special Stage starting time, the finish time and the special stage time. The Special Stage starting time registered at STOP Control is also the starting time of the Sector in which the Special Stage is included.

Signalization

Marshals will use a WAVING BLUE FLAG to warn the drivers of an overtaking speeder car arriving. The driver must allow the overtaking at the first occasion, if necessary, driving slower. Infractions will be sanctioned upon information of the Clerk of the Course at the Stewards' discretion.

Overtalking other cars

In some parts of the Special Stage **OVERTAKING IS FORBIDDEN** as shown in the Road Book map (Appendix 8). Infractions will be sanctioned upon information of the Clerk of the Course at the Stewards' discretion.

"PIRELLI Jump Trophy"

On Saturday 10 October during the Special Stage "The Legend" the crews will go through a jump indicated on the Road Book. The Jumps will be evaluated by a Jury composed of experts designated by the Organizer.
The award ceremony for the most spectacular jump will take place on Sunday 11 October on the arrival podium.

Super-Rally-Legend Formula

1. The crew withdrawn during the day will be allowed to start the following day. Competitors will need to submit a written request to the Clerk of the Course to take part in the Super-Rally-Legend Formula 60 minutes before each day's partial unofficial results posting. The car must enter the parc fermé 60 minutes before the start of the first crew of the following day, to be submitted to the Scrutineers and found in conformity with safety and technical rules.
2. If a competitor retires after the last Special Stage, to be readmitted with the Super-Rally Formula, he will be considered as not having run the last Special Stage.
3. In order to be included back again into rally, the following penalties are foreseen, for each special stage not run:
   - a penalty of 3 minutes.
   - a penalty of 5 seconds for each kilometre on the whole length of the non-finished/not run special stage (rounded up to) compared to the best time of the belonging class or to the class immediately higher, if the class is made up of one crew only.

10. SHAKEDOWN

All competitors can run a test with rally cars (shakedown) on Friday 9 October starting at 9.15 to 14.45 in San Marino (RSM) by "I Laghi" with the following schedule:

- 9.15 – 12.00 session reserved to drivers Group A registered to Shakedown
- 12.15 – 14.45 session reserved to drivers Group B registered to Shakedown

A maximum number of 4 passages is allowed.
The shakedown fee is € 200,00 (VAT included), to be paid with the entry fees.

11. STARTING PARK

The crews, once they have passed pre-rally scrutineering, will drive their cars to the starting park inside the Olympic Stadium of Serravalle, following the Road Book, as scheduled in the program.
Late entrance to the starting park will be sanctioned at Stewards' discretion upon Race Control report.

12. RESULTS – FINAL SCRUTINEERINGS

Penalties will be given in time. The final classification will be obtained by adding the times of the special stages to the penalties in time obtained during the rally.

In case of ex-equo, the competitor with the best time in the first special stage will be proclaimed winner. If this is not enough, the times of the second, third stage etc. will be taken into consideration.
A final classification including all the Historic cars and class classifications will be published.

Sunday 11 October at the end of the rally the cars must be available for possible scrutineering decided ex officio or on protest until 30 minutes after the posting time of final results.
During these 30 minutes the competitors must be available by phone.
Cars and/or competitors found not at disposal of the race control will be excluded from the rally with report to the FAMS for any further penalisation. Cars can be submitted to controls concerning safety at any moment of the event.

13. ADVERTISING

Advertising on cars will be limited to a total 50x14 cm. below and above the competition numbers.
On those cars on which sides the above-mentioned adverting cannot be fixed, it is allowed to fix them on the immediate sides on the right or on the left of the competition numbers.

14. PROTESTS – APPEALS

All protests must be presented in written form to the Clerk of the Course with the sum of € 1.500,00, which will not be refunded if the protest will be judged even partly inapplicable.
Appels must be lodged in conformity with FIA International Sporting Code.
For any appeal to FAMS, appeal fee of € 5.000,00.

15. PRIZES - CUPS

The following prizes are foreseen:
• from the 1st to the 3rd of the general classification
• to the first three classified crews of each class
• to the 1st lady's crew

16. GENERAL PRESCRIPTIONS

The event is organized in conformity with the International Sporting Code and its appendix.
With the entry the competitor:

- Declares to know, committing himself to respect and make respect - the International Sporting Code and its appendixes, FAMS prescriptions and these special regulations.
- Recognises FAMS as National Sporting Authority.
- Renounces to carry on with arbiters or other judges for facts arising from the organisation or the running of the event.
- Declares to withdraw from any third-party responsibility FAMS, the Organizers, the officials, the road owners in case of accidents occurred to himself, the crew members and employees or in case of material damages.

