



## HISTORIC SPORTS CAR CLUB LTD

Silverstone Circuit. Silverstone. Nr Towcester. Northamptonshire. NN12 8TN

Tel: +44 (0)1327 858400. .

E-mail: [office@hsccl.org.uk](mailto:office@hsccl.org.uk). Web Site: [www.hsccl.org.uk](http://www.hsccl.org.uk).

# Alfa Romeo & Italian Intermarque Classico Pre '85 Series © Regulations 2026

## 1. SPORTING REGULATIONS - GENERAL

### 1.1 Title and Jurisdiction:

The HSCC Alfa Romeo & Italian Intermarque Pre'85 Series is owned, 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 Series Regulations.

**Motorsport UK Series Registration No. RS2026/??**      **Race Status: Interclub**

**A Series registered in the UK is defined as a series of individual Events organised to a common set of Sporting and or Technical Regulations. There can be no accumulative overall or Class winner(s) or title awards based on the finishing positions drawn from a number of different Event results.**

This document defines the specific Series regulations and structure of the Series for both fair and safe competition and are to be adhered to by all Entrants and Drivers at all times.

The Organisers reserve the right to amend or clarify these Series Regulations at any time during the season by way of publication of Official Series Bulletins issued in accordance with NCR Ch. 3 App. 10 Art 4.1 and subject to Motorsport UK approval.

### 1.2 Officials:

- 1.2.1 Series Coordinator : Donna Peters c/o HSCC Ltd, Silverstone Circuit, Silverstone Nr Towcester, Northants, NN12 8TN. Tel. 01327 858400
- 1.2.2 Series Eligibility Scrutineer: Sue Bateman c/o HSCC Ltd, Silverstone Circuit, Silverstone Nr Towcester, Northants, NN12 8TN Tel. 01327 858400

### 1.3 Competitor Eligibility:

- 1.3.1 Entrants must:
  - a) be fully-paid up members of the HSCC and
  - b) be Registered for the Series and
  - c) be in possession of a valid Motorsport UK Entrant's Licence.

**Draft Regulations**



- 1.3.2 Drivers and Entrant/Drivers must:
- be current Members of the HSCC and
  - be registered for the Series and 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, including confirmation of a valid medical certification, together with their ASN's written consent FIA ISC Article 2.3.7 applies)

1.3.2.1 Additionally, If participation in the Series 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 Series. A driver shall not take time out of their education to participate in motor sport without the prior written approval of their education establishment.

1.3.4. All competitors must sign-on at Events that they compete in and all necessary documentation must be available to be presented for checking at all times upon the demand of the Officials.

#### 1.4 Registration:

1.4.1 All competitors must register for the Series by completing the online membership registration form and submitting it to the HSCC office. Registrations will be accepted from the 1<sup>st</sup> January up to and including the Final Closing date for the first round being entered.

All competitors must register for the Series by returning the Registration Form with the Registration Fee to:ARCA via the alfaracer.com website using the following link: <https://alfaracer.com/register-for-2026/> prior to the final closing date for the first round being entered. The Registration Fee for the season is £100 payable upon registration

1.4.2 The membership year runs from 1<sup>st</sup> January to 31<sup>st</sup> December. Registrations will be accepted from 1st January in the membership year.

1.4.3 Registration numbers will be the permanent Competition numbers for the Series season and issued by the organisers on a first come, first serve basis.

#### 1.5 Series Events:

The Series events are as follows:

Date	Circuit	Status	Org. Club
25-26 April	Snetterton	Interclub	HSCC
13-14 June	Cadwell Park	Interclub	HSCC
9 August	Brands Hatch Indy	Interclub	MSVR
31 October – 1 November	Silverstone	Interclub	HSCC

#### 1.6 Awards:

1.6.1 All awards are to be provided by the race organisers.

**Per Event:** Awards will be given to 1st, 2nd and 3<sup>rd</sup> in class for more than 3 starters in class. Up to 3 starters only 1<sup>st</sup>.

1.6.2 There will be a separate award for the Driver of the Day/Weekend

1.6.3 **Presentations:** Awards are to be provided for presentation at the end of each race or at the end of the meeting presentation ceremony. Class awards will be available either from the paddock office or at a Series coordinated presentation one hour after the official results have been published.



1.6.4 **Entertainment Tax Liability.**

Prize money and Bonuses are not applicable at HSCC events.

1.6.5 **Title to all trophies/awards:**

If Provisional Results or Series Tables are revised after the presentation of any awards and such revisions affect the entitlement to those awards, the Competitor(s) concerned must return them to the Organisers in good condition within 7 days of them being requested to allow them to be reallocated.

