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HSCC 105 Cup© Regulations 2026

1. SPORTING REGULATIONS - GENERAL

1.1 Title and Jurisdiction:

The 105 Cup© is organised and administered by The Historic Sports Car Club [HSCC] in accordance with the National Competition Rules (NCR) (incorporating the provisions of the International Sporting Code of the FIA) and these 105 Cup© Regulations.

Motorsport UK 105 Cup© Permit No. CH2025/R083 Race Status: Interclub

Motorsport UK 105 Cup© Grade: D

1.2 Officials:

- 1.2.1 Coordinator : Donna Peters c/o HSCC Ltd, Silverstone Circuit, Silverstone Nr Towcester, Northants, NN12 8TN. Tel. 01327 858400
- 1.2.2 Licensed Eligibility Scrutineer: Jeff Nixon c/o HSCC Ltd, Silverstone Circuit, Silverstone Nr Towcester, Northants, NN12 8TN Tel. 01327 858400
- 1.2.3 105 Cup© Stewards: Mr. Frank Lyons. Alan Jones, Chris Alford c/o HSCC Ltd, Silverstone Circuit, Silverstone, Towcester, Northants, NN12 8TN. **105 Cup© Stewards NCR 4.1.1.2** The 105 Cup© Stewards may only adjudicate on any disputes irregularities or appeals arising from the published 105 Cup© regulations. They are also empowered to consider any request from the 105 Cup© Coordinator to penalise any Competitor for any breach of 105 Cup© Regulations and after holding a formal hearing those Stewards may impose a penalty in accordance with NCR Chapter 2 subject to the rights of Appeal to the National Court there provided

1.3 Competitor Eligibility:

- 1.3.1 Entrants must:
 - I be fully paid-up members of the HSCC and
 - II be fully paid-up members of the 105 Racing Club
 - III be Registered for the 105 Cup© and
 - IV be in possession of a valid Motorsport UK Entrant's Licence.
- 1.3.2 Drivers and Entrant/Drivers must:
 - I be current Members of the HSCC and
 - II be fully paid-up members of the 105 Racing Club
 - III be registered for the 105 Cup© and
 - IV be in possession of a valid Competition (Racing) Club status Licence, *as a minimum*
*Or be in possession of the highest grade of national Race licence or valid FIA International Licence, together with their ASN's written consent–NCR 6.3.1.6 and FIA ISC Article 2.3.7.b applies)

- V *If participation in the 105 Cup© 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 105 Cup©. A driver shall not take time out of their education to participate in motor sport without the prior written approval of their education establishment.

1.4 Registration:

- 1.4.1 All competitors must register for the 105 Cup© via the online membership registration process at www.hsc.org.uk prior to the Final Closing date for the first event being entered.
- 1.4.2 The membership year runs from 1st January to 31st December. Registrations will be accepted from 1st January in the membership year.

1.5 105 Cup© Events:

The 105 Cup© will be contested over 8 events as follows:

Date	Circuit	Status	Org. Club
25-26 April	Snetterton 200	Interclub	HSCC
30-31 May	Donington Park	Interclub	HSCC
13-14 June	Cadwell Park	Interclub	HSCC
11-12 July	Legends of Brands Hatch GP	Interclub	HSCC
25-26 July	Silverstone Classic	Interclub	HSCC
8-9 August	Castle Combe HSCC 60 th Anniversary	Interclub	HSCC
29-31 August	Oulton Park Gold Cup	Interclub	HSCC
10-11 October	Silverstone Finals	Interclub	HSCC

1.6 Scoring:

- 1.6.1 Points will be awarded by class to competitors listed as classified finishers in the Final Results as follows:-

Position	Number of race starters in class			
	4 or over	3	2	1
1 st	6	5	4	3
2 nd	5	4	3	
3 rd	4	3		
4 th	3			
5 th	2			
6 th	1			

Points will be based on the official published results of the race. If there is more than one race at an event, each will count for overall points unless stated otherwise.

The totals from each drivers best 8 qualifying races will determine the final overall points and positions. Handicap or two driver races do not qualify for overall points.

- 1.6.2 Ties shall be resolved using the formula in the *Resolving Ties* paragraph in Section NCR 4.3.4-
- 1.6.3 Where the race distance has been reduced (see Para 2.6) it shall still count as a full points-scoring race.