17. PENALTIES AND OTHER DISCIPLINARY PROVISIONS

1 Time control	
- for any delay beyond the time limit:	up to exclusion
2 Timecards	
- failure to mark a time control:	up to exclusion
- failure handing back at time controls:	up to exclusion
- lack of a control stamp (stamp control):	up to exclusion
3 Other penalties	
- for refusal to start at the established hour and order:	up to exclusion
- for failed passage at any control:	up to exclusion
- for unauthorized stop in control area:	up to exclusion
- for passage obstruction and/or damage to other crews:	up to exclusion
- for unsporting behavior:	from warning to exclusion
- for passage at a control in the opposite or different direction:	up to exclusion
- for road code infringement:	up to exclusion

- for non-compliance documents during administrative checks: not admitted
- for delay at start of more than 15 minutes: not admitted
- car driven by a different person from driver or co-driver: exclusion
- for lack of a rally number or a plate: fine
- for lack of two or all the rally numbers: exclusion
- for failure to communicate withdrawal to the Race Control: fine

16. APPENDICES

Attachment to these regulations

- 1 - Organisation – Rally Officials
- 2 - Schedule of the itinerary
- 3 - WRC Regulations
- 4 - CLASSIC Regulations
- 5 - LEGEND STARS Regulations
- 6 - Memorial Bettega Regulations
- 7 - Layout Memorial Bettega Course
- 8 - Map of Special Stage “The Legend”
- 9 - “Sprint Legend Race” Regulations
- 10 – Map of “Sprint Legend Race”
- 11 – Reconnaissance Schedule
- 12 – “The Legend” Area Regulations

ZEROMILLE srl

FAMS Approval
AU04/2026 – 09/06/2026

APPENDIX 1 – ORGANISATION - OFFICIALS

ORGANISATION

Organisation	ZEROMILLE Srl "23rd RALLYLEGEND" lic. F.A.M.S. n° 515 Via Rive delle Seriole, 4 – 47893 Borgo Maggiore - Republic of San Marino

ORGANISING SECRETARIAT:

At F.A.M.S.	Via A. Giangi, 66 – 47891 Dogana (Republic of San Marino) Phone +378 -909053 – Mobile +39 368 8030873

RALLY HEADQUARTER

Multieventi Sport Domus, via Rancaglia 30 - Serravalle - Republic of San Marino

OFFICIAL NOTICE BOARD

App Sportity - Password **RALLYLEGEND2026**

MAIN OFFICIALS

Stewards:	Giorgio Alberton – Chairman Walter Chiaruzzi Valentino Muccini
Event Coordinator-Race direction	Mauro Zambelli
Deputy Clerk of the Course:	Marco Cascino Guido Novembrini Simone Zerbinati
Secretary of the Meeting:	Valeria Ravalli
Secretary to the Stewards:	
National Safety Officer:	Luca Romboli
FAMS Delegate Scrutineer:	Claudio Felici
Scrutineers:	Manuela Bardusco Marino Zonzini
Competitors Relation Officers:	Tiziano Tonial Nunzio Iozza
Chief Medical Officer:	Dott Ivan Tonini
Timekeeping:	Federazione Cronometristi Sammarinese
Chief of Timekeeping:	Giorgio Guerra
Results:	Giorgio Guerra
Road Marshals:	FAMS / ACI Sport
Communication Officer	Alen Bollini
Press Officer:	Leonardo Todisco Grande
Rescue Team:	(Bulletin)

APPENDIX 2 – SCHEDULE OF THE ITINERARY

Thursday, 8 October 2026

SPRINT LEGEND RACE

Location	Length	1st car
Rallyvillage - OUT		19:45
SPRINT LEGEND RACE	**km 2,00**	**20:00**
Rallyvillage - IN		20:15

Friday, 9 October 2026

Location	Length	Time
Shakedown I Laghi	*2.60*	
Group A	*Shakedown*	9:15 / 12:00
Group B		12:15/14:45

24° RALLYLEGEND

Start (Sections 1,2) — *Friday, 9 October 2026*

ROAD SECTOR	TC / SS	Location	Distance KM SS	Distance KM Liaison	Distance KM Total	Target Time	AVS	1st Car due	SECTION
1	0	**Rallyvillage - RALLY START**						19:00	1
	1	Cailungo		2,87	2,87	00:15	11,05	19:15	
2	*SS 1*	*I LAGHI*	*3,63*			00:03		*19:18*	
	2	Strada del Lavoro		12,47	16,10	00:35	27,6	19:53	
3	*SS 2*	*CHIESANUOVA*	*5,50*			00:03		*19:56*	
	PC 1	Chiesanuova							
	3	Costa del Santo		7,90	13,40	00:29	27,7	20:25	
4	*SS 3*	*SAN MARINO*	*3,09*			00:03		*20:28*	
	3A	Regrouping IN		8,41	11,50	00:27	25,6	20:55	
5	1	**San Marino - REGROUPING**				01:00			
6	3B	Regrouping OUT						21:55	2
	3C	**San Marino Stadium - Regrouping IN**		13,65	13,65	00:30	29,2	22:25	
	Friday totals		*12,22*	*45,30*	*57,52*				

