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# 2019 BRSCC Alfa Romeo Championship Regulations

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## INTRODUCTION

### The Alfa Romeo Championship

The Alfa Romeo Championship continues to be one of the most popular race series on the Club scene having flourished as part of the BRSCC's portfolio since 1982. The BRSCC association means that there is a good spread of circuits available to competitors as well as different race weekend formats.

The Championship is open to any production based Alfa Romeo and is run in classes that offer the opportunity to race a fully modified car on slicks or more standard versions using a Yokohama control tyre. In 2015 we reduced the number of classes from six to a more manageable (and understandable) three. Between Modified and the Standard "Twin Spark Cup" there is the "Power Trophy" class, based on a power to weight ratio formula. We hope that this will encourage drivers who do not want to prepare a fully modified car or to have the restrictions imposed in the "Twin Spark Cup". For 2019, we shall allow cars of Fiat, Abarth and Lancia origin to run in the Power Trophy or in the Modified class if they exceed the Power Trophy power to weight ratio. We also run an "Invitation" class to which cars are admitted "at the discretion of the Organisers" although they are not eligible for championship points. In the past this has allowed cars to race that fall outside the championship technical regulations (for example SuperTurismo or DTM/ITC Alfas).

The introduction of the Twin Spark Cup's predecessor in 2006, using Alfa Romeo's tried and tested 2 litre 4 cylinder 16v transverse engine, proved a major success and has formed the backbone of the championship ever since. With very limited changes permitted to the standard specification, it has allowed us to keep costs under control. The result has been a decade of very close racing on a level technical playing field which has produced the overall Championship winner on seven occasions, including 2017. Under its current title, the class has continued to grow and we look forward to further expansion in 2019.

One of the attractions of the Championship has always been the large variety of models that can be raced and in the past few years we have seen the emergence of cars such as the 147, 156, GT and GTV alongside models from earlier production periods including the 33, 155 and 145. The different class and model options allow competitors with budgets at both ends of the spectrum to take part and the Championship is a good place for those who wish to start racing.

Competitors are kept informed on all Championship matters by specific bulletins and a dedicated website (www.alfaracer.com)

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BRSCC British Racing & Sports Car Club

# 1 SPORTING REGULATIONS – GENERAL

## 1.1 Title & Jurisdiction

The 2019 Alfa Romeo Championship is organised and administrated by the BRITISH RACING AND SPORTS CAR CLUB (BRSCC) in accordance with the General Regulations of Motorsport UK (incorporating the provisions of the International Sporting Code of the FIA) and these Championship Regulations.

Motorsport UK Championship Permit No: **CH2019/R028**
**R**ace Status: **National B**
Motorsport UK Championship Grade: **D**

The BRSCC reserves the right to amend or vary the Sporting Regulations in accordance with Motorsport UK Regulation [D 11.1] at any time before or during the Championship and further issue additional statements concerning the Regulations from time to time, subject to Motorsport UK approval, and all such statements will be issued by Championship Bulletin to the Motorsport UK and to all registered competitors by email or by post to the address detailed on the Registration Form, or by delivery to the competitor by hand. It is a condition of entry into the championship that all competitors, teams, team members and persons associated with any of the above agree to be bound by the Regulations including any amendments, variations or statements relating thereto.

## 1.2 Officials

1.2.1 **Championship Co-Ordinator**
Andy Robinson
103 Hillwood Road
Madeley Heath
Crewe
Cheshire
CW3 9JZ
Tel: 07980 949325
Email: arobinson813@btinternet.com

1.2.2 **Licensed Eligibility Scrutineer**
Kevin Lewis
57 Newton Road
Twerton
Bath
Somerset
BA2 1RW
Tel: 07738 628451
Email: kev_lewis@btinternet.com

1.2.3 **Championship Stewards**
D Wells, T Parry, B Shewan and D Walton.
Any three Championship Stewards will constitute a quorum. In the event of any of the Championship Stewards listed above being unavailable or being unable to consider any particular matter due to a perceived conflict of interest, the organisers reserve the right to appoint an alternative Championship Steward or, if deemed to be necessary, more than one alternative Championship Steward.

**(G) 2.7** Championship Stewards may only adjudicate on any disputes, irregularities or appeals arising from the approved Championship regulations.

**(G) 2.7.1** Championship Stewards are also empowered to consider any request from the Championship co-ordinator to penalise any Competitor for any breach of Championship regulations after holding a formal hearing to impose a penalty in accordance with C.2.1.1 (subject to the rights of appeal provided for in Section C).

**(W) 2.2.1.** Championship Stewards may only adjudicate on any disputes, irregularities or appeals arising from the approved Championship regulations. They are also empowered to consider any request from the Championship Co-ordinator or his or her designated representative to penalise any competitor for breach of Championship Regulations and, after holding a formal hearing, to impose a penalty in accordance with C.2.1 subject to the rights of appeal to the Motorsport UK provided in Section C.

## 1.3 Competitor Eligibility

1.3.1 Entrants must:

(a) be fully paid up valid membership card holding members of the BRSCC and

(b) be Registered for the Championship and

(c) be in possession of a valid Motorsport UK Entrants Licence.

1.3.2 Drivers and Entrant/Drivers must:

(a) be current Members of the BRSCC and

(b) be Registered for the Championship and be fully paid up members of the Alfa Romeo Championship Association (ARCA) and

(c) be in possession of valid Competition (Racing) National (B) status Licence, as a minimum

(d) or be a Professional driver, in possession of a valid Licence (featuring an E.U. flag) and medical, issued by the ASN of a member country of the European Union, or comparable country. Motorsport UK Regulation [H26.2.1 applies].

(e) if participation in the Championship requires absence from education a driver, in full time school education is required to have the approval of their head teacher and a letter stating such approval from their school in order to fulfil registration for the Championship. A driver shall not take time out of their education to participate in motor sport without the prior written approval of the education establishment

(f) have signed and returned the ARCA Code of Conduct for drivers.

1.3.3 All necessary documentation must be presented for checking at all rounds when signing-on.

1.3.4 Competitors must ensure that their cars comply with the conditions of eligibility and safety throughout qualifying and racing.

## 1.4 Registration

1.4.1 All competitors must register for the championship by returning the Registration Form with the Registration Fee prior to the Final Closing date for the first round being entered, but before the closing date for entries to the last round.

All drivers who are deemed suitable to compete in the Championship will be invited to do so by the Organisers. Any driver wishing to compete in the Championship must submit a driver registration form to Matt Daly (see Registration Form for details) prior to racing (see 1.4.4). This form must give full details of the driver; his or her current car and the championship class in which they wish to compete and must be accompanied by the full registration fee (see 1.4.2). Registration Forms and payment may be submitted on-line or by post.

On receipt of a completed registration form and fee, the Organisers will issue confirmation of your invitation to compete in the 2019 Championship. By registering for the Championship a driver will have accepted compliance with the current regulations in full.

Should the Organisers not deem you suitable to compete in the Championship the registration fee will be returned to you in full.

Only invited drivers will be allowed to race.

Should the driver change cars during the season the new car details must be submitted to the Organisers for approval prior to the next event.

1.4.2 The Registration Fee is **£100** and is to be made payable to: Alfa Romeo Championship Association.

1.4.3 Registration numbers will be the permanent Competition numbers for the Championship.

1.4.4 Registrations will be accepted in order of receipt and full payment of the registration fee being received. Completed forms, with the appropriate payment, should be either paid via the online payment facility on the alfaracer.com website or sent to Matt Daly, 1 Swan Court, Hartley Wintney, Hampshire RG27 8XY

## 1.5. Championship Rounds

1.5.1 The 2019 Championship will be contested over 16 rounds at the following venues:

| Rounds | Dates | Venue | DH | Licence | Club |
|---|---|---|---|---|---|
| 1 & 2 | 23/24 March 2019 | Brands Hatch | DH | Nat B | BRSCC |
| 3 & 4 | 20/21 April 2019 | Snetterton 300 | DH | Nat B | BRSCC |
| 5 & 6 | 11/12 May 2019 | Cadwell Park | DH | Nat B | BRSCC |
| 7 & 8 | 6/7 July 2019 | Croft | DH | Nat B | BRSCC |
| 9 & 10 | 18 August 2019 | Brands Hatch | DH | Nat B | BRSCC |
| 11 & 12 | 15 September 2019 | Mallory Park | DH | Nat B | MSVR |
| 13 & 14 | 5/6 October 2019 | Silverstone International | DH | Nat B | BRSCC |
| 15 & 16 | 19/20 October 2019 | Donington Park | DH | Nat B | BRSCC |

**DH = Double Header**

## 1.6 Scoring

1.6.1 Points will be awarded to competitors listed as classified finishers in the Final Results for each race as follows:

In each class on the basis 20 - 18 - 16 - 14 - 12 - 10 - 8 - 6 - 4 - 2.

An additional 1 point will be given in all classes for the fastest lap during qualifying and in the race subject to a minimum of two cars actively taking part in each case.

Both races at a Double Header meeting will be regarded as individual rounds of the Championship. Full points will be available for each race at a designated Double Header meeting, subject to the minimum starters rule. Should a round of the Championship be scheduled as two separate races, but not previously listed in the championship regulations as a double header, half points will be given for each race. In this case, half points will also be available for the qualifying session and fastest lap in each race and the grid for the second race will still be decided on the result of the first race.

For maximum points to be scored in each round there must be more than three "starters" in the class. A competitor whose car has passed scrutineering will be considered a "starter" for the purposes of points scoring at that meeting, whether single or double header. However, if a driver has entered for one race at a double header meeting, he will only be considered as a "starter" for that race and to have taken part in qualifying for that race only.

Where there are fewer than four starters whose cars are registered for that class, points will be scored as follows:

3 starters 18 – 16 - 14
2 starters 16 - 14
1 starter 14

At double header meetings where there is only one qualifying session, the fastest qualifying lap point will only be allocated for Race 1. If the fastest qualifier is subject to a grid penalty which prevents them from starting on pole, the point will still be awarded for fastest qualifying lap. Fastest race laps set while breaching track limits will be discounted.

If a driver follows the correct procedures to change their car after qualifying they may compete but may not receive Championship points.

