



ALFA REVIVAL CUP 2025

SPORTING AND TECHNICAL REGULATIONS

1. INTRODUCTION

Canossa Events Srl, holder of a valid Aci Sport license as the Organizer no. 406786, will announce, promote and organize a series of circuit races for 2025, 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 Events will decide the cars to be admitted without appeal, at its sole discretion.

At the discretion of Canossa Events, other Alfa Romeo cars not included in the aforementioned list, either in terms of class and/or built between 1982 and 1990, may be admitted to the races.

These cars will be considered non-competitive for the purposes of the race classification and championship standings and will be placed in a special invitational class ranking.

A time handicap will be applied to these vehicles, which must be served during pit stops in order to balance performance. This time handicap will be announced in a dedicated communication at the end of each race's qualifying session. Cars must comply with all regulations and must hold a valid FIA/ACI/National HTP (Historic Technical Passport).

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 Canossa.

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 Events on the basis of requests received within 30 days from the start of the first race.

The assigned race number as will be valid for the whole season. In case you wish to change your race number, the request has to be presented not later than 20 days before the start of the race.

Canossa reserves the right to accept or refuse the requests. Canossa Events reserves the rights to reassign race numbers that were previously allocated during the course of the season.

The chosen race number will be released if not requested and used by the end of the following season.

(for ex: you raced in 2024, you didn't race in 2025, in 2026 your old race number can be assigned to another crew).

During the first race you take part in, 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 Events and will ensure full compliance with the regulations 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 agree to make their cars available to the Promoters and/or the Organizer for advertising and/or promotional purposes upon prior notice, if requested.

The advertising spaces are as follows, that may be modified at any time, upon prior notice:

- no. 1 for sun visor sticker
- no. 4 for sponsor stickers
- no. 2 for Alfa Revival Cup logo stickers
- no. 1 for admitted car sticker

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.

Penalty for lack of compliance: deduction of no. 2 points for each race where you are not compliant. In the case that no points are earned during a race, the deduction will be applied to the next race, and so on.

Canossa will decide with incontestable discretion.



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.

Canossa Events 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. At the time of registration (a simple and explicit notification also applies), the fee is due in full even in case of non-participation.

The fee includes:

- 2 x 20' free practice session
- 1 x 30' qualifying session
- 1 x 60' race
- 1 pass for each driver
- 1 car pass for each driver and 1 car pass team
- 4 pass team/guest

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 Events 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/car changes must be made by the end of administrative checks and can be accepted or denied at sole discretion of Canossa Events.

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; a competitor who is a physical person cannot register a vehicle to be driven by another driver.

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
- Foreign race licence valid for speed races in circuits

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 2025 racing calendar will be as follows:

Race	Date	Circuit	Event	Organizer
1	April, 25-27	Red Bull Ring	Red Bull Ring Classics	BG Sportpromotion
2	May, 16-18	Autodromo Vallelunga	American Festival of Rome Nascar	ACI Vallelunga Spa
3	June, 27-29	Misano World Circuit	Misano Racing Weekend	Santa Monica Spa
4	July, 25-27	Autodromo di Imola	Imola Classic	Formula Imola Spa
5	September, 5-7	Autodromo del Mugello	Mugello Racing Weekend	Mugello Circuit Spa
6	September, 25-27	SPA-Francorchamps	SPA Six Hours	Roadbook Org.

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

5.2 Format

The format of each race will be as follows:

- 2 x 20' 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, driver's briefing and first session of free practice

Day 2: second session of free practice and qualifying

Day 3: race

Canossa Events 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 administrative checks for subsequent races.

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, at any time, as determined by Canossa Events.

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.

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.

The completed and signed declaration of safety clothing conformity must be presented at pre-race scrutineering at the first race in which you participate and will be valid until the end of the season.

In case of changes, the competitor must submit a new entry form during pre-race 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.

6.5 Transponder

Competitors/drivers must collect and install the transponder on the admitted car correctly.

The relative instructions will be communicated for each race.

It is mandatory to use the transponder during all track session: free practice, qualifying and race.

A charge of € 500+VAT will be incurred in case of failure to return the transponder 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: two sessions of 20 minutes each.

Free practices are not mandatory.

6.7 Qualifying

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

Qualifying sessions are mandatory; all admitted 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, 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 qualifying due to technical reasons, in compliance with current Aci Sport regulations.

In the case of a tie with identical lap times, priority will be given to the driver who set the time first.

6.8 Starting grid

The starting grids will be determined based on the classification order from the qualifying session.

In the case the qualifying session does not take place, the starting order will be based on the combined results of Free Practice 1 and Free Practice 2.



6.9 Races

The races will take place as scheduled in the form of a 60 minutes race.

All verified drivers must take part in the race.

The start will be in "rolling start" mode, and the starting procedure must be fully respected in every aspect. Drivers are reminded that during the formation lap, cars must remain as compact as possible.

A time penalty will be applied for any infractions.

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

6.10 Safety car

Under Safety Car conditions, in addition to following the current regulations, all cars are advised to line up behind the Safety Car as quickly as possible.

If slower and/or lapped cars at the back of the field find themselves ahead of the Safety Car, they must increase their speed, rejoin the back of the group, clear the track immediately, and facilitate the Safety Car's entry.

Any infringement will result in a time penalty.

6.11 Notification departure of the first driver

Teams composed of two drivers must officially declare, using the designated form provided to the Alfa Revival Cup sporting representative, the name of the driver who will start the race.

The completed form must be submitted no later than 90 minutes before the start of the qualifying session.

If no declaration is made, the starting order will be determined at the sole discretion of Canossa Events.