1.7 Awards:

- 1.7.1 All awards are to be provided by the race organisers.
- 1.7.2 **Per Event:** Awards will be given to 1st in each class, subject to two or more starters in the class.
- 1.7.3 **Overall:** 1st overall will receive the 105 Cup©. 1st in each class will receive a trophy, the GT Cup, GTV Cup or the GTA Cup. To qualify for a position in the overall results a competitor must have competed in at least 6 races. Other awards may be given at the organisers discretion.
- 1.7.4 **Presentations:** Awards are to be provided for presentation at the end of each race or at the end of the meeting presentation ceremony. All competitors are expected to attend.
- 1.7.5 **Title to all trophies/awards:** If any Provisional Results or Overall Tables are revised after any presentations and these revisions affect the distribution of awards, the Competitors concerned must return such awards to the HSCC in good condition within 7 days.

2. 105 Cup© EVENT MEETINGS & RACE PROCEDURES

2.1 Entries:

- 2.1.1 Competitors are responsible for registering correct and complete entries with the correct entry fee prior to the closing date for entries before each event.
- 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 and the date of receipt for acceptance of entry purposes shall be the date on which the Secretary of the Meeting receives the missing or corrected information or fee.
- 2.1.3 Any withdrawal of Entry or Driver/Car changes made after acceptance of any entry must be notified to the Meeting Organisers in writing NCR 3.11.1.1 applies
- 2.1.4 The Entry Fee for each event shall be specified in the SRs and on the entry form.
- 2.1.5 Reserves will be listed in the Final List of Entries published with Final Instructions or in a Bulletin.

2.2 Briefings:

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

2.3 Qualification Practice:

- 2.3.1 Should any Practice Session be disrupted, the Clerk of the Course shall not be obliged to resume 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. NCR 12.6.3.2.
- 2.3.3 If there is more than one race at a race meeting, the grid position for Race 2 will be set by the finishing order of Race 1 irrespective of any driver change.

2.4 Races:

Should any race be disrupted the Clerk of the Course shall not be obliged to resume or rerun the race . (NCR 12.6.9.1) (1.6.4. above 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 either via a Standing or Rolling start unless otherwise stated in the event Final Instructions.

Standing Start

The minimum Countdown procedures/audible warning sequence shall be:-

- I 1 minute to start of Green Flag 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.
- IV The red lights will be switched on five seconds after the board is withdrawn.

Rolling start.

The minimum Countdown procedures/audible warning 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 The cars will be led around the circuit by a Pace car for a lap (or more if specified in the Final Instructions) in a two by two formation.
- IV If the Clerk of the Course is satisfied that the cars are in a correct formation the lights on the pace car will be extinguished and the red lights at the Startline will be turned on.
- V Competing cars must then hold their position and speed until the red lights at the Startline are extinguished denoting the start of the race. No overtaking or changing direction of any cars is allowed prior to crossing the Startline.

- 2.5.3 Any car removed from the grid after the one minute signal or driven into pits on Green Flag Lap shall be held in the pitlane and may start the race after the last car has passed the Startline or pitlane exit, whichever is the later.
- 2.5.4 Any driver unable to start the Green Flag/Pace Lap or start is required to indicate their situation as per NCR 12.6.6.11. In addition, any driver unable to maintain grid position on 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 Should circumstances at the event change such as, but not restricted to, Track Conditions or Weather, the Clerk of the Course may change Standing Starts to Rolling Starts. When this decision is made all affected competitors will be notified at the earliest opportunity along with being advised of the number of Pace laps.

2.6 Session Red Flag

Should the need arise to stop any race or practice, Red Light Panels/Flags will be switched on at the Startline and RED FLAGS will be displayed at the Startline 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 pitlane 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. Work on cars already in the pits must cease when a race is stopped. All cars in the pitlane during a red flag period must take any restart from the pit exit.

2.7 Pits, Paddock & Pitlane 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 **Pitlane:** 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 all due care and respect the pitlane speed limits.
- 2.7.3 **Refuelling:** May only be carried out in accordance with the NCR 12.11.2, Circuit Management Regulations and the Supplementary Regulations or Final Instructions issued for each Circuit/Meeting.
- 2.7.4 **Speed Limit:** Pitlane Speed Limit will be 60 Km/h (37.2Mph). You are classed as being in the pitlane

once the front wheels of the car have crossed the pit entry line and you must not exceed the Pitlane Speed Limit until the front wheels have crossed the pit exit line. Pitlane speed limiters are permitted.

