

# **ALFA REVIVAL 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 are reserved for Alfa Romeo cars, and will be called the '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 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 the ACI Sport federal system.

### **2. VEHICLES**

#### **2.1 Admitted vehicles and documents**

Admission is restricted to Alfa Romeo cars built between 1947 and 1981 and the vehicles will be divided according to their period and FIA class, 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 valid HTP FIA or HTP ACI SPORT papers.

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 has the sole responsibility as regards admission of the cars.

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 cars in question must comply with all other regulations and must hold valid HTP FIA or HTP ACI SPORT papers.

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 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 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 Tyres

Competitors must use tyres in the races as stipulated in FIA regulations.

Please note that G2 period cars and above, T and GT classes, must use 'road legal' tyres approved for use on the public highway.

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

- period E and F cars can also use road legal tyres
- G2 period cars can also use slick tyres

Tyres will 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 each race 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

Requests to replace a car admitted to an event must be made in writing at least 2 days prior to the start of the race and may be accepted or refused at the 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 it is clearly visible. This light must be switched on in case of rain.

## 2.6 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).

## 2.7 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 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 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 pre-race scrutineering, including the positioning of the race numbers.

The exact positions of all the stickers indicated will be checked during the technical 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 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:

- one, 25' free practice session
- one, 30' qualifying session
- one, 60' race
- 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, the cars in periods E and F, 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 additions of crews until the end of the pre-race checks, at its sole discretion.

#### **3.4 Covid-19**

The general ACI Sport protocol will be adopted throughout the sporting season in order to counter and contain the spread of the Covid-19 virus in motorsport.

The Green Pass will be mandatory.

Any changes will be notified.



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## **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.

### **4.3 Crew 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.



## 5. CALENDAR AND PROGRAM OF EVENTS

### 5.1 Calendar

The 2022 racing calendar will be as follows:

Date	Circuit	Event	Organizer
April 8-9	Autodromo del Mugello	Mugello Weekend	Mugello Circuit
June 17-18	Autodromo di Misano	Misano Weekend	Misano Circuit
September 9-10	Autodromo di Vallelunga	Vallelunga Weekend	Autodromo Vallelunga
Sept. 30 October 1	Autodromo di Varano	Italian Speed Festival	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 will be as follows:

- a 25' free practice session
- a 30' qualifying session
- a 60' race

### 5.3 Program

The program of events will be as follows:

- Peroni Racing Weekend
  - Friday: pre-race checks, briefing and free practice
  - Saturday: qualifying and race
- Italian Speed Festival
  - Saturday: pre-race checks, briefing and free practice
  - Sunday: 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 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 the 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 srl.

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 be sanctioned as per Aci regulation until 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 one session of 30'.

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 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 one, 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 at 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 20<sup>th</sup> and 40<sup>th</sup> minute of the race.

During the pit stop, the car must stop in the pit lane, in the working area, with its wheels stationary 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 these 60 seconds, the only work allowed on the car is:

- control of tyre 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 Single race rankings

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

- overall ranking
- overall ranking based on the Performance Index
- overall ranking of the class

### 7.2 Performance Index

The Performance Index is applied in order to balance out the performance of the individual cars in the race, their different engine capacities and preparation.

The Performance Index for each car is calculated as follows:

Performance Index =

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

The following table (table of performance coefficients) indicates the improvement coefficients used in order to draw up the "Performance Index" ranking, taking into account the categories, displacements, characteristics and year of construction of the cars.

The assignment of the coefficient to the car will be indicated in the entry list of each race and will be published online. Any errors must be reported to the Organizers of Canossa Racing at least 2 days before the start of the race.

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.

**TAVOLA DEI COEFFICIENTI DI PERFORMANCE**

	CLASSE T		CLASSE TC		CLASSE GT		CLASSE GTS		CLASSE GR. 5	
	CILINDRATA	COEFFICIENTE	CILINDRATA	COEFFICIENTE	CILINDRATA	COEFFICIENTE	CILINDRATA	COEFFICIENTE	CILINDRATA	COEFFICIENTE
PERIODO 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		
PERIODO 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		
PERIODO G1	CILINDRATA	COEFFICIENTE	CILINDRATA	COEFFICIENTE	CILINDRATA	COEFFICIENTE	CILINDRATA	COEFFICIENTE		
	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		
PERIODO G2 E G2/H1	CILINDRATA	COEFFICIENTE	CILINDRATA	COEFFICIENTE	CILINDRATA	COEFFICIENTE	CILINDRATA	COEFFICIENTE		
	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		
PERIODO H1	CILINDRATA	COEFFICIENTE	CILINDRATA	COEFFICIENTE	CILINDRATA	COEFFICIENTE	CILINDRATA	COEFFICIENTE		
	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		
PERIODO H2	CILINDRATA	COEFFICIENTE	CILINDRATA	COEFFICIENTE	CILINDRATA	COEFFICIENTE	CILINDRATA	COEFFICIENTE	CILINDRATA	COEFFICIENTE
	1300	1,01	1300	1,06	1300	1,11	1300	1,16	1300	1,21
	1600	1,06	1600	1,11	1600	1,16	1600	1,21	1600	1,26
	2000	1,11	2000	1,16	2000	1,21	2000	1,26	2000	1,31
PERIODO I	CILINDRATA	COEFFICIENTE	CILINDRATA	COEFFICIENTE	CILINDRATA	COEFFICIENTE	CILINDRATA	COEFFICIENTE	CILINDRATA	COEFFICIENTE
	1300	1,05	1300	1,10	1300	1,16	1300	1,21	1300	1,26
	1600	1,10	1600	1,15	1600	1,21	1600	1,26	1600	1,31
	2000	1,15	2000	1,20	2000	1,26	2000	1,31	2000	1,36
	> 2000	1,20	> 2000	1,25	> 2000	1,31	> 2000	1,36	> 2000	1,41





### 7.3 Awards for single race

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

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

### 7.4 Scores for the championship standings

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 based on the Performance Index

The scores will be of two types, the first (position in the class standings), based on the position in the standings referred to the class and based on the number of cars tested for each class; the second (table of historic coefficients), based on the historic coefficient referring to the period, class and engine capacity. The scores are added together.

POSIZIONE IN CLASSIFICA DI CLASSE							
VERIFICATI	1° Classif.	2° Classif.	3° Classif.	4° Classif.	5° Classif.	6° Classif.	7° Classif. ed oltre
1	5	///	///	///	///	///	///
2	7	5	///	///	///	///	///
3 o più	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 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)

The assigned score, based on the position in the standings, for the Varano (September) and Misano (October) races will be multiplied by the following coefficients:

Varano: score obtained multiplied by coefficient 1,5

Misano: score obtained multiplied by coefficient 2

**TAVOLA DEI COEFFICIENTI DI STORICITA'**

PERIODO	CLASSE		CILINDRATA		
E	4,5	GT	2,50	1300	2,0
F	4,0	T	2,00	1600	1,5
G1	3,5	TC	1,50	2000	1,0
G2	3,0	GTS	1,00	> 2000	0,5
G2/H1	3,0	GR5	0,50		
H1	2,0				
H2	1,5				
I	1,0				



### **7.5 Championship rankings**

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

- 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. 7.4

Admission to the overall general classification of the championship requires participation in at least 4 of the 5 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.

### **7.6 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

### **7.7 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 Performance Index 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 Performance Index 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**

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, these 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 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 by Aci Sport Regulations, up to and including exclusion in taking part for the entire sporting season.