1.6.2 The totals from all qualifying rounds of the championship held, less the two lowest scores**,** will determine the final championship points and positions. Competitors disqualified from results for sporting or technical infringements may not use that (those) round(s) as discarded rounds for the purposes of championship placings. Dropped scores must also include any points for fastest qualifying and/or race lap accrued in respect of the dropped rounds.

1.6.3 Ties will be resolved according to Motorsport UK Regulation [W 1.3.4]. However, should there be a tie on points in any class or overall at the end of the season, competitors will only be able to use class wins or other positions from races in which the minimum number of starters 3 have been present in order to decide the final positions. Should this not resolve the tie, the next best result or results will be taken into consideration irrespective of the number of starters.

1.6.4 Where the race distance has been reduced (see 2.6) it shall count as a full points scoring round.

1.6.5 Competitors not registered for the Championship may be permitted on an individual round basis and will:
(a) Be deemed "Guest Competitors"
(b) not score points and for the purpose of points scoring will be ignored
(c) qualify for Event award
(d) comply with the eligibility criteria as prescribed in Article 1.3 above, with the exception of 1.3.1.(b) and 1.3.2(b), as appropriate.

## 1.7 Awards

1.7.1 Awards are to be provided by: The BRSCC (1st in each class) and ARCA (2nd and 3rd in each class.)

1.7.2 **Per Round**
A trophy to 1st, 2nd and 3rd in each class. Please note, if there are 6 or less entries in a class only 1st and 2nd are provided. If 3 entries or less in a class only 1st will be provided.

1.7.3 **Championship**
End of season trophies to overall winner and other class winners.

1.7.4 **Presentations**
Awards will be presented at the end of each event, and/or at the end of the Championship at the designated presentation ceremony.

1.7.5 **Entertainment Tax Liability**
Prize money and Bonuses, if applicable, shall be posted to the Entrants within 7days of the results being declared final after each meeting.

In accordance with current Government Legislation, the Organiser is legally obliged to withhold tax at the basic rate on all payments to non-UK resident sportsmen/sportswomen and account to HMRC using form FEU1, the quarterly return of payments made to non-resident entertainers and sportsmen/women.

That is, those persons who do not have a normal permanent residence in the UK. The UK does not include the Isle of Man, Channel Isles or Eire. This means that, as the organiser the BRSCC is required to deduct tax at the current rate applicable, from any such payments they may make to non-UK residents.

Under certain circumstances, it may be possible for competitors to enter into an agreement with the Inland Revenue to limit tax withheld. Any application for such an arrangement must be made in writing and not later than 30 days before their payment is due.

For further information contact: - HMRC Personal Tax International, Foreign Entertainers Unit, St Johns House, Merton Road, Liverpool L75 1BB. Tel: (0151) 472 6488 Fax: (0151) 472 6483

1.7.6 **Title To All Trophies**
If Provisional Results or Championship Tables are revised after any presentations and these revisions affect the distribution of any awards the competitors concerned must return such awards to the BRSCC in good condition within 7 days.

1.7.7 **Bonuses**

The organisers/sponsors/promoters reserve the right to provide additional awards for and during the Championship and these will be notified via official championship bulletin.

# 2. CHAMPIONSHIP RACE MEETINGS & RACE PROCEDURES

## 2.1 Entries

2.1.1 Competitors are responsible for sending in correct and complete entries with the correct entry fees prior to the closing date for entries before each event, which shall be 14 days before every round.

2.1.2 Incorrect or incomplete entries (including driver to be nominated entries) are to be held in abeyance until they are complete and correct. The date of receipt for acceptance of entry purposes shall be the date on which the Meeting Organiser receives the missing or corrected information or fee.

2.1.3 Any withdrawal of Entry or Driver/Car changes made after the acceptance of any entry must be notified to the Meeting Organiser in writing. D25.1.12 applies.

2.1.4 The entry fee for each round or rounds shall be specified in the Supplementary Regulations and on the entry form plus any late entry surcharge imposed by the club.

2.1.5 Reserves will be listed in the Final List of Entries published with Final Instructions or in a Bulletin.

2.1.6 In the event of any rounds being oversubscribed the Organising Clubs in liaison with the co-ordinator / promoter may at their discretion run Qualification Races. For Qualification Race procedures see 2.11 of these regulations.

2.1.7 Reserves who practice in the correct session and set a time will take precedence, in reserve number order, over any accepted entry whose practice times are disallowed, or who does not set a time during the official practice for the championship Race.

## 2.2 Briefings

Organisers will notify competitors of the times and locations for all briefings in the Final Instructions for all meetings. Competitors must attend all briefings.

## 2.3 Qualification/ Practice

2.3.1 Should any practice or qualifying session be disrupted the Clerk of the Course shall not be obliged to resume the session or re-run the session; the decision of the Clerk of the Course shall be final.

2.3.2 Each driver shall complete a minimum of 3 laps in the car to be raced, and in the correct session, in order to qualify. The Clerk of the Course and or Stewards of the meeting shall have the right to disqualify any driver whose qualifying times or racing are considered unsatisfactory as per Motorsport UK Regulation [Q 4.5].

2.3.3 For double header events, race 1 grid will be set from qualifying times and race 2 grid from race 1 results.

2.3.4 If mechanical means are used by the marshals to remove the car to a safe position, the car concerned cannot re-join the session.

2.3.5 At the end of each session, all drivers must cross the Finish Line only once.

## 2.4 Races

2.4.1 Should any race be disrupted the Clerk of the Course shall not be obliged to resume or rerun the race ((Q)5.4) (1.6.4. above applies).

2.4.2 The standard minimum scheduled race length shall be 20 minutes but should any race length be reduced, or increased, at the discretion of the Organising Club, Clerk of the Course or Stewards of the meeting it shall still count as a full points scoring round. A "last lap" board should be shown to all competitors where a race is run to its full distance. All cars competing in the Championship must be capable of completing a 25 minute race on any circuit.

2.4.3 The procedure for qualification races is specified in 2.11.

2.4.4 Should the first race in a double header meeting be "not run" or be deemed not to be run, qualifying only will attract points for that round. The grid for what would have been the second race will be set from the original qualifying positions but will not attract additional points. The "second" race will have only race result and fastest lap points available. The meeting will only count as a single round and dropped scores will be calculated accordingly.

2.4.5 2.3.4 and 2.3.5 applies.

## 2.5 Starts

2.5.1 All cars will be released to form up on the grid prior to the start in formation as specified on the grid sheet.

2.5.2 The start will be via a Standing start. The minimum Countdown procedures/audible warnings sequence shall be:-

I. 1 minute to start of Green Flag/Pace Lap – Start Engines/Clear Grid.
II. 30 seconds – Visible and audible warning for start of Green Flag/Pace Lap.
III. A five second board will be used to indicate that the grid is complete after the green flag lap.
IV. The red lights will be switched on five seconds after the board is withdrawn.

See 3.1 for specific regulations relating to Alfa Romeo Championship start procedure.

2.5.3 Any car removed from the grid after the 1 minute stage or driven into the pits on the Green Flag lap shall be held in the pit lane and may start the race after the last car to take the start from the grid has passed the start line or pit lane exit, whichever is the later to take the start from the grid.

2.5.4. Any driver unable to start the Green Flag/Pace lap or start the race is required to indicate their situation as per Motorsport UK Regulation (Q)12.13.2. In addition any driver unable to maintain their grid position on the Green Flag Lap, to the extent that ALL other cars are ahead of them, may complete the Green Flag lap but MUST remain at the rear of the last row of the grid but ahead of any cars to be started with a time delay.

2.5.5. In the event of any starting lights failure the Starter will revert to use of the National Flag.

**2.5.6 Starting Grid**

The Starting Grid for each race will normally be formed as follows:

**Modified, Power Trophy & Invitation Class**
Three row gap.

**Twin Spark Cup**
There will be a 10 second delay between the start for the Modified/Power Trophy/Invitation classes and the start for the Twin Spark Cup on circuits up to 2 miles in length and a 10 to 20 second delay on circuits over 2 miles.

Should there be less than 4 Modified/Power Trophy cars taking the start, there will be a 3-row gap between the Modified/Power Trophy/ Invitation class cars and the Twin Sparks, but all cars will start simultaneously on the lights.

All competitors will be made aware of the start procedure through Supplementary Regulations, Final Instructions and at any Drivers Briefings

## 2.6 Session Red Flag

2.6.1 Should the need arise to stop any race or practice, RED LIGHTS will be switched on at the Start Line and RED FLAGS will be displayed at the start line and at all Marshals Signalling Points around the circuit.

This is the signal for all drivers to cease circulating at racing speeds, to slow to a safe and reasonable pace and to return to the pit lane, during practice, and to the starting grid area, during a race, unless otherwise directed by officials.

Cars may not enter the pits unless directed to do so and all cars in the pit lane during a red flag period must take any restart from the pit exit.

2.6.2 **Case A – Less than two race laps completed by the race leader.**
The Race will be null and void. The race will restart from the original grid positions. Competitors unable to take the restart may be replaced by reserves who will start from the back of the grid in reserve order. Gaps on the grid should not be closed up. The length of the restarted race will be determined by the Clerk of the Course.

2.6.3 **Case B – More than two race laps completed by the race leader but less than 75% of the scheduled distance.**
The Race will restart from a grid set out by the finishing order of part one (as per Motorsport UK Regulation Q5.4.2). The result of the race will be the finishing order at the end of Part 2. The length of the restarted race will be determined by the Clerk of the Course.

2.6.4 **Case C** - **More than 75% of race completed**
If the leader has completed more than 75% of the race distance or duration it shall not be re-started and the results will be declared in accordance with Motorsport UK Regulation [Q 5.4.3], unless the Clerk of the Course, in consultation with the Stewards deems it appropriate to restart the race.

## 2.7 Pits, Paddock & Pit Lane Safety

2.7.1 **Pits & Paddock**
Competitors must ensure that the Motorsport UK, Circuit Management and Organising Club Safety Regulations are complied with at all times.

2.7.2 **Pit Lane**
The outer lane or lanes are to be kept unobstructed to allow safe passage of cars at all times. The onus shall be on all Drivers to take due care and respect the pit lane speed limits.