Sunrise - Sunset 07:23 - 18:28

24° RALLYLEGEND 2026 REPUBBLICA DI SAN MARINO 8-11 OTTOBRE 2026



ROAD SECTOR	Re-Start (Sections 3,4)							Saturday, 10 October 2026	SECTION
	TC SS	Location	SS	Distance KM Liaison	Total	Target Time	AVS	1st Car due	
7	3D	**San Marino Stadium - Regrouping OUT**						12:00	3
	4	Fondo Rio		6,83	6,83	00:24	17,1	13:24	
8	*SS 4*	*LE TANE 1*	*8,28*			00:03		*13:27*	
	5	Castellaro		19,42	27,70	00:43	38,7	14:10	
9	*SS 5*	*LA CASA 1*	*12,68*			00:03		*14:13*	
	6	Z.I. La Ciarulla		13,87	26,55	00:44	36,2	14:57	
10	*SS 6*	*THE LEGEND*	*4,38*			00:03		*15:00*	
	6A	Regrouping IN		2,43	6,81	00:30	13,6	15:30	
11	**2**	**San Marino Stadium - REGROUPING**				**01:20**			
12	6B	Regrouping OUT						16:50	4
	7	Fondo Rio		6,83	6,83	00:55	7,5	17:45	
13	*SS 7*	*LE TANE 2*	*8,28*			00:03		*17:48*	
	8	Castellaro		19,42	27,70	00:59	28,2	18:47	
14	*SS 8*	*LA CASA 2*	*12,68*			00:03		*18:50*	
	8A	**Rallyvillage - Regrouping IN**		13,05	25,73	00:40	38,5	19:30	

Saturday totals *46,30* *81,10* *127,40* *Sunrise - Sunset 07:23 - 18:28*

ROAD SECTOR	Re-Start (Sections 4,5)							Sunday, 11 October 2026	SECTION
	TC SS	Location	SS	Distance KM Liaision	Total	Target Time	AVS	1st Car due	
15	8B	**Rallyvillage - Regrouping OUT**						08:45	5
	9	Z.I. La Ciarulla		2,00	2,00	00:22	5,5	09:07	
16	*SS 9*	*THE LEGEND SUNDAY*	*1,78*			00:03		*09:10*	
	10	Strada del Fosso		18,22	20,00	00:32	37,5	09:42	
17	*SS 10*	*PIANDAVELLO 1*	*6,33*			00:03		*09:45*	
	10A	Regrouping IN		2,87	9,20	00:15	36,8	10:00	
18	**3**	**Borgo Maggiore - REGROUPING**				**01:40**			
19	10B	Regrouping OUT						11:40	6
	11	Strada del Fosso		9,30	9,30	00:55	15,9	12:35	
20	*SS 11*	*PIANDAVELLO 2*	*6,33*			00:03		*12:38*	
	11A	Rallyvillage - RALLY FINISH - Podium		10,17	16,50	00:22	41,2	13:00	

Sunday totals *14,44* *42,56* *57,00* *Sunrise - Sunset 07:23 - 18:28*

Day	n° SS	%SS	Km SS	Km RS	Tot Km	1st Car
Friday, 9 Oct.	3	21,2%	12,22	45,30	57,52	19:00 - 22:25
Saturday, 10 Oct.	5	36,3%	46,30	81,10	127,40	12:00 - 19:30
Sunday, 11 Oct.	3	25,3%	14,44	42,56	57,00	8:45 - 13:00
TOTALS OF THE RALLY	11	30,2%	72,96	168,96	241,92	

Sunday, 11 October 2026

MEMORIAL BETTEGA

Location		1st car
Z.I. LA CIARULLA	START	12:00

APPENDIX 3 - WRC REGULATIONS

Reference for what is not mentioned in these regulations is the "Special Regulations Rallylegend Historic".

1. ADMITTED CARS – CARS' SAFETY DEVICES

1.1 Admitted Cars

- Cars group RC1N built from 01.01.1997
- Cars group RC2N - Within this group, R5/Rally 2 cars will be admitted in a maximum number of 10 and N5 cars in a maximum number of 3. Once the received participation request, the Organizer will confirm at its discretion the approval of the entry
- Cars group RC3N Super 1600 class,
- Cars Group RGT

1.2 Upon decision of the Stewards following Scrutineers report, cars not complying with safety measures will not be admitted. Protests and/or appeals on this matter are not allowed.

1.3 Regardless of what was foreseen by previous provisions, the Organiser keeps the faculty of rejecting at his own final judgment, cars that do not reflect the spirit of the event in their technical features.
Such decision should not be justified.