Failure to comply with the speed limit may result in the imposition of the following penalties **for each Km/h over the Pitlane Speed Limit:**

Races: A minimum fine of £10 and/or a one-second race time penalty.

2.8 Race Finishes:

To be classified as a finisher, a car must either cross the Finishing Line or take the chequered flag in the pitlane in the interests of safety, or where a back marker has been overtaken on the winner's slowing down lap and subsequently flagged off by marshals. At circuits where such use of the pitlane represents an advantage, in terms of circuit length or speed, an appropriate time penalty will be added to the driver's race time.

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 Pitlane Entrance/Paddock Entrance as instructed,
- IV comply with any directions given by Marshals or Officials
- V keep helmets on and harnesses done up while on the circuit or in the pitlane.

2.9 Results:

All Practice Timesheets, Grids, Race Results are to be deemed PROVISIONAL until all vehicles are released by Scrutineers after Post Practice/Race Scrutineering and/or after completion of any Judicial or Technical Procedures. (NCR 3.6.1.4).

2.10 Timing Modules:

All cars must be fitted with a working Motorsport UK approved transponder. Failure may result in competitors not being accredited with a qualifying time or being disqualified from the result as per NCR 12.6.2.2

No electronic equipment may be placed within five meters of any official timing line and any breach of this may result in the confiscation of the equipment concerned.

2.11 Qualification Races:

If any event is oversubscribed the Organising Club may, at its discretion, run Qualification Races.

~~2.12~~ Operation of Safety Car:

The safety car will be brought into operation and run in accordance with *NCR 12.8.2*

2.13 Onboard Cameras:

The use of onboard cameras is permitted, but they must be fitted and declared at scrutineering for examination. Upon request any onboard footage must be made available to Clerk of the Course and or Stewards in the event of an incident during the event.

2.14 Lap Timing & Data Logging

The use of simple lap timers that supply current/best lap times and delta in cockpit is accepted.

The use of data loggers that record data for post-race analysis is accepted. The use of data performance loggers that supply additional real time information in cockpit is not permitted.

3. SPECIFIC 105 Cup© REGULATIONS

- 3.1 By registering for the 105 Cup© all competitors and their associates commit to positively promote and demonstrate the Motorsport UK's Respect Code which is appended to these regulations (Appendix 1).
- 3.2 Where any reports of disrespectful conduct are judged to be well founded the 105 Cup© organisers may issue warnings or require remedial actions and/or report the matter to the 105 Cup© Stewards who may impose appropriate penalties which can include loss of 105 Cup© points and/or race bans through to 105 Cup© Expulsion and referral to Motorsport UK.
- 3.3 It is imperative that we promote the safety and wellbeing of young people and adults at risk. In addition to this all participants must be aware of their behaviour and conduct at all times and abusive language and harmful behaviour will not be tolerated. Any such incidents must be reported to the 105 Cup© Coordinator and/or Safeguarding Officer who will also relay the report Motorsport UK. Details of the Motorsport UK Policies and Guidelines are available at www.motorsportuk.org/resource-centre by selecting Policies and Guidelines.

4. SPECIFIC 105 Cup© PENALTIES:

In accordance with NCR Chapter 2

Infringements of Technical Regulations:

4.1.1. Arising from post practice Scrutineering or Judicial Action: Minimum penalty: The competitor shall be given the chance to comply. If this is possible and approved by the Chief Scrutineer before the start of the race the competitor may race but must start at the back of the grid. If it is not possible to comply the competitor may race but must start at the back of the grid with a 10 second penalty and their result shall not count in the results of the Race, Event or in the Overall 105 Cup©.

4.1.2. Arising from post race Scrutineering or Judicial Action:

Minimum Penalty: The provisions of NCR 2.8.2.1 a& b .

