

## **CAVALLINO CLASSIC 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. These are by invitation only, reserved to Ferrari Challenge cars, and will be called the 'Cavallino Classic Cup'.

Competitors and drivers who register for one or more races in the Cavallino Classic 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 these regulations constitute an agreement between the Promoter and the Competitors and have no value or reflection for the sports rankings which are the prerogative of ACI Sport.

#### **2. CARS**

##### **2.1 Admitted cars and documents**

Exclusively the following Ferrari cars will be admitted:

- 348 Challenge
- F355 Challenge
- 360 Challenge
- F430 Challenge
- 458 Challenge

The entered cars must hold the Official Technical Sheet.

Cars registered by Italian competitors must have also the Technical Passport.

Cars registered by foreign competitors can submit the updated Technical Passport issued by their own Federation.

The cars will be divided into classes according to the model of the car.

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

At its sole discretion, Canossa Racing may decide to allow to enter the races other Ferrari which are not included in the indications above. Should it prove impossible to assign these cars the same classes as those already registered, they will be assigned special classes by way of invitation.

The aforementioned cars must comply with all regulations also for the safety. These cars will be considered transparent for the race and championship standings.

In respect of the historic prestige of the cars participating in the Cavallino Classic Cup and the prestige of the event itself, competitors / drivers are requested not only to submit cars that comply with their original specifications, but to enhance 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 of the FIA International Sporting Code and with the ACI Sport regulations. Failing this, they will not be admitted to the race.

## **2.2 Tires**

There are no restrictions on the brand of tires to be used, but they must respect the dimensions indicated by the manufacturer.

Tires can be checked at any time during the event.

## **2.3 Replacement Cars**

Requests to replace a car admitted to the event must be sent in writing form by the end of administrative checks and may be accepted or refused at the incontestable discretion of Canossa Racing.

## **2.4 Safety**

All cars must comply with the provisions of Appendix J of the FIA International Sporting Code.

Please note that the following fittings must be in the course of valid homologation: fuel tank, seatbelts, seats, fire extinguisher and rollbar

## **2.5 Race numbers**

The race numbers will be assigned to each car at the sole discretion of Canossa Racing.

Each car will receive 3 race number stickers, to be attached as follows: right door, left door and bonnet (hood).

## **2.6 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 Cavallino Classic 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 race number stickers
- n. 2 for Cavallino logo stickers
- n. 1 for admitted car sticker

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

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

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

### **3. REGISTRATION**

#### **3.1 Registration procedure**

Those wishing to participate in the Cavallino Classic Cup must complete the registration form available on the online website of the race in its entirety, including payment of the registration fee.

<https://canossa.com/racing/cavallino-classic-cup/>

Only those who hold 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
- 2 x 15' qualifying sessions
- 2 x 20' races
- 1 pass for each driver
- 1 car pass for each driver
- 4 pass team/guest

#### **3.2 Maximum number of participants**

A maximum number of entrants will be defined for each race, basing on the maximum capacity of each circuit where the race will take place. When assigning the available places, Canossa Racing will examine the received applications, 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 be registered with 1 or 2 drivers who must hold a valid license.

Requests to make crew changes must be made by the end of administrative checks.

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 crews/cars until the end of administrative checks, at its sole discretion.

### **4. COMPETITORS AND DRIVERS**

#### **4.1 Definitions**

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

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

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

#### **4.2 Admitted racing licenses**

Only drivers holding an international (including H extensions) or national (including H extensions) license can be registered, according to the car they are going to drive during the race.

All current FIA and ACI Sport regulations must be respected.

Drivers holding a license issued by a foreign Federation can participate in the races, since they are registered for ENPEA races. The admitted licenses are:

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

#### **4.3 Crew safety**

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

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

## 5. CALENDAR AND PROGRAM OF EVENTS

### 5.1 Calendar

The 2023 racing calendar will be as follows:

Date	Circuit	Event	Organiser
April, 28 <sup>th</sup> - 30 <sup>th</sup>	Autodromo del Mugello	Mugello Racing Weekend	Autodromo del Mugello
May, 23 <sup>th</sup> - 24 <sup>th</sup>	Red Bull Ring	Challenge and GT Days	Jochen 70 GmbH
September, 8 <sup>th</sup> - 10 <sup>th</sup>	Autodromo di Vallelunga	Vallelunga Racing Weekend	Autodromo di Vallelunga
October, 21 <sup>st</sup> - 22 <sup>nd</sup>	Autodromo di Misano	Italian Speed Festival	Canossa Racing

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

### 5.2 Format

The format of each race will be as follows:

#### RED BULL RING and MISANO

- 1 x 25' free practice session
- 2 x 15' qualifying sessions
- 2 x 20' races

#### MUGELLO and VALLELUNGA

- 1 x 25' free practice session
- 2 x 12' qualifying sessions (12'+5'+12')
- 2 x 20' races

Concerning exclusively the races that will be held in Mugello and Vallelunga, Cavallino Classic Cup races will be held together with the National Challenge GT championship. However, Cavallino Classic Cup will have its own separated standing.