2.7.3 **Refuelling**
May only be carried out in accordance with the Motorsport UK Regulations [Q 13], the Organising Club Regulations, Circuit Management Regulations and the SR's or Final Instructions issued for each circuit/meeting.

2.7.4 Speed Limit: The pit lane speed limit will be as per the displayed pit lane boards at the particular venue.

## 2.8 Race Finishes

After taking the Chequered Flag drivers are required to:

I. progressively and safely slow down
II. remain behind any competitors ahead of them,
III. return to the pit lane entrance/paddock entrance as instructed,
IV. comply with any directions given by marshals or officials
V. keep their helmets on and harnesses done up while on the circuit or moving in the pit lane.

## 2.9 Results

All Practice Timesheets, Grids, Race Results are deemed provisional until all vehicles are released by Scrutineers after Post Practice/Race Scrutineering and/or after completion of any Judicial or Technical Procedure. (Motorsport UK regulation (D)26.3).

## 2.10 Timing Modules

2.10.1 All competitors will be required to fit Electronic Self Identification Modules to their cars for the purposes of accurate timing. Holders for these and detailed fitting instructions will be issued with the transponders and it will be the responsibility of the competitor to fit these in the car in the position and manner specified. The Modules must be in place and functioning correctly for all Championship qualifying practice sessions and races. The setting and servicing of these items must only be carried out by properly authorised Motorsport UK licensed Timekeepers. Competitors will be charged by the timing company for replacement of the Modules due to misuse or loss at any time during the season.

2.10.2 Competitors may not place electronic timing equipment within five metres of the official Start, Finish or any other official timing lines at any event or test session/day. Any such equipment placed within these zones will be removed.

## 2.11 Qualification Races

If any event is oversubscribed the organising club may at their discretion run qualification races, the procedures will be as published in the Final Instructions for the events concerned.

## 2.12 Operation Of Safety Car

The Safety Car will be brought into operation and run in accordance with Section Q, Appendix 2 of the Motorsport UK General Regulations.

## 2.13 Onboard Cameras

Race Organisers/ARCA reserve the right to fit camera and/or data logging equipment to any vehicle for a qualifying session or race. Where necessary this may require the competitor to remove their own equipment. However, if a car is fitted with the competitor's own equipment, which must have the necessary Scrutineering approval, it must be operational throughout any qualifying session or race. Race organisers/ARCA have the right to request immediate access to any such video/recording media in a vehicle – including the removal of it from a car in "Parc Ferme". The competitor must be able to provide equipment to enable the media to be viewed straight after the vehicle has been competing. Where possible, any video footage should be available in an easy to access format on an SD card. Penalty for non-compliance will be at the discretion of the Clerk of the Course.

## 2.14 Rescrutiny

Any vehicle involved in a contact incident during any session or race must be re-presented to the scrutineers before taking part in any further session or race (Motorsport UK regulation J3.1.2).

## 2.15 Parc Fermé

At all events the showing of the Chequered Flag (for both Qualifying and Racing) will indicate the commencement of Parc Fermé Regulations. Any vehicle that is in the pit lane at this time will be under Parc Fermé rules.

It is prohibited to work on any vehicle after the chequered flag has been shown. This includes tyre pressure checking, wheel changes or changes of driver.

Any vehicle in the pit lane must be immediately taken to the designated Parc Fermé area. No team personnel may enter Parc Fermé unless authorised by the Eligibility Scrutineer or their Deputy.

No tools of any type may be passed by team members or mechanics to drivers whilst in Parc Fermé.

Competitors are reminded that the area designated as Parc Fermé area is a secure area and it is not permitted for any supporters to be in Parc Fermé unless at the behest of the eligibility scrutineer or their deputy.

# 3 SPECIFIC CHAMPIONSHIP REGULATIONS

**N/A**

# 4 CHAMPIONSHIP PENALTIES

In accordance with Section C of the current Motorsport UK Yearbook and the Alfa Romeo Championship Regulations.

## 4.1 Infringements of Technical Regulations

4.1.1 Arising from post practice Scrutineering or Judicial Action.

Minimum Penalty: The provisions of Motorsport UK Regulation [C 3.3].

4.1.2 Arising from post-race Scrutineering or Judicial Action:

Minimum Penalty: The provisions of Motorsport UK Regulations [C 3.5.1 (a) & (b)].

For infringements deemed to be of a more serious nature the Clerk of the Course and/or Stewards of the Meeting are to invoke the provisions of Regulation [C 3.5.1 (c)].

4.3 **Additional Specific Championship Penalties**

4.3.1 In order to maintain standards of conduct (both on and off the track), the Championship Coordinator will monitor all conduct and Officials/Observers reports of adverse behaviour at race meetings. If any individual is included on such reports during one racing season they will receive a verbal warning from the Organisers that their driving/behaviour is to be specifically observed at future race meetings. Any adverse reports during this period of observation may result in a Championship Stewards' enquiry, with possible loss of Championship points, refusal of further race entries and/or disqualification from the Championship.

This will include but is not limited or restricted to:

- Overly aggressive or dangerous driving
- Aggressive or threatening behaviour
- Abuse in any form including that against other competitors, preparers, race officials or championship panel members on social media before, during or after a race meeting.
- Intimidation
- Discrimination
- Any other action that is deemed to be detrimental to the Championship.

4.3.2 For offences under Motorsport UK regulations [C1.1.5], [C1.1.6], [Q14.4.2] and [Q14.4.5], the Clerk of the Course, at his discretion, may impose a championship penalty in the form of the following:

(i) For an offence in qualifying ;a grid penalty of up to ten places
(ii) For an offence in a race; a time penalty of up to one minute
(iii) For an offence in a race where the offending driver is not classified; a grid position penalty in the next race/event.

For a driver who has already received a penalty during the course of a season, any subsequent penalty may have a championship penalty applied. Where a championship penalty has previously been applied, the severity of subsequent penalties will be increased.

4.3.3 A driver who receives points on his licence will drop his grid position at the next available race in which he or she competes, calculated on the number of licence points x 2 (for example - 3 points on a licence equals a drop of six grid places).

4.3.4 **Stop-Go Penalty**

"Stop-Go" or "Drive Through" penalties may be applied by the Clerk of the Course in accordance with Motorsport UK Regulations [C 2.1.6] and [Q 12.6].

4.4 **Social Media**

Social media, including, but not restricted to, facebook, Instagram, Twitter etc. is a powerful and wide reaching medium for the expression of views and opinions, and the sharing of photographs and video. As such, competitors

should be aware that their conduct on social media regarding the Championship, the BRSCC and its drivers should reflect the impact social media has. If a competitor is considered to have brought the Championship and the BRSCC into disrepute in the opinion of the Championship Stewards they may be subject to a penalty or disqualification from the championship. Additionally, competitors are reminded that the Motorsport UK monitor social media and any remarks that are deemed to bring the sport into disrepute can lead to penalties. For clarity, it is accepted that crashes are an inevitable feature of motor-racing and the posting on social media of imagery containing a crash does not bring motorsport into disrepute, but competitors are reminded that careless associated comments may do.

# 5. TECHNICAL REGULATIONS (all classes)

## 5.1 Introduction

The following Technical Regulations are set out in accordance with the Motorsport UK specified format and it should be clearly understood that if the following texts do not specify you can do it, you should work on the principle that you cannot. The Technical Regulations for Modified, Power Trophy and Twin Spark Cup classes have been separated to enable Competitors to identify more easily which provisions are permitted or prohibited in each group.

## 5.2 General Description

5.2.1 The Alfa Romeo Championship is for competitors participating in any Production or Production based ALFA ROMEO (or Fiat/Lancia)

Vehicles must comply with Motorsport UK General Technical Regulations contained within Sections C, H, J, K, L & Section Q of the current Motorsport UK Yearbook.

The Championship will be run in three classes as follows:

| | |
|---|---|
| Modified (M) | Modified Alfa Romeo, Fiat or Lancia cars with no capacity limit (including turbocharged, supercharged and diesel engine cars). |
| Power Trophy (P) | Alfa Romeos, Fiats and Lancias running to Power to Weight ratio of 195 bhp per 1000 kg at the wheels/hub for non-turbo petrol engined models and 175 bph per 1000kg for diesels and turbo engine petrol models. |
| Twin Spark Cup (TS) | Standard Production Alfa Romeos using 2000cc 4 cylinder 16v Twin Spark engine. |
| Invitation Class | Superturismo, DTM/ITCC and other Alfa Romeo & Fiat/Lancia cars that do not comply with these Technical Regulations may run in an Invitation class at the organiser's discretion but are not eligible for Championship points, see section 1.6.5 of these regulations. |

These Regulations must be read in conjunction with the relevant sections of the current Motorsport UK Yearbook. In these Regulations, the word "Standard" is deemed to mean "as originally produced or supplied by the vehicle manufacturer or importer for the model registered by the Competitor".

Except where these Regulations specifically permit otherwise. All engine and gearbox components must be externally identifiable as being of Alfa Romeo/Fiat/Lancia manufacture or fitted as original Alfa Romeo equipment to Alfa Romeo badged vehicles.

The Championship organisers reserve the right to classify low volume production models or new models introduced during the year, as appropriate.

5.2.2 **Examination of Vehicles**

The organisers (in addition to any other powers they may have under these Regulations) reserve the right before or after any race in the championship/series to designate any one or more of the competing cars for special eligibility scrutineering. Upon such election being made the competitor shall immediately place the car under the control of the organisers and be deemed to have permitted all such scrutineering, examination and testing as the organisers may responsibly require to undertake. The organisers have the right to:

**a** Examine the car at the circuit for such period as they may reasonably require and take fuel and/or other samples and/or

**b** Retain the car for detailed examination at premises chosen by the organisers. If the organisers elect to retain the car they shall make it available for collection by the competitor at least seven days prior to the qualification session

for the next race in the championship/series unless the car is found to be in breach of these regulations and/or

**c** Seal the car and its components in such a manner as they may choose and require the competitor at their own expense to present the car at any other premises chosen by the organisers for detailed examination within a specified period and/or remove the car by transporter at no expense to the competitor to an appointed location. The competitor will be advised in writing of the time, date and location of the subsequent testing or eligibility examination.

