

ALFA REVIVAL CUP 2023 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 2023, by invitation only and reserved for Alfa Romeo cars, called 'Alfa Revival Cup'.

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

It is hereby specified that the agreements contained in articles 2,3,5,7 of this regulation constitute an agreement between the Promoter and the Competitors and have no value or reflection for the sports rankings which are the prerogative of the ACI Sport federal system.

2. CARS

2.1 Admitted cars and documents

Admission is restricted to Alfa Romeo cars built between 1947 and 1981 and they will be divided according to their period and FIA classes, as follows:

Periods:

from E to I (E, F, G1, G2, H1, H2, I)

Classes:

Touring and Competition Touring cars - T and TC

Grand Touring and Competition Grand Touring cars - GT and GTS

Special Production - Group 5 Silhouette

The cars entered must hold a valid HTP FIA or HTP ACI SPORT or NATIONAL HTP.

The cars will be divided into classes according to their classification period (E - I), category (T, TC, GT, GTS, Gr. 5 / Silhouette) and capacity.

Canossa Racing will decide the cars to be admitted without appeal, at its sole discretion.

Canossa Racing may decide to allow other Alfa Romeo 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 aforementioned cars must comply with all other regulations and must hold valid HTP FIA or HTP ACI SPORT or National HTP.

At the discretion of Canossa Racing, other Alfa Romeo cars built between 1982 and 1990 can be admitted to races. These cars will be transparent for the race standing and for the championship standing, and they will be included in the invitational class. Cars must comply with all other regulations and must hold valid HTP FIA or HTP ACI SPORT or National HTP.

In order to underscore the historic prestige of the cars participating in the Alfa Revival Cup and the prestige of the event itself, competitors / drivers are requested to enter 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 and K of the FIA International Sporting Code and with the regulations in the Autostoriche sector of Aci Sport. Failing this, they will not be admitted to the race.

As a partial exception to Appendix K of FIA regulations, the minimum weight of Alfa Romeo GTAM will be 920kg for all cars with Italian or foreign HTP.



2.2 Tires

The sole tires admitted to races are the ones as stipulated in FIA regulations.

In partial derogation of Appendix K of the FIA technical regulations:

- period E and F cars can also use road legal tires
- G2 period cars can also use slick tires
- H1 period cars, cat. Tourism, and all cars that can/must use road tires, can use "Yokohama A050"

Tires can be checked at every race and at the organizer's discretion.

2.3 Group 5 / Silhouette cars

As a partial exception to Appendix K of FIA regulations, the minimum weight of Gr.5 / Silhouette cars must be increased by 100kg compared to the HTP specification for the entered car.

The weight will be checked at any time and at the organizer's discretion. The weight must be distributed equally and uniformly. Furthermore, it must be fixed securely and not as a single block.

2.4 Replacement Cars

After the publication of the entries, the replacement of a car can be requested in written form within the end of the pre-race scrutineering, and it can be accepted or denied at sole discretion of the organizer.

2.5 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 that it is clearly visible. This light must be switched on in case of rain.

2.6 Race numbers

Race numbers will be unquestionably assigned for each car at the discretion of Canossa Racing on the basis of requests received within 15 days from the start of the first race.

The assigned race number will be valid for the entire current season.

At the first race in which you participate, 3 race number stickers will be delivered to be positioned as follows: right door, left door and bonnet.

2.7 Advertising

The advertising spaces on the car will be exclusively those established and specified 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 Alfa Revival Cup and of the cars themselves. By registering, the competitors/drivers undertake to make their cars available to the Promoters and/or 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 Revival Cup logo stickers
- n. 1 for admitted car sticker

These spaces may be modified at any time, upon prior notice.

During the registration the specific layout of the mandatory stickers, including the positioning of the race numbers, will be delivered.

The right 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 to the Alfa Revival Cup must complete the registration form available on the online website of the race in its entirety, 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:

- 1 x 25' free practice session
- 1 x 30' qualifying session
- 1 x 60' race
- 1 pass for each driver
- 1 car pass for each driver
- 4 pass team/guest
- 1 car pass team

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 drivers. 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 racing license.

Requests to make crew changes must be made by the end of administrative checks and can be accepted or denied at sole discretion of Canossa Racing.

Drivers will be allowed multiple designations by way of exception to art. 80 of the ACI regulations.

4. COMPETITORS AND DRIVERS

4.1 Definitions

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

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

Driver: cannot sign the registration and can only drive the car in the race.