### 5.3 Program

The program of events will be as follows:

#### Red Bull Ring and Misano

- day 1: administrative checks and scrutineering, briefing, free practice, qualifying 1, race 1
- day 2: qualifying 2 and race 2

#### Mugello and Vallelunga

- friday: administrative checks and scrutineering, briefing, free practice
- saturday: qualifying
- sunday: 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 take place 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 administrative checks for subsequent races.

Canossa Racing accepts at its sole discretion any changes and/or additional crews/cars up to the end of the administrative checks.

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

### **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, starting from the publication of the list of admitted cars and up to the opening of the parc fermé.

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 checked car 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.

### **6.3 Clothing check**

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

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

Checks will be carried out during the sporting season at any time during the events.

### **6.4 Briefing**

The Briefing with the Clerk of the Course will be held at each race in the communicated ways.

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 must collect and correctly install the transponder on the admitted car.

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 race may take part in the free practice session.

Free practice will take place as scheduled.

Free practice is not mandatory.

### **6.7 Qualifying**

Qualifying sessions will take place as scheduled.

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

In case of a car with two drivers, each driver must participate in only one qualifying session.

(For example: Driver 1 participates at qualifying session 1 – Driver 2 participates at qualifying session 2).

In case of a proven technical problem with the car, 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 to the race drivers who did not take part in the qualifying sessions due to technical reasons, in compliance with current ACI Sport regulations.



### **6.8 Races and starting grid**

The races will take place as scheduled:

2 races of 20' each

The starting grid of Race 1 will be assigned according to the classification of Qualifying 1.

The starting grid of Race 2 will be assigned according to the classification of Qualifying 2.

In case of a car with two drivers:

The Driver who takes part in the Qualifying 1 will have to take part in the Race 1.

The Driver who takes part in the Qualifying 2 will have to take part in the 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 qualifying Driver**

Crews made up of two drivers must confirm the name of the driver who will take part the first session of qualifying Q1.

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

In case of failure to submit the form, a penalty will be applied at the sole discretion of the Stewards.

### **6.10 Changing car during the race**

If a competitor is unable to take part in a session for technical issues that cannot be fixed on site, he may request the replacement of the admitted car, using the appropriate form within 1 hour before the start of the next session.

The new car will undertake the scrutineering checks.

## 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 of the class

### 7.2 Awards for each race

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

- overall ranking
  - from the first to the third classified: cup for each driver
- overall ranking of the class
  - from the first to the third classified: cup for each driver
- participation award for the classified in "invitation class"

### 7.3 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 standing.

The scores will be of two types:

- 1) the first one is based on the position in the ranking referred to the class and is based on the number of started cars for each class - POSITION IN THE RANKING BY CLASS
- 2) the second one is based on the historicity of the car - CHALLENGE INDEX PERFORMANCE

The scores will be added together

#### POSITION IN THE RANKING BY CLASS

STARTED	1°	2°	3°	4°	5°	6°	7°-10°
<b>1</b>	3						
<b>2</b>	5	3					
<b>3</b>	7	5	3				
<b>4 o +</b>	9	7	5	4	3	2	1

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

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

#### CHALLENGE INDEX PERFORMANCE

CLASS	POINTS
348 Challenge	7,5
F355 Challenge	6
360 Challenge	4,5
F430 Challenge	3
458 Challenge	1,5

#### **7.4 Championship standing**

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

- overall championship ranking
- overall championship ranking by class
- overall championship ranking by Team

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

Admission to the overall general classification of the championship requires participation in at least 3 of the 4 races scheduled for the season.

The winner will be the one that has acquired highest scores

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 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

#### **7.5 Championship awards**

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

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

#### **7.6 Ex Aequo**

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

### **8. FINAL SCRUTINEERING, COMPLAINTS AND FEES**

#### **8.1 Final scrutineering**

At the end of each qualifying and race, the cars will be subjected to a scrutineering.

During this phase the competitor or his delegate must be present.

Competitors accept that for the scrutineering, they will not be granted any refund even in the event of a favorable outcome.

#### **8.2 Complaint fee**

A complaint fee will be applied in accordance with the 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 complainer will bear all costs for the required intervention.

#### **8.4 Appeal fee**

An 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 terms required by law, namely Italian Legislative Decree 209/2005 art. 124.

The Organizer adheres, in the manner and terms in the current National Sports Regulations, to the single mandatory liability policy stipulated by Aci Sport in accordance with the current legal regulations. The RC policy does not release Competitors and Drivers from any liability beyond 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 the current Aci Sport regulations, these actual sporting and technical regulations, and the specific competition regulations 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 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 commit 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 the sporting ones in order to protect their rights and interests and those of their 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 occurred to 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 and including exclusion in taking part for the entire sporting season.