The stripping of an engine or any required component will be undertaken by the competitor and/or mechanic/technician nominated by the competitor under the direction of the Championship Eligibility Scrutineer or another nominated Motorsport UK scrutineer.

The organisers reserve the right to re-inspect vehicles at any time during the course of the season.

Competitors will be personally and solely responsible for ensuring that their cars comply with their registration details and with these regulations for each event at which they are entered. Failure to comply in either respect will be a breach of these regulations. Queries concerning eligibility should be referred in writing to the Championship Co-ordinator or a member of the Championship Panel at least seven days prior to an event entered, to permit a ruling in advance of any meeting at which it is intended to compete. An official form will be available for this purpose which can be downloaded from the Championship website - *alfaracer.com.* The form must also be used for a request for a future change to the technical regulations.

Tests to establish the power output of any car may be carried out by the organisers or their representatives. Such power testing will be carried out using rolling dynamometer or power logging equipment.

## 5.3 Safety Requirements

5.3.1 The following Articles of Motorsport UK Appendix Section K Safety Criteria Regulations will apply: [K 1.2], [K 1.3], [K 1.4], [K 1.5], [K 1.6], [K 1.6.5], [K 1.6.6], [K 2], [K 3.2], [K 5], [K10], [K 12], [K 13] and [K 14]

[K 1.2.1] refer to drawing 5 or 6 (it is recommended that cars running in the Modified and Power Trophy classes refer to roll cage example 9 in the current Motorsport UK Yearbook and that cages should have double door bars and extend forward to the suspension turrets). A FULL ROLL CAGE IS COMPULSORY ON ALL VEHICLES. THE FITTING OF SIDE INTRUSION BARS ON BOTH SIDES OF THE CAR IS ALSO MANDATORY.

[K 3.1.1] Fire Extinguisher - Minimum 2.25lts capacity. [K 6] Tank fillers, vents and caps. [K 8] External circuit breaker. [K 9] Overalls. [K 10] Crash Helmets. [K 11] Visors. These requirements may be exceeded.

Roll cages may be welded to the body shell. In cars running in the Twin Spark Cup all parts of the roll cage must remain within the habitacle (WHICH IS DEFINED AS THE AREA OF THE CAR OCCUPIED BY THE DRIVER AND PASSENGERS and excludes the boot area on all models including hatchback and estate cars) except where specifically permitted as in Twin Spark Cup regulation 5.6.1.1. Two windscreen wipers must be fitted in the Power Trophy and Twin Spark Cup where fitted as Standard on the model to be raced.

A currently FIA homologated harness is mandatory. Racing seat installations must comply fully with Sections (K)2.2 and 2.3 of the Motorsport UK Regulations.

## 5.3.2 Towing Eyes

There must be towing eyes with minimum internal diameter of 60mm securely fixed to the main structure of the vehicle, front and rear, within the confines of the body to enable the vehicle to be moved in accordance with Motorsport UK Regulation [Q 19.1.3]. In respect of the front towing eye, this may not protrude beyond the vertical plane of the front bumper by more than 10mm. For the avoidance of doubt this precludes the use of the standard towing eye in its standard location, competitors must find an alternative.

**It is strongly recommended** that all Race Cars should, wherever possible, be equipped with two front and two rear towing eyes positioned equally either side of the longitudinal centre line. They should be clearly visible, marked with an arrow and the word “tow” and the wire painted in yellow, red or orange to contrast with the vehicle colour

scheme.

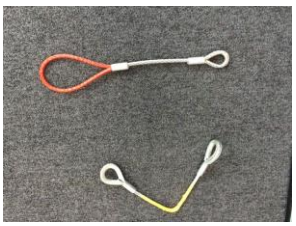
The towing eyes must be made of at least 6mm diameter steel wire rope with a 6x19 wire core, each which must have a breaking-strain of at least 2 tons. Each towing eye must allow the passage of a cylinder with a diameter of 60 mm, situated 25mm forward of the adjacent bodywork - 100 mm above and below this hole must retain clearance to enable the recovery crews to attach straps and shackles.

The towing eyes must be fixed to a structural part of the chassis with a minimum of M12 fixings, the inner part must be flexible in order for the towing eyes to be retracted inside the bodywork profile. A “pull-cord” must be attached to the towing eye to enable the marshals to access the wire loop. The end attached to the chassis may be either ‘thimble’ or ‘open-loop’ style. Each complete towing eye must be certified as meeting this load requirement.

Webbing towing eyes are not permitted.

The intention is to allow an angled pull away in the event in the event of a crumpled or obscured vehicle corner e.g. +/- 45 degrees from straight ahead.

Examples of steel wire towing eyes that can be bolted to the chassis:



# 5.4 GENERAL TECHNICAL REQUIREMENTS & EXCEPTIONS MODIFIED CLASS

The MODIFIED Class is open to any Production based Alfa Romeo, Fiat or Lancia models modified in accordance with these regulations but excluding Superturismo models or those built to DTM/ITCC rules which may run in the Invitation class but not be eligible for championship points, see section 1.6.5 of these regulations.

## 5.5(M) Chassis

5.5.1 The floor-pan, chassis rails, sills, door surrounds, bulkheads, roof and inner wings must remain as standard in construction, dimension and material except where modifications are required to comply Motorsport UK Safety requirements. However, the floor-pan or transmission tunnel may be modified to allow increased clearance for exhaust systems or, in the case of cars with a rear mounted gearbox, for safety reasons. The Championship Eligibility Scrutineer must clear any modifications made under this heading in writing.

In the case of sills, no modification is permitted.

Exhaust systems may not pass through the bodywork. Competitors are reminded that under Motorsport UK regulations, exhausts must have outlets terminating within 150mm of the outside of the bodywork periphery in plain view, rearwards of a line bisecting the wheelbase. If exhausts protrude beyond the bodywork, then a protecting shield to prevent burning must cover them.

The rear floor-pan may be modified locally to permit internal mounting of rear suspension components provided that any such components are adequately enclosed to comply with Motorsport UK Regulations [J 5.2.1].

The front panel may be replaced with a suitable removable structure to facilitate quicker engine changes.

5.5.2 Inner front wings may be modified to accommodate necessary air ducting but must remain in place.

The boot floor may be replaced by a suitable rigid fireproof material.

The rear extremity of the roof must be joined to the floor-pan of the car as originally envisaged (in steel) by the manufacturer. On hatchback models prepared for racing after 1995 no steel may be removed further back than the centre line of the rear wheels apart from replacing the hatch panel itself. On cars prepared before 1995 in which steel has been removed, the rear part of the roll cage must have additional strengthening to prevent any penetration of the habitacle in the event of an accident provided that it complies with Motorsport UK Regulation [K 1.2.3] & [K 1.2.4].

## 5.6(M) Bodywork

### 5.6.1 Modifications Permitted

5.6.1.1 **General**
Bodywork and interior are free.

5.6.1.2 **Interior**
Roll cages may be welded to the body shell.

5.6.1.3 **Exterior**
Wing extensions must cover the wheels/tyres as specified by Motorsport UK. As a minimum the wheel/tyre must be covered if a line was drawn across the centre of the axle.

An identifiable Alfa Romeo grille must be fitted except for Fiat/Abarth or Lancia entries which must be fitted with the identifiable Fiat/Abarth or Lancia grill.

Two external mirrors (one on either side) must be in place and usable throughout both qualifying and racing.

5.6.1.4 **Silhouette**
Only those spoilers or aerodynamic devices fitted as standard or deemed by the Championship Panel and Eligibility Scrutineer to be within "the spirit of the regulations" are permitted. The bonnet may be raised at the rear to a maximum of 1.5cm to facilitate additional cooling.

5.6.1.5 **Ground Clearance**
Cars must retain a minimum ground clearance of 4cm with the driver (In full racing kit) seated normally in the car. No part of the car may touch the ground with one tyre deflated.

## 5.6.2 Modifications Prohibited

5.6.2.1 **General**
Bodywork and interior are free within the following limitations:

5.6.2.2 **Interior**
N/A

5.6.2.3 **Exterior**
Where front splitters/air dams are fitted, they must remain within 10cm of the plan view of the vehicle. The plan view shall be defined as that of the bumper from above in its usual position (or bodywork where no bumper is fitted) at or above wheel centre height. Where splitters extend back to the wheel, they may follow a line up to 8cm from the plan view at the bumper/front body panel corner. Use of any oversize or inappropriate bumpers will be subject to the agreement of the Championship panel and eligibility scrutineer.

5.6.2.4 **Silhouette**
The Standard silhouette in side elevation must not be altered above the axle centre except as permitted in 5.6.1 No additional aerodynamic parts may be fitted above that axle centre line other than a rear wing as defined in 5.6.1

5.6.2.5 **Ground Clearance**
N/A

## 5.7(M) Engines

5.7.1 **Permitted Modifications**

Engine modifications are unrestricted provided that the configuration of engine for that model is not altered (e.g. 145/146/147/156 etc. = 4 cylinder in line. Alfasud/33 - Flat 4, 145/146, Type 930 = 4 cylinder 16 valve, Type 916S1 = V6) and that the engine block and cylinder heads are Alfa Romeo production units in origin or, for Fiats/Abarths/Lancias, the Fiat/Abarth/Lancia equivalents.

For the purposes of this rule, the Lancia Delta Integrale derived 16v turbo engine fitted to the Alfa Romeo 155 Q4 can be used as a replacement for any other in-line 4 cylinder engine. Likewise the Fiat Croma derived 8v turbo engine fitted to the Alfa Romeo 164.

Dry sump lubrication is permitted.

Turbo-charging or supercharging is permitted.

5.7.2 **Prohibited Modifications**

5.7.3 **Location**
Changing the location of the engine or position in the engine bay is not permitted.

5.7.4 **Oil/Water Cooling System**
Free

5.7.5 **Induction System**
Free

5.7.6 **Exhaust System**
Free within Motorsport UK Technical Regulations (Note Current Noise Regulations).