1.4 SAFETY FEATURES OF THE CARS

1 The installation of lower protections is authorized as foreseen by art. 254 6.7.1 of Appendix J FIA 2026.

2. The installation of an engine compartment/passenger compartment extinguishing system and a handheld fire extinguisher is mandatory.
Extinguishing systems and manual fire extinguishers in compliance with FIA standard 8865-2015 (Technical List 52) are recommended. Extinguishing systems in compliance with FIA standard 8865-2015 (Technical List 52) are mandatory for the following cars:
- World Rally Cars homologated from 01.01.2017 in compliance with homologation extension 400/01 WRC and Article 255A of Appendix J.
- World Rally Cars homologated from 01.01.2015 in compliance with homologation extension 300/01 WRC and Article 255A of Appendix J 2016.
- WRC homologated from 01.01.2014 in compliance with the homologation extension 200/01 WRC and Article 255 of Appendix J 2016.
- WRC approved before 31.12.2013 complying with the approval extension 100/01 KSR as well as its extension WR and Article 255A of Appendix J 2013.
- Super 2000 (Rally) cars complying with Article 255A of Appendix J 2013.
- Rally2 Group cars in compliance with Article 261 of Appendix J R-GT Group cars approved from 01.01.2020 in compliance with Art. 256 of Appendix J.
- R-GT Group cars in compliance with Art. 256 of Appendix J 2019.

All fire extinguishers must be valid.

3. An intermittent red and white light lamp.
4. Safety cage (roll-cage) in compliance with the requirements of Appendix J FIA 2026 art. 253-8.
5. Safety belts in compliance with the requirements of Appendix J FIA 2026 art. 253-6 valid.
6. The seats must be approved by the FIA (standard 8855-1999 or 8862-2009) and not modified.
- Seats according to FIA standard 8855-1999: The seat must be used according to the seat manufacturer's instructions and technical list no. 12. The limit of use is 5 years from the production date indicated on the mandatory label. An additional 2-year extension may be granted by the manufacturer and must be indicated by an additional label.
If a cushion is used between the approved seat and the occupant, the cushion must not be more than 50 mm thick.
- Seats in compliance with FIA standard 8862-2009: The seat must be used according to the seat manufacturer's instructions and technical list 40. The limit of use is 10 years from the year of production. The use of approved supports with the seat in accordance with technical list no. 40 is mandatory.

7. Approved valid seats in compliance with the requirements of current Appendix J FIA.
8. Protection of the roll-cage (safety cage). Where the driver's body or helmet may come into contact with the roll-cage, a protective coating approved by the FIA must be used, as required by art. 253.8.4 of Appendix J.
9. Two belt cutters must be permanently on board. They must be easily accessible to the driver and co-driver sitting in their seats and with their seat belts fastened.

1.5 Minimum safety requirements for vehicles with expired homologation

As regards the safety measures, the cars must be equipped, at a minimum, with the following devices:

- valid extinguishing system in compliance with Appendix J.
- valid FIA homologated seats.
- Valid Fuel tanks in compliance with the requirements of Appendix J in force.
- Safety Cage according to current regulations. Cages reported on homologation form or approved by a National Sporting Authority are allowed with the condition of presenting suitable documentation.

Light alloy or titanium safety cages are forbidden, even if approved. The dismantling of all the saddlery is allowed.

1.6 Helmets and clothing

1-Helmets – The use of valid homologated FIA helmets is compulsory for both crew members.

"HANS" system is compulsory.

2-Clothing – Crew members must wear valid FIA homologated clothes during special stages running (firefighting overall, underwear, balaclava, gloves, etc.)

2. ADVERTISING

All WRC cars must have the "PIRELLI" advertising on the windscreen.

3. RESULTS

2.1 One single final classification including all the admitted cars will be published.

2.2 The following classifications will be published:

- Rally 1
- WRC 1 - Cars built until 31/12/2013
- WRC 2 - Cars built from 01/01/2014
- Rally 2/R5
- KIT CAR 1 cars from 1601 to 2000cc
- KIT CAR 2 cars over 2000cc
- Super 2000
- Super 1600
- A8/N4/R4/N5
- RGT

4. PRIZES AND CUPS

The following honor prizes will be awarded:

- from 1st to 3rd of General Classification
- from 1st to 3rd classified of each class
- to the first crew of ladies

APPENDIX 4 - CLASSIC REGULATIONS

Reference for what is not mentioned in these regulations is the "Special Regulations Rallylegend Historic".

1. ADMITTED CARS – CARS' SAFETY

1.1 Expired homologation cars of Groups A-N-J2-K Classic built **from 01.01.86 to 31.12.2002** are admitted.
The homologation form will be reference basis (variants included) both for mechanics and for electronics and thus also for any possible supercharging to the year of construction of the individual car. Cars will need faithfully and integrally respect all the original features of the reference model, except for cars belonging for technical characteristics and administrative documents to the GF FAMS Group, which will follow the FAMS technical regulations. Any change to the cars also due to homologation forms' variants issued after the homologation of the specific car will imply non-admission to the competition.

1.2 Cars will be divided into classes, independently from original groups/classes:

- Class C1 up to 1300 cc.
- Class C2 from 1301 to 1600 cc
- Class C3 from 1601 to 2000 cc
- Class C4 over 2000 cc
- Class C5 4WD cars (any cc. four-wheel drive cars) built until 31.12.1992
- Class C6 4WD cars built from 01.01.1993 until 31.12.2002 (four-wheel drive cars of any cylinder capacity with the exclusion of WRC cars)

1.3 Required documents:
Original homologation form and/or technical passport and/or HTP for cars from 01.01.86 up to 31/12/1990.