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## 2. SERIES EVENTS & 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 Event Organisers in writing NCR Ch.3. App.11.Art 1.1l 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 must notify Competitors of the times and locations for all briefings in the Final Instructions for the Events. Competitors must attend all briefings. Any Written briefing is an Official Document.

### 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 must complete a minimum of 3 laps in the car to be raced, and in the correct session, in order to qualify. (NCR Ch.12.App.6 Art.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)

#### Starts:

- 2.4.1 All cars will be released to form up on the grid prior to the start in formation as specified on the grid sheet.
- 2.4.2 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 After completion of the Green Signal Lap vehicles will resume their Grid positions for a standing start.
- IV A five second board will be used to indicate that the grid is complete.
- V The red lights will be switched on five seconds after the board is withdrawn and switched off to indicate the start of the race.



After completion of the Pace Lap the red lights will be on and the vehicles must approach the start line in Grid order with the pole driver setting the pace. The red lights will be switched off to indicate that start of the race.

### 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.

- 2.4.3 Any car removed from the grid after the one minute signal or driven into pits on Green Signal/Pace Lap shall be held in the pitlane and may start the race after the last car to take the start from the grid has passed the start line or pitlane exit, whichever is the later.
- 2.4.4 Any driver unable to start the Green Flag/Pace Lap or start is required to indicate their situation as per NCR Ch.12.App.6.Art.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.
- 2.4.5 In the event of any starting lights failure the Starter will revert to use of the National Flag.
- 2.4.6 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.

## 2.5 Session Red Signal

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. **Marshals** should revert to displaying yellow flags to indicate to Drivers the particular location of any incident hence supplementing the Light Panels.

Vehicles should 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 Pits, Paddock & Pitlane Safety:

- 2.6.1 **Pits & Paddock:** Competitors must ensure that the Motorsport UK, Circuit Management and Organising Club Safety regulations are complied with at all times.
- 2.6.2 **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.
- 2.6.3 **Refuelling:** May only be carried out in accordance with the NCR, the Organising Club Regulations,



Circuit Management Regulations and the Supplementary Regulations or Final Instructions issued for each Circuit/Event.

- 2.6.4 **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.

## 2.7 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.

## 2.8 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 Ch,3.App6.Art.1.4).

## 2.9 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 Ch12.App6.Art.2.2

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

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

- 2.11 **Operation of Safety Car:** The safety car will be brought into operation and run in accordance with NCR Ch.12 App.8 Art.2

## 2.12 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 Ch.7 App.9 applies. Please ensure that SD cards are regularly cleared to assist Clerks with identification and review of relevant footage.

## 2.13 Data Logging

The use of linked data performance loggers that supply real time information in cockpit are not permitted.

The use of data loggers that record data for post-race analysis are accepted.



### 3. SPECIFIC SERIES REGULATIONS

- 3.1 By registering for the Series 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 Series organisers may issue warnings or require remedial actions and/or report the matter to the Series Stewards who may impose appropriate penalties which can include race bans through 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 Series 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](http://www.motorsportuk.org/resource-centre) by selecting Policies and Guidelines.

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**4. SPECIFIC SERIES PENALTIES:**

In accordance with NCR Chapter 2 and these Series Regulations

Infringements of Technical Regulations:

4.1.1. Arising from post practice Scrutineering or Judicial Action:

Minimum Penalty: The provisions of NCR Ch.2.App.8.Art.1.21.

4.1.2. Arising from post race Scrutineering or Judicial Action:

Minimum Penalty: Disqualification from the Race.