5.7.7 **Ignition System**
Free

5.7.8 **Fuel Delivery System**
Free

## 5.8 (M) Suspension

5.8.1 **Modifications Permitted**
Suspension modifications are unrestricted provided that the original suspension method is retained (i.e. Alfetta - De Dion rear, Alfasud/33 - Macpherson Strut front, Beam Axle rear, 156 - Independent front with double wishbones & coil springs and Macpherson Strut & coil springs rear). Non standard rear suspension systems are permitted where they have been used on a factory developed racing version within the model group to be raced. If coil spring damper units are used on the Alfetta/Giulietta/GTV6/75 front suspension, torsion bars may be removed.

5.8.2 **Modifications Prohibited**
.

5.8.3 **Wheelbase/Track**
Wheelbase dimensions must remain standard. Track is free provided 5.6.1 is respected

## 5.9(M) Transmission

5.9.1 **Modifications Permitted**

Transmissions may be subject to any modification which does not alter the location or type of transmission for that model.

Fitting a sequential gearbox from a recognised manufacturer is permitted. Any alteration to the bulkheads(s) between the engine compartment and the habitacle or alterations to the floorpan must comply fully with Section (K) of the Motorsport UK Yearbook..

Sequential gear change mechanisms are permitted In the Modified class.

5.9.2 **Modifications Prohibited**

Four-wheel drive systems are not permitted in the Modified Class unless fitted as standard to that particular model.

5.9.3 **Transmission & Drive Ratios**

Gearbox and final drive ratios are free. Limited slip differentials may be fitted where not already Standard.

All cars must have a fully functioning reverse gear.

## 5.10(M) Electrics

5.10.1 **Exterior Lighting**
At least one road legal type headlamp (or replacement spotlight) on each side and in the original position for the model, with an area and similar level of light to the standard headlight, must be in working order and must be capable of giving slower drivers adequate warning of the car's approach when being lapped. Headlights must be turned on throughout the race. Covering of light lenses with coloured material which reduces the effectiveness of the lighting is not permitted. Brake lights and rear lights must be fitted and be in working order.

5.10.2 **Rear Rain or Poor Visibility Warning Light**

A rear rain or poor visibility warning light must be fitted and in working order for use in accordance with Motorsport UK Technical Regulation [K 5.2] Models not fitted with two rear fog lights as standard, equally located each side of the vehicle centre line, must fit a central rear fog light in accordance with Motorsport UK Technical Regulation [K 5.1].

5.10.3 **Battery**
Location and type are free provided that they comply with Motorsport UK Technical Regulation [J 5.14.1]

5.10.4 **Alternator**
Alternators may not be removed.

## 5.11(M) Brakes

5.11.1 **Modifications Permitted**
Braking systems are free within the requirements of Motorsport UK Technical Regulations.

5.11.2 **Modifications Prohibited**
Carbon Fibre discs, pads or calipers are prohibited.

## 5.12(M) Wheels And Steering

5.12.1 **Permitted Options**
Wheels are unrestricted. Steering modifications are unrestricted within Motorsport UK Technical Regulations.

5.12.2 **Prohibited Options**
N/A

5.12.3 **Construction and Materials**
Unrestricted. Competitors MUST ENSURE that wheels are suitable for racing purposes and should be inspected regularly for cracks, rim damage etc.

5.12.4 **Dimensions**
unrestricted

## 5.13(M) Tyres

5.13.1 Specifications - Unrestricted.

5.13.2 The use of tyre heating/heat retention devices, tyre treatments and compounds is prohibited.

## 5.14(M) Minimum Weight Limit

There is no minimum weight limit in the Modified class. However, the organisers reserve the right to introduce minimum weight limits during the season should they be deemed necessary. Motorsport UK Regulation [D 11.1.3] applies.

## 5.15(M) Fuel Tank and Fuel

5.15.1 **Type of Fuel Tank**
A replacement fuel tank may be fitted.

**5.15.2 Location of the Fuel Tank**
Installation must comply with Motorsport UK Technical Regulations. The position and installation of a replacement tank must be approved in writing by the Championship Eligibility Scrutineer.

**5.15.3 Fuel**
**Petrol**
Must comply with relevant Motorsport UK Technical Regulations [Motorsport UK Regulations Section B, Nomenclature & Definitions (see Pump Fuel)]. Fuel samples will be taken during the season

**Diesel**

Only white diesel pump fuel as defined by the Motorsport UK may be used. Any commercially available smoke reducing additive is permitted for environmental considerations only. No other additives are permitted

## 5.16(M) Silencing

5.16.1 Specification - Silencing systems are free, provided that they comply with Motorsport UK Technical Regulation [J 5.17] & [J 5.18]

## 5.17(M) Competition Numbers/Decals

5.17.1 Positions – White number panels with black numbers as specified by the Motorsport UK (reg J4.1, J4.1.2, J4.1.8 & Chart 4 – page 152 of the Blue Book) must be positioned on each front door. At scrutineering they must appear undamaged and without tyre scuff marks. These number panels must be supplied by the competitor. A class logo must appear on the bonnet and class identification letters (maximum height 10cm) on the rear side windows (as in 5.2.2.). All cars must carry BRSCC and Alfa Romeo Championship decals on both sides of the car. Sponsors' Windscreen and rear screen strips (where appropriate) and the decals of other Championship sponsors, as defined by the Championship organisers, must appear in positions to be specified in a bulletin before the start of the season or as appropriate during the season. Failure to do so may incur loss of Championship points. All cars must display Yokohama tyres decals that must be prominently positioned on the front and rear wings of the car.

5.17.2 The windscreen of all cars must display the competition number positioned on the upper side area of the passenger's side of the windscreen (Motorsport UK reg Q.11.4.2) as follows :

· the numerals must be at least 150mm high with a stroke of at least 20mm
· be coloured reflective yellow
· be placed no closer than 50mm from the lower edge of the windscreen "sun strip" and 50mm from the side edge of the windscreen.

The driver's name must appear in block capitals on each rear side window or, where there is no rear side window (eg Alfa Romeo 4C, Abarth 124), on an equivalent area of the bodywork.

5.17.3 Competitors will be supplied with a full set of the required decals by the Alfa Romeo Championship Association free of charge at the time of registration. Replacements will be available at cost from the Championship Organisers (Contact Tony Herbert on 01342-717764 for details).

# 5.4 POWER TROPHY

This class is open to any Production Alfa Romeo, Fiat or Lancia based on a Power to Weight ratio of 195 bhp at the wheels or hub per 1000kg for petrol engined models other than turbocharged models and 175 bhp per 1000kg for diesels and petrol turbocharged models, both inclusive of driver (in full racing kit) seated normally in the car.

## 5.5 (P) Chassis

5.5.1 As per Modified

## 5.6 (P) Bodywork

5.6.1 Only those spoilers or aerodynamic devices fitted as standard or deemed by the Championship Panel & Eligibility Scrutineer to be within "the spirit of the regulations" are permitted. Rear spoilers may not in either case extend in height beyond a line drawn horizontally from a point three quarters up the rear screen or extend outwards beyond the periphery of the bodywork. The bonnet may be raised at the rear to a maximum of 1.5cm to facilitate additional cooling. The 147 may use a roof mounted spoiler fitted as standard to the 147 GTA Cup.

## 5.7 (P) Engine

All competitors in Power Trophy will be required to attend one of the designated testing centres named below and to provide the Eligibility Scrutineer with a power-run and weight certificate before the first meeting at which the car is due to be run. Failure to do so will mean that the car will be moved into the Modified class.

Designated Rolling Roads:

Abbey Motorsport
Units 1-2 Stonehall Farm
Woodhurst Lane
Oxted
Surrey
RH8 9HJ
www.abbeymotorsport.co.uk
01883 732331

WGT Auto Developments
Unit 12 Valley Court
Sanderson Way
Middlewich
Cheshire
CW10 0GF
www.wgtautodevelopments.co.uk
01606 837707

All power readings will be taken at the hub. For cars running with a standard ECU and wiring with DNA facility, the power test will be completed in all available modes. A copy of the map being used will be taken when the rolling road test is done and used for comparison purposes if at any time during the season the car is examined to ascertain if it is compliant with the Regulations.

The organisers reserve the right to examine any car that is thought not to comply with the regulations under Technical Regulations "Examination of Vehicles" 5.2.2. If a rolling road test is required, the car's ECU may be removed, placed in a sealed box by the Eligibility Scrutineer or his designated representative and only be returned at the designated rolling road. Switchable ECUs are not permitted under any circumstances and, if discovered, would immediately move the car into the Modified class for the rest of the season. Cars with an ECU that has the capability to run switchable maps must have this physical function removed from the car and no wires left in the relevant holes on the ECU connector. There must be no way of altering the map on the car by any form of switching device. All competitors must provide details of the ECU make, model and number.

5.7.1 **Permitted Modifications**

Engine modifications are allowed as for Modified provided that the power output does not exceed that permitted for the weight of the car as stated at the time of registration (See Appendix 1 to this section) The organisers reserve the right to check the power output and weight of the car at any time.

Dry sump lubrication is permitted.

Turbocharging is permitted only as shown in regulation 5.7.5

5.7.2 **Prohibited Modifications**
Supercharging is not permitted.

5.7.3 **Location**
Changing the location of the engine or position in the engine bay is not permitted.

5.7.4 **Cooling System**
Free

5.7.5 **Induction System**
Fuel injection systems, carburettors and manifolds are free. Turbochargers may be only where fitted as standard to the production model of the car concerned.

5.7.6 **Exhaust System**
Free within Motorsport UK Technical Regulations

5.7.7 **Ignition System**
Free

5.7.8 **Fuel Delivery System**
Free

## 5.8 (P) Suspension

5.8.1 **Modifications Permitted**
As for Modified

5.8.2 **Modifications Prohibited**
As for Modified

5.8.3 **Wheelbase and Track**
Wheelbase dimensions must remain standard. Track is free provided 5.6.1 is respected.

## 5.9 (P) Transmission

5.9.1 **Modifications Permitted**
Transmissions may be subject to any modification which does not alter the location or type of transmission for that model. The number of forward and reverse gear ratios must remain as standard.

In the case of cars fitted with the Boxer engine (33 etc.) standard gearbox casings may be strengthened.

5.9.2 **Modifications Prohibited**
Non-standard gearbox casings or sequential gearboxes that are permitted in Modified under 5.9.1 are not permitted in the Power Trophy. For the purpose of clarity the Alfa Romeo TCT gearbox is not deemed to be a sequential gearbox.