1.4 Regardless of what was foreseen by previous provisions, the organiser keeps the faculty of rejecting at his own final judgment cars that do not reflect the spirit of the event in their technical features.
Such decision should not be justified.

1.5 SAFETY FEATURES OF THE CARS

1. The installation of lower protections is authorized as foreseen by art. 254 6.7.1 of Appendix J FIA.
2. It is mandatory to install an engine compartment/passenger compartment fire extinguisher and a handheld fire extinguisher compliant with the requirements of Art. 253.14 of Appendix J. Drivers who are normally seated in race position, with their seat belts fastened, must be able to manually control the fire extinguishing system.
3. The cars must be equipped with a safety tank.
   All safety tanks must comply with the requirements of Art. 253.14 of Appendix J in force (Safety Fuel Tanks Approved by the FIA). They are mandatory for rally cars that have the fuel tank positioned inside the cockpit. A non-flammable and waterproof box must surround the fuel tank and its filling openings. A transparent, closed window made of non-flammable material must be installed in the protection of the tanks, easily accessible and removable only with the aid of tools, in order to allow checking of the validity date of the tank.
   Fuel systems without an electric or mechanical pump must have a clearly marked circuit closure device.
   Regarding J2 cars only, the tank is free but must be filled with safety foam compliant with American Military Specifications MIL-B-83054 (shielding material) or "D-STOP" anti-explosion systems. The maximum capacity of the tanks originally foreseen must not be exceeded. Only group A and N cars with FAMS passport are allowed to keep the standard tank. In case of replacement, the tank must comply with FIA regulations art. 253-14.
4. An intermittent red and white light lamp.
5. The removal of the rear seat from the car is authorized.
   The installation of the roll cage is mandatory and must comply with FIA 2023 Annex J, art. 253-8.
   Aluminum rollbars/rollcage are prohibited unless they are an integral and irreplaceable part of the original car structure (e.g. Porsche Carrera 6, 908, 917). Roll cages approved by a cage or by a National Sports Authority are also permitted provided that suitable documentation is produced.

The seats must be approved by the FIA (standard 8855-1999 or 8862-2009) and not modified.

a) Seats according to FIA standard 8855-1999: The seat must be used according to the seat manufacturer's instructions and technical list no. 12. The limit of use is 5 years from the production date indicated on the mandatory label. An additional 2-year extension may be granted by the manufacturer and must be indicated by an additional label. If a cushion is used between the approved seat and the occupant, the cushion must not be more than 50 mm thick.

b) Seats in compliance with FIA standard 8862-2009: The seat must be used according to the seat manufacturer's instructions and technical list 40. The limit of use is 10 years from the year of production. The use of approved supports with the seat in accordance with technical list no. 40 is mandatory.

6. Safety belts valid in compliance with the requirements of Appendix J 2026 art. 253-6.
7. Main power switch.
8. Protection of the roll-cage (safety cage). Where the driver's body or helmet may come into contact with the roll-cage, a protective coating approved by the FIA must be used, as required by art. 253.8.4 of Appendix J.
9. Two belt cutters must be permanently on board. They must be easily accessible to the driver and co-driver sitting in their seats and with their seat belts fastened.
10. The dismantling of all the saddlery is allowed.

1.6. Helmets and clothing

1.6.1 **Helmets** – The use of valid homologated FIA helmets is compulsory for both crew members.
"HANS" system is compulsory.

1.6.2 **Clothing** – Crew members must wear valid FIA homologated clothes during special stages running (flame resistant overall, underwear, balaclava, gloves, etc.),

1.7 Upon decision of the Stewards following Scrutineers report, cars not complying with safety measures will not be admitted. Protests and/or appeals on this matter are not allowed.

2. RESULTS

One final classification including all the admitted car will be published.
Class classifications will be published.

3. PRIZES AND CUPS

The following honor prizes will be awarded:

- from 1st to 3th of General Classification
- to the first 3 crews of each class
- to the first crew of ladies

APPENDIX 5 - LEGEND STARS REGULATIONS

Reference for what is not mentioned in these regulations is the "Special Regulations Rallylegend Historic".

1. ADMITTED CARS - TIRES

1.1 Cars Group A, Group B, Group 4, WRC are admitted at the discretion of the Organizing Committee, in racing setup, former official cars with original livery, significant cars' model for the history of rallies, including cars with special reputation without an important historical/sporting past and/or sporting homologation.
Cars with test plates are admitted.

1.2 Upon decision of the Stewards following Scrutineers report, cars not complying with safety measures will not be admitted. Protests and/or appeals on this matter are not allowed.

1.3 Regardless of what was foreseen by previous provisions, the organiser keeps the faculty of rejecting at his own final judgment cars that do not reflect in their technical features the spirit of the event.
This decision does not have to be justified.

1.4 The competitor can enter and submit a maximum of 2 cars to scrutineering, one of which must be declared as starting car. The substitution can be requested to the Clerk of the Course at any moment of the Rally.