4.3. Table of Penalties

Offence	NCR Reference	Penalty	Licence Penalty Points
Abusive language or behaviour	Ch.2 App. Art.1.1.	Session Disqualification	✓ Ch.2 App.12 Art.1.2.c.
Actual Assault or threat of physical assault or particularly aggressive behaviour	Ch.2 App.1 Art.1.1	Event Disqualification + Consideration of Licence suspension (30 days)	✓ Ch.2 App.12 Art.1.2.c.
Failure to obey the instruction of an official	Ch.6 App.1 Art.2.4	Qualifying: Fine Race: Grid Penalty	✓ Ch.2 App.12 Art.1.2.d.
Causing a collision, repetition of serious mistakes or the appearance of a lack of control of the car	Ch.12 App.7 Art.1.8	Qualifying: Grid Penalty Race: Time / Place Penalty	✓ Ch.2 App.12 Art.1.2.a.
Causing another competitor to leave the circuit, crowding to inside or outside of the track	Ch.12 App.7 Art.1.5	Qualifying: Grid Penalty Race: Time / Place Penalty	✓ Ch.2 App.12 Art.1.2.a.
Excessive weaving to prevent an overtaking move	Ch.12 App.7 Art.1.5	Qualifying: Grid Penalty Race: Time / Place Penalty	✓ Ch.2 App.12 Art.1.2.a.
Gaining Unfair Advantage	Ch.2 Ann.A, Art.1.3.	Qualifying: Loss of lap time(s) Race: Time / Place Penalty	✗
Incompatible with general safety	Ch.2 App.1 Art.1.13	Disqualification (session or event)	✓ Ch.2 App.12 Art.1.2.a.
Failing to observe the Chequered Flag (taking the flag more than once)	Ch.12 App.8 Art.1.7 Ch.2 App.1. Art.1.14.	Verbal Warning	✓ Ch.2 App.12 Art.1.2.b.
Not obeying the Black Flag	Ch.12 App.8 Art.1.7 Ch.2 App.1. Art.1.14.	Disqualification	✓ Ch.2 App.12 Art.1.2.b.
Not obeying the Black / Orange Flag	Ch.12. App.8 Art.1.7 Ch.2 App.1. Art.1.14.	Qualifying: Loss of lap time(s) Race: Disqualification	✓ Ch.2 App.12 Art.1.2.b.
Overtaking or not slowing down under yellow signals (Between the signal & the incident)	Ch.12 App.8 Art.1.7 Ch.2 App.1. Art.1.14.	Disqualification	✓ Ch.2 App.12 Art.1.2.b.
Overtaking or not slowing down under yellow signals (After incident but before green)	Ch.12 App.8 Art.1.7. Ch.2 App.1. Art.1.14.	Qualifying: Loss of lap time(s) Race: Time / Place Penalty	✓ Ch.2 App.12 Art.1.2.b.



<b>Safety Car: Overtaking or overlapping another competitor</b>	Ch.12 App.8 Art. 2.6 Ch.2 App.1. Art.1.14.	Time Penalty	✓ Ch.2 App.12 Art.1.2.b.
<b>Safety Car: Overtaking of the safety car</b>	Ch.12 App.8 Art.2.6 Ch.2 App.1. Art.1.14.	Lap / Place penalty	✓ Ch.2 App.12 Art.1.2.b.
<b>Failing to attend a drivers' briefing</b>	Ch.6 App.1 Art.2.3 (Ch.5 Part 1 App.5 Art.2.3h) & Ch.1 App.2 Art.11.6.i.)	Fine	✗
<b>Making a false start</b>	Ch.12 App.6 Art.7	Time Penalty: 10 sec	✗
<b>Reversing in the pit lane or on track</b>	Ch.12 App.7 Art.1.12.	Qualifying: Grid penalty Race: Drive through penalty	✓ Ch.2 App.12 Art.1.2.a.
<b>Running beyond the track limits in qualifying</b>	Ch.12 App.7 Art.1.6	Loss of lap time(s) [specify the relevant lap time concerned not just the fastest]	✗
<b>Running beyond the track limits in racing</b>	Ch.12 App.7. Art.1.6.	Scale of penalty set out in NCR Ch.12 App.7 Art.1.11.b.	✗

<b>Safety/Technical Offence</b>	<b>NCR Reference</b>	<b>Minimum Penalty</b>
<b>Breach of a safety regulation: (Fire extinguisher pin, Fuel sample connector or similar)</b>	Ch.5 App.5 Art.2.3a)	Fine
<b>Failing to advise the Clerk of impending eligibility check</b>	Ch.2 App.8 Art.1.7	Fine
<b>Fuel or tyres do not conform to regulations</b>	Ch.8 App.0 Art.1.8 Ch.8 App.2 Art.1.4	Disqualification from session (plus, any Championship Penalties)
<b>Incorrect or unreadable numbers, incorrect missing or misplaced decals</b>	Ch.7 Art.10 Ch.12 App.4 Art.5	Fine
<b>Ineligible or unsafe vehicle at pre-event scrutineering</b>	Ch.5 App.5 Art.2.3 Ch.2 App.8 Art.1.21	Start refused
<b>Ineligible or unsafe vehicle after practice / qualifying</b>	Ch.5 App.5 Art.2.3 Ch.2 App.8 Art.1.21	Disqualification
<b>Ineligible or unsafe vehicle after even</b>	Ch.5 App.5 Art.2.3 Ch.2 App.8 Art.2	Disqualification (+ Championship Penalty)
<b>Scrutineering: False declaration in pre-event paperwork, including those about PPE</b>	Ch.2` App.1 Art.1.11.	Before going on track: Fine (+ must rectify) Been on track: Disqualification
<b>Breach of Parc Ferme</b>		Disqualification