For infringements deemed to be of a more serious nature the Clerk of the Course will invoke the provisions of NCR 2.8.2.1c

4.2 Additional specific 105 Cup© penalties as set out in the Supplementary Regulations:

- 4.2.1 The Clerk of the Course (s) has the right to impose a Stop Go or Drive Through penalty, in accordance with NCR 12.10.2.1 There is no right to appeal any such penalty.
- 4.2.2 Any competitor who is penalised under the National Competition Rules at any stage of an event may at the Clerk of the Course's discretion incur the following 105 Cup© penalty: -
If the competitor is subject to disqualification from the event Additionally to para 1.6.2, the competitor will also forfeit a total of points equal to those obtained for a class win even if this results in a minus total of points.
- 4.2.3 Any Competitor who is penalised under the 105 Cup© Sporting Regulations at any stage of a 105 Cup© event and receives an allocation of penalty points on their race licence in accordance with National Competition Rules will receive a 105 Cup© points deduction equal to the number of penalty points which were allocated. Should the same competitor receive penalty points at another 105 Cup© event then the number of 105 Cup© points deducted will be double the number of penalty points applied. If penalty points are applied at a third event, then the 105 Cup© points deducted will be triple this number, and quadrupled at the fourth occurrence of such a penalty etc. This may result in a driver receiving a negative score.

5. TECHNICAL REGULATIONS

5(1) INTRODUCTION:

The following Technical Regulations are set out in accordance with the National Competition Rules specified format and it should be clearly understood that if the following texts do not clearly specify that you can do it you should work on the principle that you cannot.

If you are in any doubt check with the Eligibility Scrutineer.

5(2) GENERAL DESCRIPTION:

Eligible Cars:

The 105 Cup© is for competitors participating in genuine production Alfa Romeo 105 Saloons, Spiders and Coupes built or road-registered between 1/1/63 and 31/12/77

It is the intention of the regulations that the appearance of cars should remain as close to original as possible.

The 105 Cup© Stewards may classify, reclassify or disqualify any car, as per section NCR 2. Appendix 5 of the current National Competition Rules. All cars must have a current HSCC Vehicle Identity Form (VIF) approved by the Registrar. The issuance of a Vehicle Identity Form (VIF) does not confirm eligibility or acceptance into the 105 Cup©. All documentation must be available at events entered, produced at scrutineering and when required at post-event checks.

For the purpose of these technical regulations, the term manufacture or manufacturer refers to the manufacturer of the vehicle unless clearly specified otherwise.

Chassis is defined to mean a chassis to which bodywork and mechanical components are fixed or a unitary monocoque bodyshell.

Presentation:

At the start of each free practice, qualifying session or race, the cars must be presented to a high standard and must be clean and in good order. The Championship Organisers reserve the right to forbid cars not meeting this requirement from taking part. Non-period colour schemes, unpainted panels, dents and scrapes are not acceptable.

Class Structure of HSCC 70s Road Sports 105 Cup©:

GT – for cars up to 1600cc compliant with Appendix 1 of the 105 Cup© Regulations

GTV – for cars up to 2000cc compliant with Appendix 2 of the 105 Cup© Regulations

GTA – for cars up to 2000cc compliant with Appendix 3 of the 105 Cup© Regulations

5(3) SAFETY REQUIREMENTS

5(3).1 The following sections of the NCRs will apply:

- NCR Ch.7 Competitor Vehicles & Vehicle Safety Equipment
- NCR Ch.12 (Circuit Racing)

NCR 7.4.3 Crushable Structures which do not apply.

5(3).2 NCR.7.3 Roll Over Protection Systems (ROPS) are mandatory and are permitted only in the configurations outlined and shown in drawings in the Motorsport UK Technical Notes. ROPS must not become a chassis extension (See 5(5).2). Further advice on ROPS can be obtained from the 105 Cup© Eligibility Scrutineer or HSCC Chief Scrutineer.

An exception is allowed for Lotus Elans and Europa's who may have in addition two mounting points for side impact protection systems (SIPS). For the avoidance of doubt a total of 8 ROPS and 2 SIPs points (10 in total) are allowed.