1.5 Road cars of specific make or model are admitted and will travel along part of the route in a parade preceded by a safety car.

1.6 Studded tires are prohibited.

2. COMPETITORS AND DRIVERS

2.1 Each car can have a crew composed of a driver and more than one co-driver, who can shift on-board of the car. The shift of the co-driver is admitted only at the end of First Leg and must be communicated to Race Control in a written form at least 30 minutes before the posting of the Starting List of following Leg. All co-drivers must hold the necessary requirements foreseen by the Regulations and must be present at the pre-race administrative checks, or he will not be admitted to the event.
The driver must hold a sporting license (or event license issued by FAMS), a medical certification and driving license.
The co-driver must hold a sporting license (or event license issued by FAMS) and medical certification.
No underage co-driver will be admitted.
If the driver holds a license of degree D or higher, he must submit a sporting agonistic medical certificate.

2.2 The use of homologated FIA helmet complying with Appendix J, of safety belts also of expired homologation and the presence onboard of a valid hand fire extinguisher is compulsory.

2.3 FIA safety clothing (flame-resistant overall, balaclava, and gloves also with expired homologation) is compulsory for crew members during the running of special stages. Flame-resistant underwear is not compulsory.

2.4 Throughout the running of the whole event, drivers must strictly respect all the rules of the road code and the provisions given by the Clerk of the Course keeping a conscious and careful driving behavior.
They are moreover forbidden to stop their car, drive backwards, reverse their direction, open the doors or obstacle other crews in any way at the control areas marked by the panels of control area start and end. Drivers and co-drivers will have to keep a careful behaviour for themselves, for marshals and particularly for spectators.

3. RUNNING OF THE EVENT

3.1 Participants to the event will have to follow all behaviour and running provisions foreseen for the event "Rallylegend". The Legend Stars section is part of the event without time keeping and final classification. Therefore, the respect of the times of the schedule of the itinerary has the only purpose of keeping in order the convoy cars.

3.2 In particolar:

- official ideal times that the drivers will have to respect will exclusively be those indicated in the time card;
- parc fermé will be only at control points, in the area between the panels of beginning and end of sector.
  No parc fermé is foreseen during regrouping controls and at the end of the leg;
- at the end of the special stages the sector time will not written on the timecard, only a "passage certification".

4. RE-ADMISSION TO THE RALLY

Crews with maximum delay and crews that did not go through one or more controls can be automatically re-admitted to the start of the following Leg.
If a crew retires from starting Day 2 or Day 3, the Race Control must be informed in written at the latest 30 minutes before the following Day Start List posting time.

5. RESULTS - PRIZES

The classification is not foreseen.
Award for the most spectacular crew: Rallylegend Stars Trophy

APPENDIX 6 – MEMORIAL BETTEGA REGULATIONS

Reference for what is not mentioned in these regulations is the "Special Regulations Rallylegend Historic".

1. GENERAL REGULATIONS

a) Four Group A cars, four Group B cars, and four WRC cars are admitted, at the discretion and invitation of the Organizing Committee. Cars with "test" plates are admitted. Each car will compete only within its own group, with challenges (semifinals and finals) always limited to its own group.

b) Each car must comply with the technical and safety requirements for category/group/class as per the Rallylegend 2026 regulations.

c) Only one driver per car can be entered, holding a license issued by FAMS, ACI SPORT, or an ASN authorized by the FIA. Foreign Competitors and Drivers (except for drivers with an ACI SPORT license) must present authorization from their ASN (the Sporting Authority that issued the license). Failure to provide this document constitutes a violation pursuant to Articles 2.3.10 and 3.9.4 of the International Sporting Code and will result in a penalty for the organizer.

d) Drivers must hold a sports license of the level required corresponding to the car entered (or D1 issued by the FAMS for the event only) and hold of a driving license and a sporting medical certificate.

2. PROCEDURE FOR START AND FINISH AT TWO DIFFERENT FINISH LINES

a) There will be a single ring route with two different opposite starting positions: START "A" and START "B." Each route is 1.550 mt. long and must be completed twice in each part of the race.

b) Each Group Race will consist of two semifinals, a 3rd and 4th place final, and a 1st and 2nd place final.

c) Each driver will be assigned to a specific starting line ("A" or "B") at the discretion of the race director and must complete the two-lap route once starting from START "A" and once starting from START "B" (reverse finish line). The classification will be established considering each driver's best heat time.

d) The starting signal may be given manually, using the national flag, or by traffic lights, always with the cars lined up and their engines running. If the starting signal is given by traffic light, the procedure is as follows: red, minus 5, minus 4, minus 3, minus 2, minus 1, green.

e) The starting time is given by a photocell positioned on the starting line connected to a recording device that records the actual time the cars crossed the starting line. Cars lined up at the starting line that are unable to start their engines using their ignition system within 5 seconds of the starting signal are considered not to have started.

f) Between the first and second heats of each race phase, the driver may request the replacement of one or more tires, to be carried out in his/her paddock area. A stop of no more than five minutes is permitted for this operation.