4.2 Admitted racing licenses

Drivers can be registered with valid international (including H extensions) or national (including H extensions) licenses, historic included, according to the car 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.

Racing licence admitted are:

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

4.3 Crew safety

Crews must comply with the safety requirements in Appendix 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 is mandatory for all cars belonging to the G2 classification period onwards.



5. CALENDAR AND PROGRAMME OF EVENTS

5.1 Calendar

The 2023 racing calendar will be as follows:

Date	Circuit	Event	Organizer
April, 28-29	Autodromo del Mugello	Mugello Weekend	Mugello Circuit
June, 10-11	Red Bull Ring	Red Bull Ring Classics	BG Sportpromotion
July, 7-8	Autodromo di Monza	FIA World Endurance Championship WEC	Autodromo Monza
September, 9-10	Autodromo di Vallelunga	Vallelunga Weekend	Autodromo Vallelunga
October, 21-22	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 will be as follows:

- 1 x 25' free practice session
- 1 x 30' qualifying session
- 1 x 60' race

5.3 Programme

The programme of events will be as follows:

Day 1: administrative checks and scrutineering, briefing and free practice

Day 2: qualifying and race

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 to 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.

Canossa Racing accepts at its sole discretion any changes and / or additions of crews / cars up to the end of the same. 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 calendar.

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

The cars must be made available to the scrutineers for each race weekend, starting from the publication of the list of verified cars and up to 60' after the end of the race.

The cars will not be able to leave/re-enter the paddock, unless formal request is received and prior authorization is granted 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 communicated manner.

Attending the briefing is mandatory for all competitors/drivers; anyone failing to attend will be sanctioned as per ACI regulation up to not being 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 25' session.

Free practice is not mandatory.

6.7 Qualifying

Qualifying sessions will take place as scheduled in one 30' session.

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.

In the event of a proven technical problem with the car and in order to avoid penalties, the driver who did not take part in the qualifying session must submit a written request to the Race Director to be admitted 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 a 60' race.

The starting order will be assigned according to the results of the qualifying session.

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

Crews made up of two drivers must confirm the name of the driver who will start first in the race using the specific form provided.

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.

6.10 Pit stop

The pit stop (driver change) lasts 1' (1 minute) in addition to the pit lane time of the circuit where the race takes place, which will be notified during the briefing.

The pit stop must be taken between the 20th and 40th minute of the race.

During the pit stop, the car must stop in the pit lane, in the working area, with stationary wheels for the entire duration of 60 seconds.

It is up to the driver to decide whether to leave the car's engine running or to switch it off.

During the 60 seconds, the only work allowed on the car is:

- check of tyres pressure
- cleaning of lights
- windshield cleaning
- change of driver (in case of two drivers)

Any other intervention can begin at the end of the 60 seconds.

Refueling is strictly prohibited.



7. RANKINGS, AWARDS AND SCORES

7.1 Rankings for each race

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

- overall ranking
- overall ranking by class
- overall ranking Index of Performance

7.2 Awards for each race

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

- overall ranking
 - from the first to the third classified: cup for each driver
- overall ranking by class
 - from the first to the third classified: cup for each driver
- overall ranking based on the Performance Index
 - from the first to the third classified: cup for each driver

7.3 Performance Index

The Performance Index is applied in order to balance out the performance of the cars in the race, their different engine capacities and preparation. The Performance Index for each car is calculated as follows:

Performance Index =

(race time by sec. / no. laps) X no. laps overall winner X coefficient of Performance

For race time will be considered only hours, minutes and seconds.

The following table (Index performance) indicates the improvement coefficients used in order to draw up the "Performance Index" ranking. In case of any doubt relating to the category assigned, Canossa Racing's decision will be final. The winner will be the one with the lowest score.