- 5(3).3 NCR 7.7.1 -2 & NCR 7.7.5 -9 Seats, seat belts and harnesses must comply with this regulation.
- 5(3).4 NCR 7.6. Plumbed-in fire extinguishers are mandatory
- 5(3).5 N C R 7 . 5 . 6 A rearward facing red warning light is mandatory and must comply with this regulation.
- 5(3).6 N C R 7 . 4 . 2 Tank Fillers, Vents and Caps must comply with this regulation.
- 5(3).7 Glass sun-roofs are not permitted.
- 5(3).8 NCR 7.5.5 An External Circuit Breaker is mandatory and must comply with this regulation.
- 5(3).9 N C R 9 & 1 2 Racing overalls are mandatory and must comply with this regulation.
- 5(3).10 Crash helmets are mandatory and must comply with NCR 9 & 12. Either goggles or a visor must be worn unless in a closed vehicle NCR 9.11).
- 5(3).11 All other race clothing must comply with Motorsport UK requirements-NCR 9 and NCR 12..12.1

5(4) GENERAL TECHNICAL REQUIREMENTS & EXCEPTIONS:

- 5(4).1 Vehicle Identity Papers
All vehicles must comply with their HSCC Vehicle Identity Form (VIF), Technical Regulations in **NCR 12.13** including the Safety Requirements of NCR Ch.7. The driver must ensure the VIF is available at scrutineering and throughout each day of each event they attend.

5(5) CHASSIS:

- 5(5).1 All cars in points-scoring classes must comply with their HSCC Vehicle Identity Form (VIF).
- 5(5).2 The Chassis must remain as original with no additions or removals, except fixings for ROPS as required NCR 7.3 It is not permitted to attach the ROPS to the chassis at any additional points. The maximum number of attachment points permitted is 8 and these must be at the location of the feet fitted by the ROPS manufacturer. It is NOT permitted to weld the ROPS to the bodyshell at any other points see NCR Ch.7.App.13 Diagram 45). It is NOT permitted to attach the ROPS to suspension turrets NCR Ch.7.App.13 Diagram 20. Where the chassis has been the subject of structural repair, the repair will be subject to approval by the Eligibility Scrutineer.

5(5).3 It is not permitted to fit strut brace bars.

5(6) BODYWORK:

5(6).1 General

Bodywork must be as described on the car's HSCC Vehicle Identity Form.

No modifications from original production specification are permitted, except where specifically allowed. Any attempt to transfer weight by use of lighter panels are not acceptable.

Cars with bolt on windscreen frames must run with the frame in the original manufacturer frame position with a windscreen fitted.

Fibre-glass panels are not permitted unless steel panels are unobtainable or only available at a prohibitive cost.

Permission must be obtained from the Eligibility Scrutineer and 105 Cup© Registrar prior to any modifications being made and the vehicles VIF being updated.

5(6).2 Interior

It is permitted to remove passenger seat and floor carpets but if the passenger seat is retained it must be rigidly secured.

Cars will be expected to retain their original type of trim in so far as it relates to fixed portions (e.g. headlining, door trim, dashboard trim etc.).

Wooden dashboards may be replaced by other non-structural period material. Non original racing style seats may be fitted in place of the standard seats.

In the event that fitting of safety equipment would permanently damage seats or trim, relaxation of the above requirements may be allowed subject to agreement from the Eligibility Scrutineer.

Pedal Boxes are free.

5(6).3 Exterior

Factory option hard tops are allowed. Open cars fitted with a front roll-bar hoop must practice and race with hardtop fitted or with their hood erected.

Bumper bars and brackets, if removed, are subject to individual acceptance by the Eligibility Scrutineer.

Side and rear window glass may be replaced by Perspex or similar material no less than 4mm thick. Closed vehicles must have an effective means of ventilation.

The silhouette of the car must not be altered, (except for safety equipment or minor amendments subject to individual acceptance by the Eligibility Scrutineer) and brake cooling ducts (See 5(11).3). Original outer door handles must be fitted and working.

5(6).4 Ground Clearance

All Classes may be lowered but all sprung parts of the car must have a minimum ground clearance with the driver seated normally of 10cm, such that a block of 8cm x 8cm x 10cm high or a suitable roller 10cm in diameter may be passed along any route underneath the car. Ground clearance may be measured at any time during an event, on a surface specified by the HSCC Eligibility Scrutineer. Exhaust systems, outer lower suspension pickup points, all lower anti-roll bar mountings and bolts required to attach safety equipment are excluded from this requirement.

5(7) ENGINE

5(7).1 General

The car must be fitted with an Alfa Romeo 8v single spark Nord engine up to 2000cc. It does not have to be the original engine the car was built with, but no modifications from original production specification to the engine installed and declared (1290cc, 1570cc, 1779cc, 1962cc) are permitted unless stated.

