



PRESS RELEASE

XXXVIII Rallye Elba Storico - Trofeo Locman Italy: the road is ready: European and Italian championship contenders called to the challenge

The event, scheduled for 24 to 26 September, has extended its entry deadline to Friday 18 September.

Counting towards both the European Championship and the Italian championship, this year it will again offer a route rooted in tradition, with several changes from last year.

The regularity rally is also on the programme, an unmissable event for specialists in the discipline, and the penultimate round of the Italian championship.

There will be ten Special Stages on a route designed for competition while also allowing crews to experience the island at its best and minimising the impact on the local area.

Livorno, 9 September 2026 - Entries have been extended until Friday 18 September for the XXXVIII Rallye Elba Storico - Trofeo Locman Italy. Organised by ACI Livorno Sport and scheduled for 24 to 26 September, the event is preparing to return to the Italian and international stage in a partly renewed guise, naturally inspired by the tradition of an event that is unique every year.

The renewed European Championship landscape also brings a fresh dimension: the Elba rally will count towards both series in the new European Championship format and will be the seventh and penultimate round of the Italian Historic Rally Championship. The event will also remain the penultimate round of the Italian Historic Regularity Rally Championship, as well as counting towards the Trofeo Rally Toscano, Trofeo A112 Abarth, Trofeo Michelin Storico, Memory Fornaca and the ACI Livorno Social Championship.

THE NEW CONTINENTAL FORMAT

On asphalt, the regulations provide for two separate categories based on the period in which the cars were built: cars produced from 1993 to 2000 compete in a dedicated series, while those built before 1992 compete in a technical context more consistent with their sporting history. In this new scenario, Rallye Elba Storico has been included in both European series, further recognition of the prestige and international importance the event has earned through years of passionate work by ACI Livorno Sport together with the whole island.

THE SEASON'S LEADING NAMES EXPECTED

It has been an excellent season so far for historic cars, both in Italy and across Europe. The island event is certain to offer a powerful attraction, thanks both to the chance to race on legendary roads and to the places the competition passes through.



In the European Championship Pre 2000, the overall standings are led by Frenchman Francois Delecour, a driver much appreciated by Italian fans. He has 110 points, compared with 69 for Englishman Ernie Graham and 65 for Irishman Alan Ring.

In Category 5, Spain's Alonso Villaron leads Ring by just three points. There is an interesting detail: Ring already has 67 points despite having contested one fewer round than Alonso, after missing the first two.

Category 6 is led by Francois Delecour. Four wins from the five rallies in which he has scored points have given him 112 points overall. Klammer is a long way behind. For the Frenchman, Elba is above all an opportunity to move even closer to the title.

In Category 7, for two-wheel-drive cars, Graham holds a clear lead, but the championship is not yet mathematically settled. Elba and Sanremo can still produce decisive results. Turkington must begin a real comeback at Elba.

In Category A8, only Pedro is classified; Van Der Smeede leads N4, while Villaron leads WRC.

In the European Championship Pre 1992, Category 1 is an all-Italian stronghold: Antonio Parisi has 199 points, ahead of his long-time rival Palmieri on 146, followed by Oliva and Fiorito. Parisi has virtually settled the contest: six scoring results from six starts, including four wins, and a consistency that has opened up a significant gap.

In Category 2, the notable point is that Englishman Perez arrived at the previous Rally Ceredigion round as leader, but the Welsh event was won by Poland's Lubiak. Looking ahead to Elba, Lubiak is Perez's main challenger. The situation is far more open than the 21-point gap might suggest: with its technical and demanding route, Elba could become the setting for a real European showdown.

In Category 3, Englishman Osian Pryce arrives at Elba as leader, but only six points ahead of John Morgan. Behind them, Karlowski and Jones are almost level, separated by a single point. With Elba awarding the final points of the season, the category podium is still entirely to be written. Pryce starts in front, but he certainly cannot afford simply to manage his advantage.

Category 4 is particularly interesting for Italy, with Cuneo driver Brazzoli leading the distinguished Renato Travaglia and former World Rally Championship star Jari-Matti Latvala behind them. Brazzoli arrives as leader, Travaglia as a very close pursuer, and the hope is to see Latvala start. At Elba, speed and reliability will matter above all for everyone.

Perez leads the overall standings with 149 points, Lubiak is second on 127, Brazzoli is third on 101 and not too far back, while Travaglia is fourth on 90.



The situation in the Italian Historic Rally Championship, across its various groups, promises several interesting duels at Elba.

