



ELIGIBLE CARS AND TABLE OF COEFFICIENTS

The models eligible to enter the Mille Miglia are those of which at least one specimen took part in one of the speed races (1927-1957) - or completed the registration formalities.

Each car accepted will be allocated a coefficient which will then be multiplied by the points obtained by its drivers during the competition.

The purpose of the coefficients is to compensate the difficulties encountered in driving older or sportier models compared to cars which are easier to handle, as well as favouring models of more historical and sporting interest, allocating percentages of merit according to the design period and the technical, sporting and historical features of each individual model.

The coefficient of each car is calculated by adding up the percentage of merit referring to the **PERIOD**, **CATEGORY** and **CLASS**.

The percentage obtained, converted to a decimal, is then added to the **basic coefficient (1.00, identical for every car competing in the race)**.

EXAMPLE: the following coefficient will be allocated to a car of the **PERIOD 1927-1929**, **CLASS over 1100 cm³**, **CATEGORY Sport**: (1927-1929 = 35%) + (>1100 = 15%) + (S = 20%) = 70%

Basic coefficient 1.00 + 0.70 (percentage converted to a decimal) = **1.70 (Final coefficient)**.

The "**MM Factor**" (5%) or the "**MM Bonus**" (5%) may also be added to the final coefficient: the **Factor** is allocated to vehicles which have played a particularly important part in the history of the Mille Miglia, namely all those models which, between 1927 and 1957 won **an absolute victory or victory in their category or class**. The **Bonus** is assigned to single cars (chassis number) which took part in at least one of the twenty-seven speed races between 1927 and 1957.

The "**MM Factor**" and the "**MM Bonus**" are accumulative:

EXAMPLE: **Coefficient 1.70 + 0.05 (MM Factor) + 0.05 (MM Bonus) = 1.80 (Total coefficient)**.

The final classification of the regularity race will therefore be determined by multiplying the points obtained by each crew by the total coefficient allocated to the car.

EXAMPLE: points obtained **1,000 x 1.70 = 1,700**, final score.

The maximum coefficient allocated to a car is 1.80. Therefore if, when a coefficient is calculated, the result is higher than 1.80, even adding the MM Factor and the MM Bonus, **the result will be lowered**.

EXAMPLE: **Coefficient 1.75 + 0.05 (MM Factor) + 0.05 (MM Bonus) = 1.85 (Theoretical coefficient)**.

1.85 - 0.05 = 1.80 (Final coefficient).

The coefficients, without bonuses, are listed below: next to the name of the model are the year of participation, category and class allocated to the vehicle. Cars have been assigned the category considered most appropriate according to modern classifications. The explanation of each class and category can be found in the section "**All MM 1927 - 1957 cars**". Those wishing to enter a model that is not included in the list may attach documents proving that the model took part in one of the twenty-four **Mille Miglia** races. Similarly, the owners of vehicles (chassis number) which raced in one of the twenty-four speed editions must provide satisfactory documentary evidence of participation.

The **coefficients** are allocated after careful consideration of the year of design and the technical, sporting and historical features of each individual model. The following parameters are applied:



COMPOSITION OF THE FINAL COEFFICIENT

PERIOD: calculated according to the year of construction; decreasing from 1927 to 1957.

The 24 speed races have been divided into seven historical periods characterised by substantial changes in regulations and/or the introduction of important technological innovations.

PERIOD	FACTOR
1927-1929	0.35 %
1930-1934	0.30 %
1935-1940	0.25 %
1947-1949	0.20 %
1950-1952	0.15 %
1953-1957	0.10 %

CLASS: allocated according to the class at the time, on the basis of the engine's cubic capacity.
Decreasing with decrease in nominal c.c, calculated without considering the compressor (if any).

CLASS (C.C)	FACTOR
≤ 750 cm ³	0.00 %
≤ 1100 cm ³	0.10 %
> 1101 cm ³	0.15 %

CATEGORY: based on the original categories.

The many categories adopted by the Mille Miglia from 1927 to 1957 have been condensed into **seven main groups**. Bearing in mind that for many years before the war the classification was more limited, the **GT** category for instance did not exist, the **VU** category has been introduced (models which took part in the utility and saloon categories, on a par with those in "Production Sport"). To make the categories from different periods more homogeneous, "Sport" has been divided into four groups. Just as the Period Coefficient favours older cars which are by far the most difficult to handle, the very high value of the Race Sport category makes up for the difficulties highly powered sports engines have in adapting to the regularity Time Trials.

CATEGORY	FACTOR
Touring: T	0.00 %
Grand Touring: GT	0.10 %
Production Sport (includes the cars classified as "VU" at the time): SP	0.15 %
Sport: S	0.20 %
Super Sport - pre-war: SS	0,25 %
Race Sport (post-war): SC	0,35 %

MM FACTOR AND MM BONUS:

The **Factor** is allocated to models which won an absolute victory or victory in their category or class between 1927 and 1957. The **Bonus** is assigned if the vehicle (chassis) actually took part in one of the twenty-seven speed races from 1927 to 1957.

MM Factor	MM Bonus
0.05 %	0.05%



The total coefficient of each model is calculated using the mathematical formula below, applying the partial coefficients allocated related to the **period**, **class** and **category**:

coefficient = 1 + { PERIOD + CLASS + CATEGORY } + { MM FACTOR (if applicable) + MM BONUS (if applicable)}

= 1 + {0.25% (1935-1940) + 0.15% (>1100) + 0.20% (Sport)} + {0.05 (if applicable) + 0.05 (if applicable)}

EXAMPLE OF COEFFICIENT: OM 665 S Superba, 1927, 1991 c.c.

Coefficient = 1 + {0.35 + 0.15 + 0.25} = 1.75 + 0.05 (MM Factor) = 1.80

If the same car took part in one of the Mille Miglia from 1927 to 1957:

Coefficient = 1.80 + 0.05 (MM Bonus) = 1.85 (Theoretical coefficient).

1.85 - 0.05 = 1.80 (Maximum coefficient allowed)

The coefficient allocated to the vehicle will be confirmed at the time of acceptance of the application and will be posted on the website www.1000miglia.it.

SUMMARY OF MODELS AND COEFFICIENTS

CONSTRUCTION PERIOD	COEFFICIENT	TOTAL VEHICLES REGISTERED
PERIOD 1927-1929	0.35 %	69
PERIOD 1930-1934	0.30 %	94
PERIOD 1935-1940	0.25 %	109
PERIOD 1947-1949	0.20 %	148
PERIOD 1950-1953	0.15 %	192
PERIOD 1953-1957	0.10 %	277

C.C.	COEFFICIENT	TOTAL VEHICLES REGISTERED
CLASS ≤ 750 cm ³	0 %	212
CLASS ≤ 1100 cm ³	0.10 %	194
CLASS 1101 >	0.15 %	483

GROUP	COEFFICIENT	TOTAL VEHICLES REGISTERED
CATEGORY T - TOURING	0 %	92
CATEGORY GT - GRAND TOURING	0.10 %	94
CATEGORY VU - UTILITY VEHICLES	0.15 %	44
CATEGORY SP - PRODUCTION SPORT	0.15 %	42
CATEGORY S - SPORT	0.20 %	218
CATEGORY SS - SUPER SPORT	0.25 %	95
CATEGORY SC - RACE SPORT	0.35 %	304

MODELS WITH MM FACTOR:	0.05 %	158
TOTAL MODELS:	-	889