The engine must be as specified on the car's HSCC Vehicle Identity Form. The engine, cylinder head and block must be the original manufacturer's make, type, material, stroke, and date from the same period as the vehicle model was produced.

5(7).2 Permitted Modifications

Cylinder heads may be polished, ported and re-profiled.

Camshafts are free. Camshaft drive method must be as original manufacturer.

Valves are free.

Pistons are free.

Con-rods are free.

Crankshafts are free but must retain the original manufacturer stroke.

Flywheels are free.

Sumps are free.

Dry sumps are permitted

Re-boring is permitted to a maximum oversize of 0.060 in. of the manufacturer bore size without affecting the capacity class of the vehicle.

5(7).3 Prohibited Modifications

Roller rockers and replacement of hydraulic valve lifters by solid lifters are NOT permitted.

5(7).4 Location

The engine location must be in the original position when the car was manufactured and use original mounting points.

5(7).5 Oil/Water Cooling

Oil coolers are permitted but with no external ducting.

Aluminium water radiators and electric fans are permitted; the fans must not protrude beyond the radiator opening. Radiators must be mounted in the original manufacturer's position.

Water pump must be fitted in the original manufacturer position and driven by manufacturer method. Water pump impeller size is free.

5(7).6 Induction Systems

All induction systems must be the original manufacturer standard fitment. No forced induction is permitted.

Carburettors must be of the same size and number as original specification and be mounted directly onto the original inlet manifold which may be polished and ported.

Weber DCOE carburettors may be replaced by the equivalent DHLA Dellorto and vice versa.

Fixed choke dimensions must be as original. Detachable choke tubes dimensions must be as original manufacture for that production car. Jet, needle size and springs are free. Evidence of original size at manufacture must be provided by the competitor to the Eligibility Scrutineer.

Cars fitted with fuel injection must use the original manufacturer-standard fitment fuel injection system, including throttle body.

5(7).7 Exhaust Systems

The exhaust manifold and system is free, but must be road legal and comply with NCR 7.8.2 and are also subject to individual circuit requirements if specified in Supplementary Regulations.

5(7).8 Ignition Systems

The ignition system must be as original manufacture including the distributor and retain the original manufacturer firing order. It is permissible to fit a basic/simple electronic ignition system solely as a means of replacing contact breaker points, subject to Eligibility Scrutineer approval, following full written description of layout and installation by the competitor. In such systems the distributor must remain the sole means of triggering the spark.

Electronic ignition systems are allowed if in manufacturers' original production specification.

Only the original distributor mechanical advance and retard mechanism is allowed. It is permitted to remove vacuum advance/retard systems from the distributor.

Engine management or mapping systems are not permitted.

5(7).9 Fuel Delivery Systems

5(7).9.1 Fuel pumps are free. Use of braided flexible hose and metal fuel lines is recommended.

5(8) SUSPENSIONS

- 5(8).1 The front and rear suspension must be as original manufacturer, except it may be strengthened for safety reasons with the approval of the Eligibility Scrutineer.
- 5(8).2 Standard manufacturer mounting points must be used for fitting suspension arms and shock absorbers.
- 5(8).3 Shock absorbers and springs may be changed. **It is not permitted to use alloy bodied shock absorbers or spherical bearings** unless originally fitted by the manufacturer. It is not permitted to use remote reservoirs.
- 5(8).4 Single tube, steel bodied adjustable shock absorbers are permitted and must be fitted to the original manufacturer's mounting points. Remote reservoirs are not permitted. Adjustable spring platforms are permitted.
- Anti-roll bars sizes are free and may be adjustable. They may be fitted to the front and rear suspension if not fitted in original manufacture.
- 5(8).5 a Watts linkage may be fitted
- 5(8).6 Original bush material may be changed.
- 5(8).7 Spherical joints are not permitted on any suspension components unless used in original manufacture except as follows:-
- 5(8).8 Anti-roll bars may be fitted with spherical joints provided they do not affect the geometry.
- 5(8).9 Watts linkage fitted under regulation 5(8).5 may be fitted with spherical joints to mount to the chassis and axle.
- 5(8).10 Camber alterations are permitted.
- 5(8).11 It is permitted to fit roller bearing top mounts to strut suspension
- 5(8).12 Wheelbase to be to manufacturer specification for all cars.

