

YOUNGTIMER CUP 2022

HISTORIC YOUNGTIMER CUP 2022

SPORTING AND TECHNICAL REGULATIONS

1. INTRODUCTION

Canossa Racing Srl, holder of a valid Aci Sport license as the Organizer no.488297, will announce, promote and organize a series of circuit races for 2022. These are by invitation only and will be called the 'Youngtimer Cup' and 'Historic Youngtimer Cup'.

Competitors and drivers who register for one or more races in the Youngtimer Cup must comply with these sporting and technical regulations, as well as with the current sporting regulations for circuit races.

2. VEHICLES

2.1 Admitted vehicles and documents

Admission is open to all make of cars homologated as follow:
from 01.01.1982 to 31.12.1990, for historic section "Historic Youngtimer Cup"
from 01.01.1991 to 31.12.2005, for modern section "Youngtimer Cup"

The cars entered must hold a valid:
HTP FIA or HTP ACI SPORT papers for cars from 1982 to 1990
Technical Passport for cars from 1991 onwards.

The cars will be divided into classes, which will be established according to the cars entered and communicated in the entry list.

Canossa Racing has the sole responsibility as regards admission of the cars.

Canossa Racing may decide to allow other cars, which are not included in the indications above, to enter the races at its sole discretion. Should it prove impossible to assign the same classes to these cars as those already registered, they will be assigned special classes by way of invitation. The cars in question must comply with all regulations and must hold valid technical papers. Regarding the rankings they will be a "ghost" and they will receive an awards as participant.

In order to underscore the historic prestige of the cars participating and the prestige of the event itself, competitors / drivers are requested to submit cars that not only have their original specifications but have enhanced their condition of conservation and restoration (original liveries are strongly recommended) by using original spare parts or reproductions of original spare parts.

The cars must comply with Appendix J (section Youngtimer Cup) and K (section Historic Youngtimer Cup) of the FIA International Sporting Code and with the regulations of Aci Sport. Failing this, they will not be admitted to the race.

2.2 Tyres

There are no restrictions on the type of tyres to be used.

2.3 Replacements Cars

Requests to replace a car admitted to an event must be made in writing at least 15 days prior to the start of the race and may be accepted or refused at the discretion of the organizer.

2.4 Safety

All cars must comply with the provisions of Appendix J and K of the FIA International Sporting Code. An FIA approved LED rain light must be fitted to all cars and positioned at the rear of the vehicle at a sufficient height so it is clearly visible. This light must be switched on in case of rain.

2.5 Race numbers

The race numbers will be assigned to each car at the sole discretion of Canossa Racing. 3 race number stickers must be attached as follows: right door, left door and bonnet (hood).

2.6 Advertising

The advertising spaces on the car will those established and specified exclusively by Canossa Racing and will ensure full compliance with the R.N.S. by ACI SPORT.

Any personal sponsors of the competitor / driver must not have any impact on the image of the Event and of the cars themselves. By registering, the competitors / drivers undertake to make their cars available to the Organizer, upon prior notice, for advertising and / or promotional purposes if requested.

The advertising spaces are as follows:

- n. 1 for sun visor sticker
- n. 3 for sponsor stickers
- n. 2 for Alfa Youngtimer Cup logo stickers
- n. 1 per verified sticker

These spaces may be modified at any time subject to notification.

The specific layout of the obligatory stickers will be confirmed at the accreditation, including the positioning of the race numbers.

The exact positions of all the stickers indicated will be checked during the scrutineering. A penalty will be incurred in case of failure to comply, up to and including non-admission to the race.

3. REGISTRATION

3.1 Registration procedure

Those wishing to participate in the Youngtimer Cup must complete the registration form available on the online website of the race in its entirety (www.canossa.com/racing/youngtimer-cup/), including payment of the registration fee.

Only those who have a competitor's license can sign the application form.

Canossa Racing reserves the right to accept or refuse requests for participation with no obligation to give reasons for such refusal.

The fee will be fully refunded if applications are refused.

For further specifications, please refer to the online registration form.

The fee includes:

- one, 25' free practice session
- two, 15' qualifying sessions
- two, 25' races
- a pass for each driver
- one car pass
- four mechanical/guest passes

3.2 Maximum number of participants

The maximum number of entrants will be defined for each race based on the maximum capacity of each circuit where the race will take place.

When assigning the available places, Canossa Racing will examine the applications received, taking into consideration the interest and the sporting heritage of the cars and the nationality of the crews.

Competitors / drivers who are excluded because the maximum number of participants has been reached will be put onto the waiting list.

3.3 Crews

Crews can register with 1 or 2 drivers who must be holders of a valid license.

Requests to make crew changes must be made at least 2 days before the start of the race.

Drivers will be allowed multiple designations by way of exception to art. 80 of the National Sporting Regulations. Canossa Racing may accept changes and / or additional competitor/conductor/cars until the end of the administrative checks, at its sole discretion.

4. COMPETITORS AND DRIVERS

4.1 Definitions

Competitor as a physical person: registration signed by a driver who is a holder of a competitor's license

Competitor as a legal entity: registration signed by a team, a company or other legal entity with a competitor's license

Driver: may not sign the registration and may only drive the car in the race.