Four wheel drive systems are not permitted unless standard on the model in question and in that case may only be used in their entirety. Sequential gearchange mechanisms are not permitted.

5.9.3 **Transmission and Drive Ratios**
Gearbox and final drive ratios are free. Limited slip differentials may be fitted where not standard.

All cars must have a fully functioning reverse gear.

## 5.10 (P) Electrics

5.10.1 **Exterior Lighting**
At least one road legal type headlamp or replacement on each side must be in working order, with an area and similar level of light for the model and in the original position, and must be capable of giving slower vehicles adequate warning of the car's approach. Covering of light lenses with coloured material that reduces the effectiveness of the lighting is not permitted. Brake lights, rear lights and front and rear direction indicators must be fitted and be in working order. Cars with a four headlamp system may have the inner pair of lights removed to facilitate additional cooling for engine/brakes.

5.10.2 **Rear Rain & Poor Visibility Warning Light**
A rear rain & poor visibility warning light must be fitted and must be in working order for use in accordance with Motorsport UK Technical Regulation (K 5.2). Models not fitted with two rear fog lights as standard, equally located each side of the vehicle centre line, must fit a central fog light in accordance with Motorsport UK Regulation (K 5.1)

5.10.3 **Battery**
Location and type are free provided that they comply with Motorsport UK Regulation J5.14.1

5.10.4 **Alternator**
The alternator must remain Standard for the model to be raced.

## 5.11 (P) Brakes

5.11.1 **Modifications Permitted**
Braking systems are free within the requirements of Motorsport UK Technical Regulations

5.11.2 **Modifications Prohibited**
Carbon fibre discs, pads or calipers are prohibited.

## 5.12 (P) Wheels and Steering

5.12.1 **Permitted Options**
Wheel type is free. Steering modifications are unrestricted within Motorsport UK Technical Regulations.

5.12.2 **Prohibited Options**
N/A

5.12.3 **Construction and Materials**
Unrestricted. Competitors MUST ENSURE that wheels are suitable for racing purposes and should be inspected regularly for cracks, rim damage etc.

5.12.4 **Dimensions**
Free

## 5.13 (P) Tyres

5.13.1 Specifications – Free

5.13.-2 The use of tyre heating/heat retention devices, tyre treatments and compounds is prohibited.

## 5.14 (P) Minimum Weight Limit

Minimum weight is based on a power output of 195 bhp at the wheels/hub per 1000kg including driver (in full racing kit) seated normally in the car. for all petrol engined cars other than turbocharged cars and 175 bhp per 1000kg for diesel engine models and turbocharged petrol engine models (see Appendix 1 to this section). Competitors will be required to present their cars for weight checks at an accredited weighbridge and provide a certificate stating the weight to the eligibility scrutineer before the first meeting at which the car is due to

compete. Failure to do so will mean that the car is moved into the Modified class until this regulation is complied with.

## 5.15 (P) Fuel Tank and Fuel

5.15.1 **Type of Fuel Tank**
A replacement fuel tank may be fitted

5.15.2 **Location of the Fuel Tank**
Installation must comply with Motorsport UK Technical Regulations. The position and installation of a replacement
tank must be approved in writing by the Championship Eligibility Scrutineer.

5.15.3 **Fuel**
**Petrol**
Must comply with relevant Motorsport UK Technical Regulations (Motorsport UK Regulations Section B, Nomenclature &
Definitions – see Pump Fuel). Fuel samples will be taken during the season.

**Diesel**
Only white diesel pump fuel as defined by the Motorsport UK may be used. Any commercially available smoke reducing additive is permitted for environmental considerations only. No other additives are permitted.

## 5.16 (P) Silencing

Specification – silencing systems are free provided that they comply with Motorsport UK Technical Regulations J.5.17
and J.5.18.

## 5.17 (P) Competition Numbers/Decals

5.17.1 Positions – White number panels with black numbers as specified by the Motorsport UK (J.4.1 & J.4.1.2, J.4.1.8 and chart 4 – Blue Book page 152) must be positioned on each front door. At scrutineering they must appear undamaged and without scuff marks. These panels and numbers must be supplied by the competitor. A class logo must appear on the bonnet and class identification letters (maximum height 10cm) on the rear side windows or, where there is no rear side window, on an equivalent area of the bodywork. All cars must carry BRSCC & Alfa Romeo Championship Association decals on both sides of the car.

Sponsor's Windscreen and rear screen strips (as appropriate) and decals of other Championship sponsors, as defined by the Championship organisers, must appear on the car in positions to be specified in a bulletin before the start of the season or as appropriate during the season. Failure to do so may incur loss of Championship points.

5.17.2 The windscreen of all cars must display the competition number on the upper side area of the passenger's side of the screen (Motorsport UK reg Q11.4.2) as follows –

- the numerals must be at least 150mm high with a stroke of at least 20mm.
- be coloured reflective yellow
- be placed no closer than 50mm from the lower edge of the windscreen "sun strip" and 50mm from the
  side edge of the screen.

The driver's name must appear in block capitals on each rear side window or, where there is no rear side window, on an equivalent location on the bodywork.

5.17.3 Suppliers - Competitors will be supplied with a full set of the required decals by the Alfa Romeo Championship Association free of charge at the time of Registration. Replacements will be available at cost from the Championship organisers (Contact Tony Herbert on 01342-717764 for details).

**Appendix 1** – Power to Weight Ratio calculations to be read in conjunction with Regulations 5.7(P) and 5.14(P). Minimum weight shown in right hand columns includes fully kitted driver. Power figures are taken at the hub.

| Non Turbo Petrol Engines | | Diesel and Petrol Turbo Engines | |
|---|---|---|---|
| 195 bhp per 1000kg | Minimum Weight | 175 bhp per 1000kg | Minimum Weight |
| 145 bhp | 744kg | 145 bhp | 829 kg |
| 155 bhp | 795 kg | 155 bhp | 886 kg |
| 165 bhp | 846 kg | 165 bhp | 943 kg |
| 175 bhp | 897 kg | 175 bhp | 1000 kg |
| 185 bhp | 949 kg | 185 bhp | 1057 kg |
| 195 bhp | 1000 kg | 195 bhp | 1114 kg |
| 205 bhp | 1051 kg | 205 bhp | 1171 kg |
| 215 bhp | 1103 kg | 215 bhp | 1229 kg |
| 225 bhp | 1154 kg | 225 bhp | 1286 kg |
| 235 bhp | 1205 kg | 235 bhp | 1343 kg |
| 245 bhp | 1256 kg | 245 bhp | 1400 kg |
| 255 bhp | 1308 kg | 255 bhp | 1457 kg |
| 265 bhp | 1359 kg | 265 bhp | 1514 kg |
| Base Ratio – 1: 5.128 | | Base Ratio – 1:5.714 | |

For the purposes of eligibility scrutineering, measurements will be taken in 5 bhp increments. A full list of bhp figures and respective weights are available from the Alfa Romeo Championship Association (panel@alfaracer.com)

# 5.4 TWIN SPARK CUP (Standard Production 2000cc 4 Cylinder 16v Twin Spark)

The only cars eligible are 2 litre 16 valve Twin Spark models from the 75, 145,146,147, 155, 156, 164, 166, GTV and Spider ranges up to 2000cc. JTS models are not eligible. Cars must be to UK specification as supplied by Alfa Romeo (UK). If the car being raced is of non UK market origin it must be converted so that ALL parts (other than exception under 5.12.E) are of UK specification. There is no parts inter-changeability with other model ranges, with other models within the same range or with models that are or were not available from Alfa Romeo (UK) apart from the GT 1.8TS which may be fitted with the 2.0 Twin Spark engine as specified under 5.7 (TS).

## 5.5 (TS) Chassis

Chassis specification must remain Standard. However, seam welding of the bodyshell is permitted.

## 5.6 (TS) Bodywork

5.6.1 **Modifications Permitted**

5.6.1.1 **General**

Bodywork specification must remain Standard (including glass).Throughout these regulations for the Twin Spark Cup "bodywork" (apart from references to seam welding under "chassis" ) refers to the bodyshell and all panels including (but not exclusively) doors, bonnet, boot/tailgate, front & rear bumpers, front and rear wings, floorpan and roof panel. Commercially available (as opposed to custom built) FIA approved rollcages (OMP and Sparco etc) may be fitted to cars in the 145 and 146 ranges even though their backward facing rear bars extend beyond the habitacle. At no point must these rear bars attach to any suspension mounting point. No additional bars may be added to the rear section of any commercially available FIA approved rollcages that extend beyond the habitacle.

There may be no removal of any metal from the bodyshell except where set out below.

5.6.1.2 **Interior**

Trim, headlining and passenger seats may be removed. The fascia must remain standard except for modifications essential for the fitment of a full roll Cage. Original instruments must remain in the standard location. Standard instrument stalks must be fitted and working. Heaters may be removed. Central rear view mirror must be in place and useable throughout qualifying and racing. Heated screens are permitted.

Roll cages are free (within Motorsport UK/FIA Regulations) but no part of the roll cage may pass through the front bulkhead or the exhaust/transmission tunnel. No part of the roll cage may attach directly to any points where the suspension attaches to the body shell.

Replacement internal door coverings may be fitted (e.g. carbon fibre/ plastic/aluminium) but these should be easily removable (i.e. must not be riveted to the doors) to show that no metal has been removed from the doors etc. In three door models this also applies to internal rear quarter panel coverings.

It is permitted to remove the standard seat runners on the front driver's side only to enable the fitting of the driver's seat in a lower position for safety reasons. Modified seat mountings must be substantial and should not result in a net weight loss. The seat/mounts cannot be mounted directly to the floor.

5.6.1.3 **Exterior**

All doors, bonnet, boot and hatchback openings must maintain the ability to open as standard and must fully close as originally intended (e.g.. bonnets must fully close). Front bonnet and boot lid retaining pins may be used in place of the standard internal catch. Front doors and front side windows must maintain the ability to be opened from inside the car.

Two external mirrors (one on either side) must be in place and usable throughout both qualifying and racing.