5(9) TRANSMISSIONS**5(9).1 Gearbox/Clutch**

No modifications to original production specifications are permitted except brass/bronze components used in gearbox internal components may be changed for steel to identical dimensions.

Clutch pressure plate and driven plate are free.

The clutch control system method can be either cable, rod or hydraulic. Hydraulic clutch master cylinder is free.

Concentric slave cylinders are not permitted unless fitted as original manufacturer equipment.

It is permitted to change a carbon thrust release bearing to a roller bearing on the manufacturer carrier.

Straight cut gears are not permitted unless fitted as original manufacturer equipment.

5(9).2 Final Drive

The rear axle must be original manufacturer. The final drive ratio is free. Limited slip, or torque biasing, differentials are **not permitted unless fitted as standard original equipment by the manufacturer.**

5(10) ELECTRICS

- 5(10).1 All electrical equipment and exterior lighting fitted in original manufacture must be retained (except as listed below) in the original location, and fully operational; wiring may be changed but electrical equipment must still comply with MOT requirements.
- 5(10).2 **Batteries:** The type, make, capacity (ampere-hours) and location of the battery are free except that lithium batteries are not permitted. Battery mounting must be in accordance with NCR 7. Appendix 5.1 Batteries
- 5(10).3 **Generators/Alternators:** The type and make are free. Dynamos may be replaced by alternators, but must be in the original position. The dynamo or alternator must generate an electric output and be on load when the engine is running.
- 5(10).4 Starter motors are free.
- 5(10).5 **Headlights:** All cars must have a minimum of two working headlights with main and dip beam. Those cars built with four headlights may convert to two headlights providing they retain the main/dip beam function.

5(11) BRAKES

- 5(11).1 Hydraulic braking systems may be converted to dual circuit operation which provides simultaneous operation on all four wheels via two distinct hydraulic circuits. Hydraulic lines may be replaced with metal braided type piping.
- 5(11).2 It is not permitted to fit grooved, cross-drilled, ventilated or otherwise modified discs, unless fitted as original. Discs and drums must be of the material and dimensions originally specified. Brake calipers must be original production items for the model car, made of original materials and to original dimensions.
- 5(11).3 It is permitted to fit brake cooling ducts but these must not protrude more than 2cm outside the bodywork and must blend with the surrounding bodywork. ~~and~~ No ducting hoses must be visible externally.
- 5(11).4 Adjustable brake devices are permitted but must not be accessible or adjustable by the driver when the car is in motion.

5(12) WHEELS/STEERING**5(12).1 Wheels**

Wheel diameter is free up to a maximum of 15".

Rim width may be up to 6".

The same size wheels must be used front and rear.

The wheel and tyre must be capable of being used within standard bodywork and permitted suspension modifications. Rim widths may need to be decreased in order to accommodate available tyres.

Alloy wheels of period design are permitted subject to individual acceptance by the Eligibility Scrutineer.

5(12).2 Steering

The steering rack/box and column must be standard manufacturer specification. The steering lock must be rendered inoperative or removed, except in road driven vehicles

Steering wheel is free. Removable type is recommended.

5(13) TYRES

- 5(13).1 Only tyres are permitted from the NCR 8.4.1 list 1A/1B/1C
- 5(13).2 The same size tyres must be used front and rear, unless varied in original manufacture. The same type and compound of tyres must be used front and rear.
- 5(13).3 Tyres must have a minimum of 50 profile.
- 5(13).4 The use of tyre heating/heat retention devices, tyre treatments and compounds is prohibited.

5(14) WEIGHTS

- 5(14).1 Minimum weights for each class are listed in Appendix 1, 2 and 3 of these regulations
- 5(14).2 Ballasting is permitted, which if used must be securely affixed to the vehicle as per sections. NCR 7.2.19 Lightening cars then adding ballast to meet the minimum weight is not acceptable.
- 5(14).3 Weights of individual cars may be verified by the Eligibility Scrutineer at circuit weigh-bridges in accordance with the National Competition Rules.