INDEX PERFORMANCE										
Period/Class	T		TC		GT		GTS		GR. 5	
	Cil./Cap.	Index	Cil./Cap.	Index	Cil./Cap.	Index	Cil./Cap.	Index		
E			1300	0,57	1300	0,61	1300	0,64		
			1600	0,62	1600	0,66	1600	0,69		
			2000	0,68	2000	0,72	2000	0,75		
			2000+	0,73	2000+	0,77	2000+	0,81		
F			1300	0,72	1300	0,77	1300	0,81		
			1600	0,78	1600	0,82	1600	0,86		
			2000	0,83	2000	0,87	2000	0,91		
			2000+	0,88	2000+	0,92	2000+	0,96		
G1			1300	0,78	1300	0,82	1300	0,86	1300	0,91
			1600	0,83	1600	0,87	1600	0,91	1600	0,96
			2000	0,88	2000	0,92	2000	0,96	2000	1,01
			2000+	0,93	2000+	0,97	2000+	1,01	2000+	1,06
G2 + G2/H1			1300	0,88	1300	0,92	1300	0,96	1300	1,01
			1600	0,93	1600	0,97	1600	1,01	1600	1,06
			2000	0,98	2000	1,02	2000	1,06	2000	1,11
			2000+	1,03	2000+	1,07	2000+	1,11	2000+	1,16
H1			1300	0,96	1300	1,01	1300	1,06	1300	1,11
			1600	1,01	1600	1,06	1600	1,11	1600	1,16
			2000	1,06	2000	1,11	2000	1,16	2000	1,21
			2000+	1,11	2000+	1,16	2000+	1,21	2000+	1,26
H2			1300	1,01	1300	1,06	1300	1,11	1300	1,16
			1600	1,06	1600	1,11	1600	1,16	1600	1,21
			2000	1,11	2000	1,16	2000	1,21	2000	1,26
			2000+	1,16	2000+	1,21	2000+	1,26	2000+	1,31
I			1300	1,05	1300	1,10	1300	1,16	1300	1,21
			1600	1,10	1600	1,15	1600	1,21	1600	1,26
			2000	1,15	2000	1,20	2000	1,26	2000	1,31
			2000+	1,20	2000+	1,25	2000+	1,31	2000+	1,36



7.4 Scores for the championship standing

At the end of each race the scores will be added together and assigned, and this will decide the final championship standings. For the assignment of scores, the reference ranking is: overall ranking by class

The scores, added together, will be of two types:

1. the first one (position by class) is based on the position in the class ranking and is based on the number of started cars for each class
2. the second one (historic index) is based on the historic coefficient referring to the period, class and engine capacity

POSITION BY CLASS RANKING										
STARTED	1°	2°	3°	4°	5°	6°	7°	8°	9°	10°
1	3									
2	5	3								
3	7	5	3							
4	9	7	5	4						
5+	10	8	6	4	3	2	1	1	1	1

INDEX OF HISTORIC					
PERIOD	SCORE	CLASS	SCORE	CAPACITY	SCORE
E	4,5	GT	2,5	1300	2
F	4	T	2	1600	1,5
G1	3,5	TC	1,5	2000	1
G2	3	GTS	1	over 2000	0,5
G2/H1	3	GR. 5	0,5		
H1	2				
H2	1,5				
I	1				

Should the general race be interrupted, the scores of "position by class ranking" will be modified and assigned as follows:

- actual race time spent up to 20' - score reduced by 70%
- actual race time elapsed from 20' and up to 40' - score reduced by 50%
- actual race time elapsed from 40' onwards - full score (no changes)

Additional scores

For each race and each class (with at least 3 starting cars) additional points will be assigned as follows:

- no. 1 point to those who scores the fastest qualifying lap – pole position
- no. 1 point to those who scores the fastest race lap – fastest lap

Furthermore, at the end of the season, additional points will be assigned as follows:

- no. 1 point to those who have participated in all 5 races of the championship



7.5 Championship standings

The following rankings will be drawn up at the end of the sporting season:

- overall championship standings by driver
- overall championship standings by class
- overall championship standings by team

The rankings will be compiled by adding the accumulated scores as per art. 7.4

Admission to the overall classification of the championship requires participation in at least 4 of the 5 races scheduled for the season. Points scored in different classes are not cumulative.

The winner will be the one that has acquired highest scores

As regards the Team standing, a Team has to check at least 3 cars per race to get points in each race. Only the highest score of the overall championship ranking among the Team drivers will go towards the counting of the Team ranking.

The winner will be the one that has acquired highest scores

7.6 Championship awards

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

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

7.7 Ex Aequo

In the case of ex aequo between two or more participants, the best standing position will be determined by the highest number of first places obtained. In case the ex aequo persists the best standing position will be determined by the highest number of second places obtained and so on.

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. His staff must be present at the place of the checks in case of any disassembly operations.

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

An appeal fee will be applied in accordance with 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, this sporting and technical regulation and the specific competition regulation of each competition including any information circulars.

The official qualifying test and the race scheduled for each event will be considered a race.

By registering to enter to 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), this sporting and technical regulation (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 procedures 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 d'Italia, 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 by Aci Sport Regulations, up to the exclusion in taking part for the entire sporting season.