3. SIGNALLING

a) During the race, signals between Officials and Drivers are made using the following flags, in accordance with the provisions of Appendix H of the International Sporting Code:

1. Red flag: must be shown to Drivers, only upon instruction from the Race Director, when it is necessary to stop a semifinal or final heat; upon seeing the red flag, Drivers must immediately stop and follow the instructions of the Officials present.
2. Yellow flag: must be shown to Drivers to signal a dangerous situation, in the following ways:
   - fixed yellow flag: overtaking is prohibited
   - waved yellow flag: immediate danger; drivers must be ready to change direction or stop.

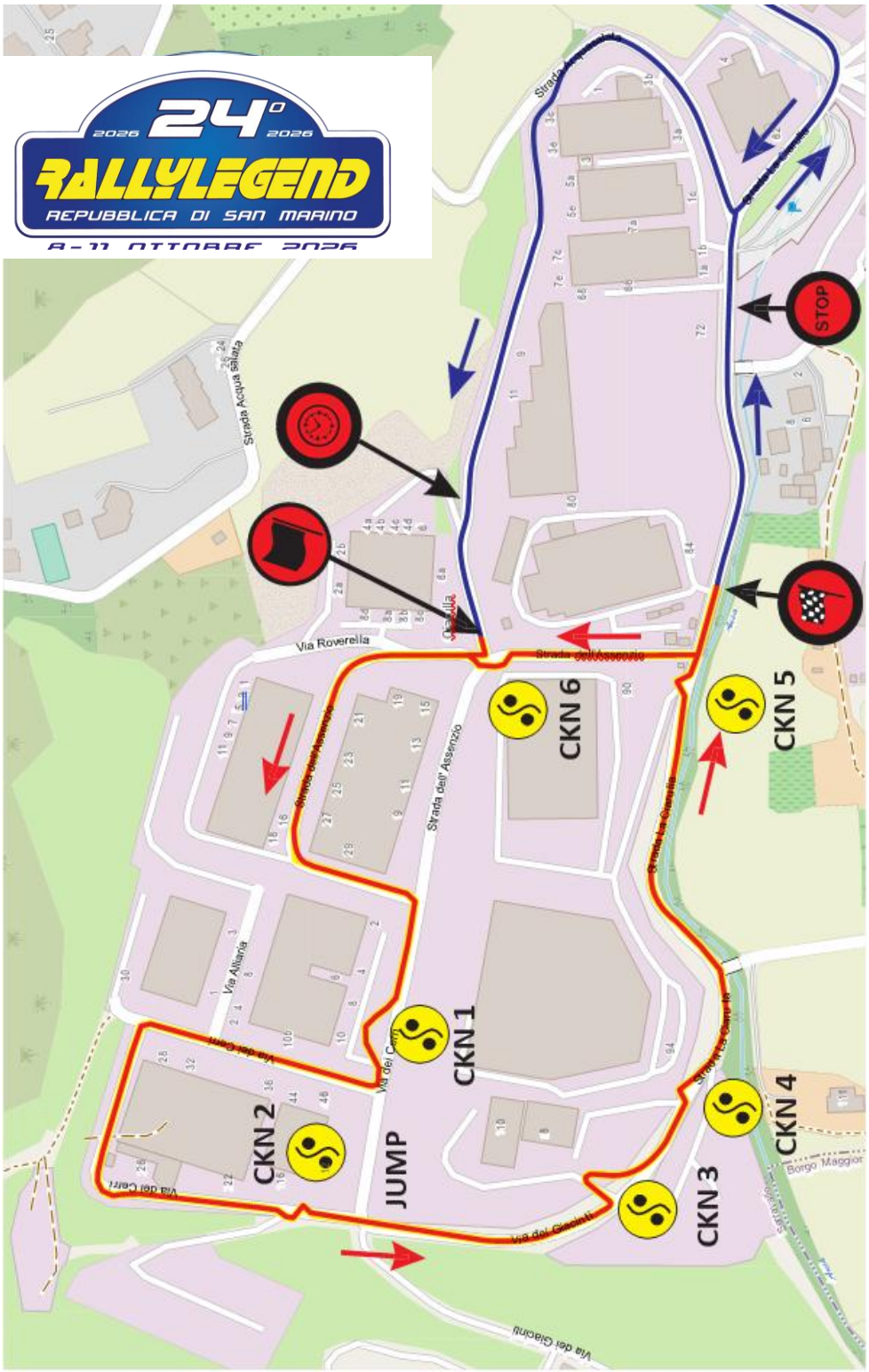
   The yellow flag must normally be displayed only by the Official positioned immediately before the danger, however, in some cases the Race Director may also order earlier display.
3. Blue flag: must be waved and displayed to drivers to warn them that they are about to be overtaken by a faster vehicle.

b) Any violation along the route, reported by the Marshals, is investigated by the Stewards and may result in exclusion from the classification.