4.2 Admitted licenses

Drivers can be registered with valid international (including H extensions) or national (including H extensions) licenses according to the vehicle being driven.

All current FIA and Aci Sport regulations must be respected.

Drivers holding a license issued by a foreign ASN can participate in the races, since they are registered for ENPEA races. The category of their license must allow them to drive the registered car.

The licenses admitted are:

- A Circuit
- B Circuit
- C Circuit/Road
- D Circuit/Road

4.3 Crews safety

Crews must comply with the safety requirements in Annex L of the FIA International Sporting Code, especially as regards helmets and fireproof clothing.

The use of fireproof clothing and helmets is mandatory for all competitors / drivers and will be subject to verification during the race, without notice.

The use of Hans (FHR) is mandatory for cars post 1991.

5. CALENDAR AND PROGRAM OF EVENTS

5.1 Calendar

The 2022 racing calendar will be as follows:

Date	Circuit	Event	Organizer
Sept. 30 - October 1	Autodromo di Varano	Canossa Racing Weekend	Canossa Racing
October 22-23	Autodromo di Misano	Italian Speed Festival	Canossa Racing

Canossa Racing reserves the right to make any changes to the racing calendar.

5.2 Format

The format of each race, included in the fee, will be as follows:

- a 25' free practice session
- two 15' qualifying sessions
- two 25' races

5.3 Program

The program of events will be as follows:

- Varano
 - Friday: registration and scrutineering, briefing and free practice
 - Saturday: qualifying and races
- Misano
 - Saturday: registration and scrutineering, briefing and free practice
 - Sunday: qualifying and races

Canossa Racing reserves the right to make any changes to the program of events.

6. EVENTS DETAILS

6.1 Administrative checks

The administrative checks will be carried out prior to the first scheduled race or the first participation of the competitor / driver, according to the race program.

The organizer will be responsible for carrying out the sporting checks for subsequent races.

Competitors / drivers who fail to comply with the sporting documents will not be able to take part in the event.

6.2 Scrutineering

The scrutineering will be carried out prior to each scheduled race as per the calendar.

In addition, specific scrutineering will be carried out on a sample basis during the sporting season, as determined by Canossa Racing.

Should the disassembly and reassembly of any parts of the car being checked be necessary during a technical inspection, the competitors / drivers will not be able to request any refund even if the car complies with the regulations.

Cars failing to comply with the regulations as indicated will not be admitted to the race.

6.3 Clothing check

The compliance of fireproof clothing will be checked prior to the first scheduled race or prior to the first participation of the competitor / driver, according to the race program.

The completed and signed clothing form must be present at the scrutineering.

Checks may be carried out during the sporting season at any time during the events, without notice.

6.4 Briefing

The Briefing with the Race Director will be held at each race in the manner communicated.

Attending the briefing is mandatory for all competitors / drivers; anyone failing to attend will not be allowed to take part in the competition program.

6.5 Transponder

Competitors / drivers are obliged to collect and install the transponder on the admitted car correctly. The relative instructions will be communicated for each race.

A charge of 500 euros + VAT will be incurred in case of failure to return the transponder and / or in case of damage.

6.6 Free practice

Only cars entered in the races may take part in the free practice sessions.

Free practice will take place as scheduled in one session of 25'.

Free practice is not mandatory.

6.7 Qualifying

Qualifying sessions will take place as scheduled in two sessions of 15' each. (Q1 and Q2)

Qualifying sessions are mandatory; all verified drivers must complete a minimum of one timed lap.

In the case of a car with two drivers, both must participate in the qualifying session.

(for example: Driver 1 must take part at the session 1 of qualifying - Driver 2 must take part at the session 2 of qualifying)

In the event of a proven technical problem with the car and in order to avoid the application of a penalty, the driver who did not take part in the qualifying session must submit a written petition to the Clerk of the Course for admission to the starting grid. The Stewards have the right to admit drivers to the race who did not take part in the qualifications due to technical reasons, in compliance with current Aci Sport regulations.

6.8 Races

The races will take place as scheduled in the form of two, 25' race sessions. (G1 and G2)

The starting order of race 1 will assigned according to the results of the qualifying session Q1.

The starting order of race 2 will assigned according to the results of the qualifying session Q2.

In the case of a car with two drivers:

The Driver who will take part in the Q1 qualifying session will have to take part in Race 1.

The Driver who will take part in the Q2 qualifying session will have to take part in Race 2.

The start will be in "rolling start" mode.

After 50% of the expected race time, this will be considered valid in all respects.

6.9 Notification of the first driver in qualifying session

Crews made up of two drivers must communicate the name of the driver who will carry out the first qualifying round (Q1) by means of a specific form.

The deadline for submitting the completed form is the beginning of the expected briefing.

Failure to submit the form will incur a penalty, at the sole discretion of the Stewards.