6.12 Pit stop

During the race it is mandatory that a pit stop must be performed. The total duration of the stop—defined as the combined time for driving through the pit lane and stopping—will be communicated during the briefing.

The mandatory pit stop must be carried out between the 20th and 40th minute of the race.

During the pit stop, the car must be stationary in the pit lane's working area, with at a complete stop, positioned correctly without obstructing other cars or adjacent spaces. The driver may choose to keep the engine running or turn it off. During the stop, all interventions and driver changes are permitted.

Refueling is strictly prohibited.

The minimum required pit stop time, as communicated, will account for a stop of approximately 60 seconds, plus the time needed to drive through the pit lane.

Any obstructive maneuvers in the fast lane of the pit area are strictly prohibited and will result in a time penalty. In the case a car experiences technical issues causing it to slow down in the fast lane, the driver must immediately and safely move into the working lane to clear the passage.

Every infraction will result in a time penalty.

Penalties:

- If the mandatory pit stop time is shorter than the minimum required time, a penalty will be applied based on the difference in time multiplied by 3.

Example: Minimum required pit stop time: 1 minute and 30 seconds

Actual pit stop time: 1 minutes and 20 seconds

Time difference: 10 seconds, therefore the penalty inflicted: 30 seconds (10x3)

- In the case the mandatory pit stop is not performed a 150 second penalty will be applied.
- In the case that the mandatory pit stop is taken outside the designated time window, a 60 second penalty will be applied.
- In the case that obstructive maneuvers impend another driver without a justified technical reason, a time penalty will be applied at the discretion of the sports steward.



7. CLASSIFICATIONS, AWARDS AND SCORES

7.1 Classifications for each race

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

- overall classification
- overall classification by class

7.2 Awards for each race

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

- overall classification
 - from the first to the third classified: cup for each driver
- overall classification by class
 - from the first to the third classified: cup for each driver

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 standings. For the assignment of scores, the reference classification is:

- overall classification 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

STARTED	POSITION BT CLASS CLASSIFICATION									
	1°	2°	3°	4°	5°	6°	7°	8°	9°	10°+
1	2									
2	4	2								
3	6	4	2							
4	8	5	3	2						
5	10	6	4	3	2					
6	12	8	5	4	3	2				
7+	14	10	7	5	4	3	2	1	1	1

INHDEX 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	Oltre 2000	0,5
H1	2	GR. 5	0,5		
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 30' - score reduced by 50%
- actual race time elapsed from 30' onwards - full score (no changes)

To be classified in the final race standings, a driver must have completed 70% of the race time relative to the first-class, whether in the case of withdrawal or finishing the race.

Races Coefficients

The following coefficients will be assigned:

- Race 1 - Red Bull Ring: coeff. 1,5
- Race 6 - SPA: coeff. 2,0

The points obtained according to the class classification, additional points included, will be multiplied by the coefficient of the race. (excluding index of historic score)

In case no points are awarded based on the class classification, the following points will still be awarded:

- Race 1 - Red Bull Ring: no. 1 point
- Race 6 - SPA: no. 1 point

Additional points - allocation

The following points will be awarded for each race and for each class (at least 3 starting cars):

- no. 1 point to whoever obtains the best lap time in qualifying - pole position
- no. 1 point to whoever obtains the best lap in the race - best lap

In the event of a tie, the points will be awarded to the driver who set the time first.

The award will also be valid for drivers not classified in the race

Will be awarded at the end of the season:

- no. 3 points in total to those who have participated in all races of the championship

All mentioned points will be awarded to drivers participating in the race and are not intended per crew.



7.4 Scores for the championship standing "Performance Index"

A classification called "Performance Index" will be compiled for each race, which will not be the subject of awards but will be valid for awards at the end of the season.

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:

$$\text{Performance Index} = (\text{race time by sec.} / \text{no. laps}) \times \text{no. laps overall winner} \times \text{Index}$$

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

Anyone not admitted to the classification of a single race will receive the lowest score from the race's index classification. The same applies to those who did not participate in the race but are still eligible for the championship.

The following table (Index performance) indicates the improvement coefficients used in order to draw up the "Performance Index" classification.

In case of any doubt relating to the category assigned, Canossa Events' 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	1300	0,69		
	1600	0,62	1600	0,66	1600	0,72	1600	0,75		
	2000	0,68	2000	0,72	2000	0,77	2000	0,81		
	2000+	0,73	2000+	0,77	2000+	0,81	2000+	0,86		
F	1300	0,72	1300	0,77	1300	0,81	1300	0,86		
	1600	0,78	1600	0,82	1600	0,86	1600	0,91		
	2000	0,83	2000	0,87	2000	0,91	2000	0,96		
	2000+	0,88	2000+	0,92	2000+	0,96	2000+	1,01		
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	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	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
	2000+	1,16	2000+	1,21	2000+	1,26	2000+	1,31	2000+	1,36
I	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



7.5 Championship standings

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

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

The classifications will be compiled by scores as per art. 7.3 and 7.4

Admission to the overall classification of the championship requires participation in at least 5 of the 6 races scheduled for the season.

Points cannot be accumulated across different classes. (A driver must compete with the same car in at least 5 out of 6 races to be eligible for the class championship standings.)

The winner will be declared the one who has acquired the highest score for the top 3 classification and the lowest score for the performance index.

Team Classification

Admission to the overall classification requires participation in at least 5 of the 6 races scheduled.

Team has to check at least 3 cars per race to get points in each race.

Only the highest score of the overall championship classification among the Team drivers will go towards the counting of the Team ranking.

For the championship, the one with the highest score will be proclaimed the winner.

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

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 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 Events 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.