Giuliano Palmieri continues to set the pace in the oldest group, Group 1. The Porsche 911 S driver has built his lead on an exceptionally consistent season: 24 points at Vallate Aretine, 39 at Costa Smeralda, 10 at Valsugana and 16 at Campagnolo, for a total of 89.

Trevor Smithson's Campagnolo win, however, shows that the group remains alive behind him, even though Palmieri's margin is now substantial.

Group 2 is probably one of the most interesting in the entire Italian championship. Giosue Rizzuto has a clear lead on 134 points, thanks above all to the wins and placings earned with the Porsche Carrera RS. Delle Coste nevertheless sent an important signal at Campagnolo, winning the group after Alberto Salvini, one of the main contenders, retired near the finish. Salvini will certainly be expected at Elba, where he has always found the right motivation.

In Group 3, Enrico Volpato is first with 91 points, but Giovanni Modica is only six points behind. Lanfranchini, winner of Group III at Campagnolo, is on 74, with Bianco following on 73.5. It is therefore a group in which a single result can completely change the standings, and Rallye Elba can act as the deciding factor.

In Group 4, the championship could offer its most spectacular duel. Rovigo driver Matteo Luise leads with 136 points, but Vicenza driver Andrea Smiderle has 126: only 10 points separate them. Both have enjoyed seasons of a very high standard. At Campagnolo, however, victory went to Alberto Battistolli, who returned to the CIRAS for the occasion and immediately took the Lancia Delta HF to the top step of both the podium and Group IV. Smiderle finished second and Luise completed the podium. Luise remains ahead, but Smiderle is now in his mirrors. Campagnolo did not overturn the standings, but showed how thin the line is between leading and chasing. The picture is far from decided: Elba awaits its knights.

The island therefore awaits an exciting situation: Palmieri and Rizzuto appear to have built important margins in Groups 1 and 2 respectively, while Groups III and IV are completely open - six points between Volpato and Modica, ten between Luise and Smiderle. In historic rallying, gaps like these can vanish on a single stage.

INCREASED COMPETITIVE DISTANCE AND TWO SERVICE PARKS

The main innovation is the increased competitive distance, reaching 140.080 kilometres across 10 special stages. An important choice is the introduction of two separate service parks, a solution adopted in response to the new FIA format. The European Championship competitors' area will be set up in Porto Azzurro, while the Italian Championship competitors will be based in Capoliveri. This arrangement is designed to ensure the best operational efficiency for teams and more effective event logistics. The event headquarters will again be at Hotel Airone in Portoferraio, where administrative checks will take place, while scrutineering will be held along the Porto Azzurro seafront.



THREE DAYS OF COMPETITION, STARTING WITH THE CAPOLIVERI NIGHT STAGE

The range of sporting championships that will characterise the Elba event has required particular work this year, focused on the many logistical and operational aspects imposed by the new continental format. Important innovations have therefore been introduced to meet the needs of the new international format. **The competition will run over three days. The start will take place in Porto Azzurro, in the harbour area, while the final finish will be set in the evocative historic centre of Capoliveri.**

On Thursday 24 September, the programme will begin with the spectacular Capoliveri town special stage, a unique event that will officially open the first leg. On Friday 25 September, the rally moves to the western part of the island, with a regroup scheduled in Marciana Marina and the overnight regroup in Capoliveri.

On Saturday 26 September, the challenge enters its final phase on the roads of eastern Elba, with a regroup in Porto Azzurro before the final finish. The route follows the tradition that has made Rallye Elba Storico famous, offering ten of the most loved and demanding special stages on the national scene.

THE TRIBUTE TO THE 131 ABARTH

In 1976, the Fiat 131 Abarth Group 4 made its debut at Elba in the Rally dell'Isola d'Elba, driven by Maurizio Verini and Markku Alen. That debut marked the start of an extraordinary sporting era, culminating in three World Manufacturers' Championship titles. Fifty years later, the 2026 Rallye Elba Storico will celebrate that car in the place where its legend was born.

A tribute to the 131 Abarth and to the people who wrote its history on international rally stages.

Up to 30 cars, including Group 4 examples and road-going versions, will be admitted.

On Thursday 24 September, the cars will be displayed in the centre of Capoliveri before a conference with figures from that era. The evening will continue with historic footage and a start behind the Rallye Elba Storico field on the Capoliveri stage.

On Friday 25 September, the 131 Abarths will tackle the Due Colli and Monte Perone stages behind the rally. The day will conclude in Poggio with an aperitif-dinner, followed by the finish and prize-giving in Capoliveri.

A 98.630-kilometre route, 35.310 kilometres of which are on rally roads, celebrating not just a car but a true legend.

Photo: Brazzoli-Musiari, expected at Elba for the European challenge

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