7. RANKINGS, AWARDS AND SCORES

7.1 Single race rankings

The following rankings will be drawn up at the end of each race:

- overall ranking for historic cars until 1990 (Historic Youngtimer Cup)
- overall ranking of the class for historic cars until 1990 (Historic Youngtimer Cup)
- overall ranking for modern cars from 1991 (Youngtimer Cup)
- overall ranking of the class for modern cars from 1991 (Youngtimer Cup)

7.2 Awards for single race

At the end of each race, the following prizes of honor will be awarded, for each section:

- overall ranking
 - from the first to the third classified crew: cup for each driver
- overall ranking of the class
 - from the first to the third classified crew: cup for each driver

7.3 Scores for the championship standings

At the end of each race, there will be assigned the scores and this will decide the final championship standings.

The score will be based on the position in the standings referred to the class and based on the number of cars tested for each class.

POSITION IN CLASS RANKING

ADMITTED	1° Classified	2° Classified	3° Classified	4° Classified	5° Classified	6° Classified	7° Classified +
1	4	/	/	/	/	/	/
2	6	4	/	/	/	/	/
3	8	6	4	/	/	/	/
3 +	10	8	6	4	3	2	1

Should the race be interrupted, the above scores will be modified and assigned as follows:

- actual race time spent up to 12' - score reduced by 50%
- actual race time elapsed from 12' onwards - full score (no changes)

7.4 Championship rankings

The following rankings will be drawn up at the end of the sporting season, for each section:

- overall championship standings
- overall championship standings by class
- overall championship standings by Team

The rankings will be compiled by adding the accumulated scores as per art. 7.3

Admission to the overall general classification of the championship requires participation to all the races scheduled for the season.

The proclaimed winner has acquired the highest score.

As regards the Team classification, a Team must check at least 2 cars for each race to get points at each race. Only the highest score of the overall championship standings among the Team drivers will go towards the counting of the Team standings.

The proclaimed winner has acquired the highest score.

7.5 Championship awards

At the end of the sports season, the following prizes of honor will be awarded:

- overall championship standings
 - from the first to the third classified crew: a cup for each driver
- overall championship standings by class
 - for the first classified crew: a cup for each driver
- overall championship standings by team
 - for the first classified crew: one cup per team

7.6 Ex Aequo

In the event of a tie between two or more crews, the best ranking position will be determined by the highest number of first places based on the overall ranking; if this does not resolve the ex aequo, the best ranking position will be determined by the highest number of second places based on the overall ranking.

8. FINAL SCRUTINEERING, COMPLAINTS AND SANCTIONS

8.1 Final scrutineering

At the end of each race, any cars subjected to inspection (by the decision of the Stewards and notified to the competitor in question at the end of the race) must be taken to the place of scrutineering by a delegate of the competitor as well as his staff (for any disassembly operations) who must be present at the place of the checks.

8.2 Complaint fee

A complaint fee will be applied in accordance with current Aci Sport regulations.

8.3 Additional fees

If the final check requires the disassembly and reassembly of parts of the car (engine, transmission, steering, brakes, electrical system, bodywork, etc.), the complainant must pay a security deposit, as established by the Stewards, which is the equivalent of the expected cost of this work on the date and in the place where it will be carried out.

8.4 Appeal fee

The appeal fee will be applied in accordance with the current Aci Sport regulations.

9. INSURANCE

The Organizer provides insurance coverage for the competitions in the manner and according to the terms required by law, namely Italian Legislative Decree 209/2005 art. 124.

The Organizer adheres, in the manner and according to the terms in the current National Sports Regulations, to the single mandatory liability policy stipulated by Aci Sport in accordance with current legal regulations. The RC policy does not relieve Competitors and Drivers from any liability falling outside the scope of the insurance and further general and special policy conditions as published on the federal Aci Sport website.

10. GENERAL DISPOSITIONS

The competitions will be subject to current Aci Sport regulations, these sporting and technical regulations, and the specific competition regulations of each competition including any information circulars.

By registering to enter the race, competitors formally declare the following with regard to themselves and their drivers, companions, collaborators, employees and agents:

- they acknowledge and accept the provisions of the National Sporting Regulations (and its Supplementary Regulations), these sporting and technical regulations (and indicated regulations), and the specific competition regulations of each event, undertaking to respect them and enforce them;
- they will undertake to resolve any dispute resulting from the organization and running of the race, using the mechanisms and methods of solution envisaged by ACI Sport, and will not refer to any other authorities than sporting ones in order to protect their rights and interests and those of its drivers, accompanying persons, collaborators, employees and agents;
- they will not consider Automobile Club of Italy, the Organizers, the Promoter, Canossa Racing and any other persons involved in the organization, the Automobile Clubs interested in the race, the Race Officials and the owners of the courses where the race takes place, to be liable for any damage suffered by the competitor, its drivers, accompanying persons, collaborators, employees and agents or property, or generated or inflicted to third parties or property by the competitor themselves, their drivers, accompanying persons, collaborators, employees and agents.

By registering to enter the race, competitors / drivers also confirm they will abide by rules of conduct based on good manners, respect for people and property, and good sportsmanship. Competitors / drivers are also responsible for the conduct of other people, accompanying persons, collaborators and / or guests, both on the track and in the paddock.

Any lack and / or improper conduct will be subject to a penalty that may be applied in different measures, up to and including exclusion in taking part for the entire sporting season.