5.6.1.4 **Silhouette**

Must remain Standard. However where "face-lift" models were produced during the life cycle of any model, front

panels and grille may be used as replacements on earlier cars. The 147 may use the roof mounted rear wing as fitted to the 147 GTA but no other after-market version.

5.6.1.5 **Ground Clearance**
Cars must retain a minimum ground clearance of 4cm with the driver (In full racing kit) seated normally in the car.

5.6.2 **Modifications Prohibited**

5.6.2.1 **General**
Bodywork specification must remain standard subject to freedoms shown in 5.6.1 (Silhouette).

5.6.2.2 **Interior**
N/A

5.6.2.3 **Exterior**
Bumpers may not be removed or altered in any way.

5.6.2.4 **Silhouette**
N/A

5.6.2.5 **Ground Clearance**
No part of the car may touch the ground if any one tyre is deflated.

## 5.7 (TS) Engines

5.7.1 **Permitted Modifications**
Cylinder Block: The cylinder block and cylinder head must be to the Specification of the model being raced. This can be an engine of the type 67204 (145/146/155), 16201 (GTV & Spider) etc (versions CF1, CF2 or CF3) – 1970cc Bore 83mm Stroke 91mm. The engine may be re-bored to allow fitting of a +0.4mm oversize standard specification piston only.

Pistons must be of the standard type and of the same manufacturing process and material as the original.

All belts, pulleys and tensioners, excluding balancer belt/tensioner & air conditioning system must be as standard, fitted and working. Balance shafts must be fitted but the belt and tensioner can be removed. The air conditioning system may be removed. Cambelt covers are optional.

The oil pump must be of standard specification. The engine sump must remain as standard. An engine oil cooler may be fitted. The standard alternator must be fitted and be working at all times.

Cylinder Head: Camshafts and cam profile must be standard for the model. Valves, valve springs and cam followers must be of standard specification and unmodified. The shimming of valve springs is not permitted. All gaskets, including the cylinder head gasket must be of standard specification for the engine type.

Both camshaft pulleys must be of standard specification and be unchanged in any way. The variator must be working and cannot be modified or altered in any way. Cam timing must remain as standard.

5.7.2 **Prohibited Modifications**
No machining or any removal of metal is permitted to any of the following:

- Cylinder block (other than that required to rebore to +0.4mm)
- Pistons
- Valves (other than minimum required to cut the valve seats)
- Valve springs
- Connecting rods
- Crankshaft
- Flywheel
- Clutch assembly

- Camshafts
- Cam followers

The only machining allowed to the cylinder head (other than the minimum required to cut the valve seats) is that the cylinder head mating surface can be skimmed. The maximum compression ratio is 10.5 to 1 with no tolerance.

No engine parts may be lightened. No lighter alternatives may be fitted. Engines cannot be balanced as this involves the removal of metal.

5.7.3 **Location**

The engine must be in the standard location and must use only the standard engine mounts.

5.7.4 **Cooling System**

A radiator cooling fan must be fitted and working. The standard engine oil cooler and standard radiator may be replaced with an aftermarket version.

5.7.5 **Induction System**

Fuel injection system parts must remain standard. On CF2/CF3 engine types the plastic plenum chamber vane adjustment must be connected and working. The standard air box can be replaced with an aftermarket air filter. This should remain located under the bonnet and within the engine bay. No additional air ducting under the bonnet is permitted. No holes in the bodywork may be made to allow extra air flow under the bonnet.

The following components must all be unmodified, fitted and working as standard:

- Knock sensor
- TDC sensor
- Camshaft position sensor
- Throttle position sensor
- Air flow sensor
- Water temperature sensor
- Air temperature sensor
- Lambda probe

5.7.6 **Exhaust System**

A standard exhaust manifold must be fitted. A CF3 type engine can use a manifold from a CF1 / CF2 engine type. The exhaust is free beyond the manifold but must exit at the standard location for the model. Catalytic converters can be removed.

5.7.7 **Ignition System**

Other than the changes permitted within these regulations to increase the rev limit the ignition system must remain as standard. The engines must remain as “twin spark” – i.e. all 8 spark plugs must work as standard.

The ECU (and all its component parts) must remain standard but it may be re-programmed. In order to permit re-programming, the chip fitted to ECUs on early 145 & 146,155 and early GTV and Spider models may be replaced with a re-programmed chip that fits the original location within the ECU.

No alternative or additional ECUs may be fitted.

The make of Air Mass Meter (also known as the Air Flow Meter) is free subject to the following - An Air Mass Meter must be fitted in the standard location. The pipe between the Air Mass Meter and the throttle body must be the standard pipe for the model being raced and must be unmodified. The sensor may not be modified.

The engine block, cylinder head and gearbox will be sealed by ARCA/Motorsport UK at the car's first race. If at any time it is necessary to break any seal permission must be sought from the Championship Eligibility Scrutineer and arrangements made for it to be replaced before the car's next race.

ECUs may be removed at the circuit by the Championship Eligibility Scrutineer or his designated representative, placed in a sealed box, and returned at a subsequent rolling road test. The organisers reserve the right to make a random selection of a car and/or cars to attend a rolling road test prior to their next race. Cars will be required (at

the driver's expense) to attend the designated rolling road named below. All cars will be expected to attend the rolling road at least once during the season.

Points scored by any competitor who fails to arrange for a broken seal to be replaced before a race, or who fails to attend a rolling road test when required to do so, will remain provisional. These points will be lost if the car is not re-sealed and/or tested before its next race unless there are mitigating circumstances which are acceptable to the championship organisers, in which case points will continue to remain provisional until the car is re-sealed or tested.

Designated Rolling Roads:

Abbey Motorsport
Units 1-2 Stonehall Farm
Woodhurst Lane
Oxted
Surrey
RH8 9HJ
www.abbeymotorsport.co.uk
01883 732331

WGT Auto Developments
Unit 12 Valley Court
Sandersons Way
Middlewich
Cheshire
CW10 0GF
www.wgtautodevelopments.co.uk
01606 837707

All power readings will be taken at the hub.

Any car whose rolling road check does not meet the agreed parameters will be subject to further technical inspection.

5.7.8 **Fuel Delivery System**

Must remain as standard for the model to be raced. The fuel pump and pressure regulator must be standard and unmodified. Fuel lines may run within the car. The fuel cut off/inertia switch MUST be removed.

## 5.8 (TS) Suspension

5.8.1 **Modifications Permitted**

Suspension must remain as standard subject to the following:

Road springs are free provided that the number remains the same, they are of the same overall diameter and are fitted in the same position as standard. Suspension retaining straps are permitted where coiled springs have been shortened. These straps should not be capable of imparting any load on the springs during normal use and must not themselves be under any load at any time, other than when the car is lifted off the ground.

Suspension anti-vibration dampers may be removed.

Dampers / Shock absorbers may be replaced with a steel replacement damper that is commercially available but may not have remote reservoirs and may have a maximum of one method of adjustment on each damper. Dampers may be race valved/shortened for race use. Only shock absorbers from the following manufacturers are permitted – Koni, Bilstein, AVO, GAZ

All other suspension components including wishbones, lower arms, subframes, suspension location points, top mounts and spring seats must be standard and unmodified. All bushes must be standard Alfa Romeo rubber parts – there may be no additional washers, spacers etc. No rubber parts may be replaced with nylon or powerflex type bushes. However where some standard bushes are no longer available (as on 145/146 for example) these may be replaced with an alternative which will be stipulated in a Technical Bulletin.

All other suspension components including wishbones, lower arms, subframes, suspension rubbers, top mounts and spring seats must be standard and unmodified.

Camber angles may not exceed 3 degrees negative with NO tolerance.

5.8.2 **Modifications Prohibited**

The standard mounting points and position of the suspension components to the chassis/bodyshell must be used and must not be altered from standard.

Anti-roll bars must be of standard specification and be unmodified. Anti-roll Bars, links and rubber bushes must be fitted and be working to production specification. No alterations may be made to increase / decrease the effect of anti-roll bars (other than the effect on the anti-roll bars of fitting race springs to the vehicle)

The location, type and number of dampers must remain standard. They must fit the standard mounting points without modification (The shock absorber will be considered as the complete part that bolts between the suspension and the chassis).

Remote reservoirs for shock absorber fluid are prohibited.

Coil spring damper units or adjustable spring seats are not permitted.

Strut braces are prohibited.

Spherical bearings of any kind ("Rose" type joints) are not permitted in any Part of the suspension including shock absorbers and retaining straps.

5.8.3 **Wheelbase and Track**
Wheelbase must remain as standard – 145/146155/GTV/Spider: 2540mm. 156: 2595mm. 147: 2546mm. Track is free.

## 5.9 (TS) Transmission

5.9.1 **Modifications Permitted**
The transmission components must all be as standard for the 2 litre versions of the model to be raced. These include gearbox casing and internals, gear ratios, differential, final drive, driveshafts and gear selector mechanism. However, driveshaft anti-vibration dampers may be removed.

5.9.2 **Modifications Prohibited**
Clutch: Pressure plate, driven plate and release bearing must remain standard or be of a recognised Alfa Romeo pattern. Paddle plates, sintered Materials and racing clutches of all types are prohibited. The method of clutch actuation must not be altered in any way.

5.9.3 **Transmission and Drive Ratios**
Gear and final drive ratios will remain standard for the model as sold by Alfa Romeo (UK) on the UK market. Gear ratios will be checked during the rolling road testing of the engine. The gearbox will be sealed by ARCA/Eligibility Scrutineer. Competitors must drill holes in gearbox casing bolt heads (in accordance with a drawing to be supplied by the Championship Co-ordinator or Eligibility Scrutineer) to permit the application of Motorsport UK numbered wire seals.

Limited Slip Differentials are not permitted. Automatic transmissions and the use of Q2 Torsen type differentials are not permitted. Championship organisers may request that halfshafts are removed for eligibility checks.

Selespeed gearchange systems are permitted on models sold to this specification on the UK market.

All cars must have a fully functioning reverse gear.

## 5.10(TS) Electrics

5.10.1 **Exterior Lighting**
The lighting system must remain as standard and be in full working order. Rear lights, brake lights and front and rear indicators must all be functioning.