APPENDIX 7 – LAYOUT ITINERY ”MEMORIAL BETTEGA”



APPENDIX 8 – LAYOUT SPECIAL STAGE ”THE LEGEND”



APPENDIX 9 - "SPRINT LEGEND RACE" REGULATIONS

Rallylegend organizes the "Sprint Legend Race", an event reserved for competitors entered in 24th Rallyegend.

Participation is mandatory, failure to attend may result in sanctions up to exclusion from the event.

The "Sprint Legend Race" course has one timed sector.

One general classification will be drawn up, together with class classifications, including all the cars admitted to the 24th Rallylegend with the exclusion of the Legend Stars cars.

The winner of each class will have a bonus of 7 seconds, the second classified 5 seconds and the third classified 3 seconds which will be applied to the final time of the first day of the rally.

To be admitted to the start of the "Sprint Legend Race", the cars and crews must comply with all the rules provided for by the 24th Rallylegend corresponding rally regulations.

The cars participating in the "Sprint Legend Race" must be equipped with PIRELLI tires homologated according to the current FIA regulations for modern cars and for historic cars (indiscriminately) with free carving.

- **Starting order**
  Legend Stars, Rally
- **Itinerary**
  Mt 2.200 on tamac route
- **Procedure for Starting Alignment and Timed Sector Start**

a) All cars must enter in the starting park inside the Olympic Stadium in Serravalle Thursday October 8 from 17:30 to 19:30 at the individual times published on Thursday 8 October.
b) From 19:50 cars will leave the Olympic Stadium with an interval of one minute to the timed sector start following the road book. The individual starting park exit time will be published on Thursday 8 October.
c) At 20:00 the first car will start the timed sector with automatic traffic light and at interval flexible at the starter discretion. The actual starting time will be the moment the car passes in front of the photocell.

APPENDIX 10 - “SPRINT LEGEND RACE” ITINERARY

ALLEGATO 11 - PROGRAMMA RICOGNIZIONI
APPENDIX 11 - *RECONNAISSANCE SCHEDULE*

È consentito un numero massimo di due passaggi su ogni prova speciale indipendentemente dal giorno di ricognizione scelto.
A maximum number of two passages on each special stage is allowed regardless of the reconnaissance day chosen.

MERCOLEDI 7 OTTOBRE 2026
WEDNESDAY 7 OCTOBER 2026

Prova Speciale *Special Stage*	Dalle *From*	Alle *To*
PIANDAVELLO	9:00	12:00
LA CASA	9:00	12:00
LE TANE	9:00	12:00
PIANDAVELLO	15:00	18:00
LA CASA	15:00	18:00
LE TANE	15:00	18:00
I LAGHI	19:00	23:00
CHIESANUOVA	19:00	23:00
SAN MARINO	19:00	23:00
THE LEGEND	13:00	15:00
SPRINT LEGEND RACE	21:00	23:00

GIOVEDI 8 OTTOBRE 2026
THURSDAY 8 OCTOBER 2026

Prova Speciale *Special Stage*	Dalle *From*	Alle *To*
PIANDAVELLO	8:00	12:00
LA CASA	8:00	10:00
I LAGHI	8:00	12:00
LE TANE	8:00	12:00
CHIESANUOVA	8:00	12:00
SAN MARINO	10:00	12:00
THE LEGEND	13:00	14:30

Le prove speciali “San Marino” e “La Casa” hanno un tratto di percorso in comune da percorrere in senso di marcia contrario. Si invita pertanto a prestare la massima attenzione e seguire gli orari indicati.

The special stages “San Marino” and “La Casa” have part of the route in common to be driven in the opposite direction. We therefore ask you to pay maximum attention and follow the scheduled times.

APPENDIX 12 –ACTIVITIES ON SS “THE LEGEND” COURSE REGULATIONS

The special stage"The Legend" course, located within the "La Ciarulla" industrial area in Serravalle - San Marino, may be a testing area and exhibition area outside of the competitive activities of 24th Rallylegend.

The following are admitted for non-competitive activities:
- Category A: registered cars with road plates
- Category B: Racing cars with sporting homologation
- Category C: Racing cars without sporting approval
- Category D: Cars and vehicles of special interest due to their configuration and/or commemorative livery
- Category E: Cars belonging to brand clubs

To be admitted to the course, each car/vehicle must be recognizable by an individual plate, which can be collected from the event secretariat.

The driver of the car/vehicle must have signed a specific waiver regarding the use of the declared vehicle and must hold a valid driving license.

The passenger of the car/vehicle must have signed a specific waiver regarding the use of the declared vehicle.

Only one adult passenger, born before October 8, 2008, is admitted on each vehicle, and only if the vehicle's homologation allows it.

Mandatory clothing for the driver (and passenger, if admitted)
- Category A vehicles: free clothing
- Category B vehicles: racing clothing (suit, gloves, helmets), expired homologation accepted
- Category C vehicles: helmets
- Category D vehicles: helmets
- Category E vehicles: free clothing