5(15) FUEL TANK / FUEL

- 5(15).1 **Types:** The fuel tank must be either the original production specification, or a safety tank. Any fuel tank must comply with FIA Appendix K Art. 5.5, and must not exceed the originally specified capacity.
- 5(15).2 **Locations:** Safety tanks must remain in the rear of the vehicle and be fitted in accordance with *Motorsport UK General Regulations*. Manufacturer specification fuel tanks must be fitted in the original manufacturer location.
- 5(15).3 **Fuel:** Fuel must be in accordance with NCR 8.1.1.7

5(16) NUMBERS AND 105 Cup© DECALS

- 5(16).1 Numbers must be displayed as per NCR 7.13 Diagram 1 Competitions Numbers. It is a competitor's responsibility for the competing vehicle to be easily identified by all course officials.
- 5(17).2 Advertising on vehicles must comply with sections NCR 6.1.8 & NCR 6.1.9
- 5(17).3 All competing cars must display two HSCC badges, two 105 Cup© logos, one on each side of the car, towards the front and near the top of the front door; alternatively, if insufficient space available, at the rear and near the top of the front wings on a near vertical surface.

The 105 Cup© logo to be placed in line with and immediately below the HSCC badge.

Failure to display the required stickers by an individual competitor may result in the withholding of 105 Cup© points and corresponding awards.

APPENDICES

APPENDIX 1

This appendix is specific to 105 GT class cars only

The following changes to the 105 Cup© regulations shall be permitted for cars racing in the 105 GT class:

- The minimum weight limit shall be 920kg (The Super Ti and the 1300 GT Junior Homologated weights)
- The Maximum carburetor size shall be 45mm and choke size is free

Cars shall be weighed at the end of a qualifying session or race in the trim they come off the track in excluding the driver and his personal gear (helmet, HANS etc).

For the avoidance of doubt all other 105 Cup© regulations shall apply.

APPENDIX 2

This appendix is specific to 105 GTV class cars only

The following changes to the 105 Cup© regulations shall be permitted for cars racing in the 105 GT class:

- The minimum weight limit shall be 912kg (The 70's RoadSports permitted weight)
- The maximum carburetor size is 40mm and maximum choke size is 32mm

Cars shall be weighed at the end of a qualifying session or race in the trim they come off the track in excluding the driver and his personal gear (helmet, HANS etc).

For the avoidance of doubt all other 105 Cup© regulations shall apply.

APPENDIX 3

This appendix is specific to 105 GTA class cars only

The following changes to the 105 Cup© regulations shall be permitted for cars racing in the 105 GTA class:

- The minimum weight limit shall be 873kg (90% of the 2000 GTV Homologated weight)
- There shall be no limit to maximum carburetor or choke size
- Gear ratios are free provided they are the same helical design as original and fit within the factory casing. The same number of forward and reverse gears must be retained
- Spherical bearings allowed throughout
- Composite opening panels shall be permitted
- Wheels up to 15" diameter and 8" width shall be permitted
- Brake calipers and discs are free
- Alloy bodied shock absorbers are permitted
- Watts linkages shall be permitted
- Limited slip differentials are permitted
- Minimum ground clearance shall be 60mm

Cars shall be weighed at the end of a qualifying session or race in the trim they come off the track in excluding the driver and his personal gear (helmet, HANS etc).

For the avoidance of doubt all other 105 Cup© regulations shall apply.

APPENDIX 4

A socially-minded standard of behaviour is expected from everyone within the motorsport community.

By participating in a Motorsport UK event in any capacity you agree to follow the values of the Respect Code:

[Motorsportuk.org/racewithrespect](https://motorsportuk.org/racewithrespect)

#RaceWithRespect

The Values

- Respect
- Fair play
- Integrity
- Good Manners
- Self-Control

I pledge to #RaceWithRespect and:

- Contribute to a welcoming and friendly environment that ensures the safety and welfare of all participants.
- Always behave with integrity and uphold fairness in the sport; play your part in keeping the sport safe through your actions
- Treat everyone with respect, regardless of their gender, ethnic or social background, language, religious or other beliefs, disability, sexual identity or other status
- Recognise that we all represent the sport and therefore have a duty to be polite and respectful to all staff, officials, fellow competitors, volunteers, as well as fans and supporters
- Respect the rules, regulations and authority of the officials and Motorsport UK

Any breach of these obligations may result in disciplinary action.