5.10.2 **Rear Rain & Poor Visibility Warning Light**
A rear rain and poor visibility warning light must be fitted and be in full working order for use in accordance with Motorsport UK Technical Regulation [K 5.2] Models not fitted with two rear fog lights as standard, equally located each side of the vehicle centre line, must fit a central rear warning light in accordance with Motorsport UK

Technical Regulation [K 5.1].

5.10.3 **Battery**
Battery location must be standard. The standard battery may be replaced by a smaller alternative or by a sealed racing type battery.

5.10.4 **Alternator**
A standard specification alternator must be fitted and be working at all times.

5.10.5 **Electronics**
The only non-standard items of electronic equipment permitted are those proprietary data logging and timing units meeting the following requirements:

Any such units must be freely available through normal retail channels and must remain unmodified from the manufacturer's Specification. The Championship Organisers reserve the right to return any such unit to the manufacturer for verification.

They must not be capable of performing any non-standard function other than recording time and engine derived data. ALL components used for any other purpose must be removed for official qualifying and races.

For models equipped with standard traction control & stability control systems (ESP/ASR etc) these may remain functional to the original specification.

The standard diagnostic capability must be retained.

## 5.11(TS) Brakes

5.11.1 **Modifications Permitted**

Brake discs, calipers and master cylinder must be of standard specification**. However, the fitting of an alternative option brake disc may be permitted by the championship panel during the season**. **Competitors will be informed by a bulletin.** The standard ABS system must be fitted but its use is optional. A brake bias system may be fitted but must not be able to be operated by the driver whilst sitting in the vehicle.

Brake pad material and backings are free so long as the pads fit a standard, unmodified caliper.

Rubber flexible brake hoses may be replaced with braided metal hoses.

Brake fluid type is free.

Any brake ducting must use existing "holes" in the front panel/bumper (e.g. fog light holes).

On models with the CF1 type of engine it is strongly recommended that checks are made to make sure that the inlet manifold cannot make contact with any part of the brake master cylinder, particularly during acceleration.

This is a known problem and can be resolved by moving one of the brake pipes on the master cylinder. *For further advice on this matter please refer to ARCA.*

5.11.2 **Modifications Prohibited**
Apart from those freedoms in 5.11.1 the braking system must remain standard both as regards components and location for the model to be raced.

## 5.12(TS) Wheels and Steering

5.12.1 **Permitted Options**
An alternative steering wheel may be fitted.

5.12.2 **Prohibited Options**
Steering must not be altered from standard specification as regards method and position/mounting points of

components. The bending of steering arms is not permitted under any circumstances. The steering ratio must remain as standard for the model. On models fitted with power steering as standard it must be in full working order at all times. However, the standard oil cooler may be removed and/or replaced by an aftermarket oil cooler.

5.12.3 **Construction and Materials**
Competitors MUST ENSURE that wheels are suitable for racing purposes and should be inspected regularly for cracks, rim damage etc. Airbag systems must be removed

5.12.4 **Dimensions**
All cars must use 15" diameter wheels. Maximum rim width 7"

## 5.13(TS) Tyres

5.13.1 **Specification**
YOKOHAMA Advan A048M 190/580 R15 (Compound N2960) is the mandatory control tyre for 2019. Tyres must be ordered through Yokohama's designated agent – Black "n" Rounds, Unit 6, Silverstone Park West, Buckingham Road, Silverstone, NN12 8TJ. Tel: 01327-858044

5.13.2 **Nominated Manufacturer**
YOKOHAMA HPT Ltd

5.13.3 A minimum tread depth of 1.6mm must remain at the start of qualifying and the race. Re-grooving of tyres is not permitted.

The use of any heating/heat retention devices, tyre treatments and compounds is prohibited.

## 5.14(TS) Minimum Weight Limit

The following MINIMUM WEIGHT LIMITS inclusive of fully kitted driver will apply -

| | |
|---|---|
| 147/155/156/166/GTV/Spider | 1180 kg |
| 145/146 | 1160 kg |

Competitors must ensure that holes are drilled in any ballast to allow a scrutineering seal to be affixed.

The organisers reserve the right to change the minimum weights per model during the season and to set a minimum weight for any new model entering the series for which a weight does not appear in the regulations. Motorsport UK Regulation [D 11.1] applies.

## 5.15(TS) Fuel Tank and Fuel

5.15.1 **Type of Fuel Tank**
The standard fuel tank must be used. The carbon canister/fuel vapour recovery box (E.R.G. system) may be removed.

5.15.2 **Location of the Fuel Tank**
The fuel tank must be in its original location.

5.15.3 **Fuel**
Must comply with relevant Motorsport UK Technical Regulations [Motorsport UK Regulations Section B, Nomenclature & Definitions (see Pump Fuel)].

## 5.16(TS) Silencing

Silencing systems are free provided that they comply with Motorsport UK Technical Regulations.

## 5.17(TS) Competition Numbers / Decals

5.17.1 Positions – White number panels with black numbers as specified by the Motorsport UK (reg J4.1, J4 1.2, J41.8) must be positioned on each front door. At scrutineering they must appear undamaged and without tyre scuff marks. These number panels will be supplied by the competitor. A class logo must appear on the bonnet and class

identification letters (maximum height 10cm) on the rear side windows or where there is no rear side window, on an equivalent area of the bodywork. All cars must carry BRSCC and Alfa Romeo Championship Association decals on both sides of the car. Sponsor's windscreen and rear screen strips (where appropriate) and the decals of other Championship sponsors, as defined by the Championship organisers, must appear in positions to be specified in a bulletin before the start of the season or as appropriate during the season. Failure to do so may incur loss of Championship points.

All cars must display Yokohama tyres decals that must be prominently positioned on the front and rear wings of the car

5.17.2 The windscreen of all cars must display the competition number positioned on the upper side area of the passenger's side of the windscreen (Motorsport UK Reg. Q.11.4.2) as follows :

· the numerals must be at least 150mm high with a stroke of at least 20mm
· be coloured reflective yellow
· be placed no closer than 50mm from the lower edge of the windscreen "sun strip" and 50mm from the side edge of the windscreen

The driver's name must appear in block capitals on each rear side window.

5.17.3 Suppliers - Competitors will be supplied with a full set of the required decals by the Alfa Romeo Championship Association free of charge at the time of registration. Replacements will be available at a cost from the Championship organisers (Contact Tony Herbert on 01342-717764 for details).

# 6. APPENDICES

The following Commercial Undertakings are not subject to the Judicial procedures of either the Championship Stewards and/or the Motorsport UK/MSC

## 6.1 RACE ORGANISING CLUB AND CONTACTS

| **Centre:** | **Contact Details:** |
|---|---|
| BRSCC H.Q. | BRSCC<br>Homesdale Business Centre<br>Platt Industrial Estate<br>Maidstone Road<br>Borough Green<br>Kent<br>TN15 8JL<br>Tel: 01732 780100<br>Fax: 01732 885783 |

## 6.2 COMMERCIAL UNDERTAKINGS – N/A

## 6.3 TRADE SUPPORT VEHICLE DECALS & OVERALL PATCHES

6.3.1 ADVERTISING/GLASS

A All glass areas must remain clear and unobstructed by decals/advertising or any other obstruction unless these regulations specify otherwise or unless such decals/advertising are approved by the BRSCC/Championship Co-ordinator.

B The only exception being the rear side windows that should have the drivers' surname and championship class (if any), clearly displayed in simple bold type, unless these championship regulations specify a different option.

C All surfaces, which have not been claimed for stickers by the Championship, it's sponsors or used for the application of starting numbers, are free for use by the competitor. The Championship Co-ordinator must approve conflicting sponsor's stickers in advance and the position, size and colours (if approved) will be at the discretion of the Championship Co-ordinator.

6.3.2 VEHICLE PRESENTATION

The presentation of the car is fundamental to the profile of the championship/series its sponsors and its audience. Therefore in considering whether to permit any car to race, at any point during the season, the organisers will regard as paramount the presentation of the car. In taking into account its appearance inherent in which is the standard of its presentation (including interior) they may disqualify any car which they consider may prejudice the reputation of the championship/series or is otherwise unacceptable.

This will include where the car is presented at a race event bearing accident damage sustained at a previous event and which has not been subject to the completion of a full and proper repair. Note: A double header can be regarded as one event for the purposes of this regulation.

# Alfa Romeo Championship
# REGISTRATION FORM 2019

(Please indicate which class you are entering by ticking below)

**MODIFIED** **POWER TROPHY** **TWIN SPARK CUP**

| | | | | |
|---|---|---|---|---|
| Name (BLOCK CAPITALS PLEASE) | | | Date of Birth | |
| Address | | | Nationality | |
| | | | Post Code | |
| Telephone | Daytime | Evening | Mobile | |
| Email | | | | |
| Licence & Club | Motorsport UK Licence Grade | Motorsport UK Licence No. | BRSCC Membership No. | BRSCC Membership Expiry |
| Sponsor | | | | |
| **Car Details** | ALFA ROMEO MODEL TO BE RACED | | | |
| | CC | | Registered Class (as indicated above) | |
| | Transponder No. | | | |
| Terms and Conditions | *I agree to abide by all rules and regulations laid down in the BRSCC Alfa Romeo Championship Sporting and Technical Regulations, including any amendments or clarifications that may be made by the organisers during the course of the season and to observe all rules and regulations of the Motorsport UK Ltd.*<br><br>*I agree to rounds of the championship being substituted in the event of a cancellation.*<br><br>*I enclose payment to Alfa Romeo Championship Association 'ARCA'* | | | |
| Signature | | | Dated | |

**Please state preferred competition number**

| 1st Choice | 2nd Choice |
|---|---|
| | |

**CHAMPIONSHIP ASSOCIATION CATEGORY:**

| | |
|---|---|
| Racing Member | |

Registration Fee: **£100 per single car and driver**

Completed Registration Forms should be returned with a cheque made out to 'Alfa Romeo Championship Association' or just 'ARCA' to **Matt Daly, 1 Swan Court, Hartley Wintney, Hampshire RG27 8XY.** Alternatively please pay by PayPal (see details on alfaracer.com) and return the completed form. If you have any queries, call Matt Daly on 07782 502612 or flatfour63@gmail.com