## 5. TECHNICAL REGULATIONS

### 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.

### 5(2) GENERAL DESCRIPTION:

**The Alfa Romeo and Italian Intermarque Pre '85 Series** is for competitors in Eligible vehicles of Pre 1985 manufacture by an Italian constructure examples include ALFA ROMEO, Ferrari, Fiat, Abarth, Lancia, Iso, De Tomaso, Lamborghini and Maserati

All entrants, competitors and their vehicles must comply with the relevant articles of NCR Chapters 7 & 9

The Series will be run in six classes as follows:

**Class A** Sports and Saloon Cars up to 1600cc engines.

**Class B** Sports and Saloon Cars 1601cc to 2000cc engines.

**Class C** Sports and Saloon Cars 2001cc to 3000cc engines.

**Class D** Sports and Saloon Cars over 3001cc engines,

**Class E** Limited Production Cars, sports or saloons, specials, kit cars and recreation cars. Only normally aspirated engines, fuel injection not permitted, period transmissions only, 2 wheel drive only, maximum 2 valves per cylinder.

*(Classes A to E - Homologated period race cars must compete in accordance with the published homologation relative to the period of manufacture, or in accordance with the technical regulations detailed hereafter.)*

**Class F** Period cars not complying fully with these technical regulations and is by invitation of the Organisers.

### 5(3) SAFETY REQUIREMENTS

All entrants, competitors and their vehicles must comply with the relevant articles of NCR Chapters 7 & 9

NCR Ch.7 App.3 Art.1 refer to diagram 14 or 15 (it is recommended that cars running in the Modified and Power Trophy classes refer to roll cage diagram 18 in the current NCRs and that cages should have double door bars and may 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.

NCR Ch.7 App 6. Fire Extinguisher NCR Ch.7 App.4 Art. 2 Tank fillers, vents and caps. NCR Ch.7 App.5 Art. 5 External circuit breaker. NCR Ch.9 Overalls, Crash Helmets and 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 8.3.

Two windscreen wipers must be fitted in the Power Trophy, Turismo 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 NCR Ch.7 App.7 Art.2 of the Motorsport UK Regulations.

There must be towing eyes with minimum internal diameter of 60mm securely fixed to the main structure of the vehicle,

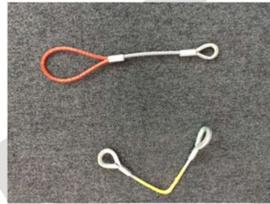


front and rear, within the confines of the body to enable the vehicle to be moved in accordance with NCR Ch.12 App.13 Art 1.3. In respect of the front towing eye, this may not protrude beyond the vertical plane of the front bumper by more than 10mm. For the avoidance of doubt this precludes the use of 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 must 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 M10 with grade 8.8 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

##### 5.5 CHASSIS

As manufactured if unitary construction. Cars manufactured with separate chassis may use an alternative (e.g. Lancia Beta with Spider Chassis) as long as the original style and material is adhered to, and that the original suspension type, engine and transmission locations are maintained.

##### 5.6: BODYWORK:

On the exterior, no modifications from the standard car other than as detailed below:

Otherwise, bodywork to be of standard shape and dimensions with an allowance of 2 inches per side for wheel arch extensions.

Peripheral panels of different materials are permitted primarily for Bonnet, Boot, and Front Wings, but Kevlar and carbon fibre items are prohibited. Other panels must be cleared by the Eligibility Scrutineer.

Front and rear spoilers, wings, and aerofoils are only permitted if originally fitted as standard to the specific model.

Fireproof bulkheads are required between engine, passenger cockpit and, if appropriate, fuel tank locations as per NCR Ch7.App.4.1.4



## 5.7 ENGINE

5.7.1 **The engine cylinder head and block** must be based on the normal production parts and materials as used when the car was manufactured. In the event that an exact original item is unavailable, an alternative may be used, provided that the Eligibility Scrutineer and Series Co-ordinator are satisfied as to the necessity of the change. The number of ports in the cylinder head must remain as originally manufactured.

5.7.2 **Engines** may be rebored up to a maximum of + 0.060" without changing class even if the capacity exceeds the upper limit by the rebore. Where a competitor wishes to exceed the permitted overbore of +0.060" and this raises the engine's capacity above the class limit, the car will be included in the higher capacity class. The crankshaft and associated connecting rods material is free. Multivalve cylinder heads are not permitted unless originally fitted as standard. Engine disposition and location must remain as standard and therefore no modifications to the base structure or chassis are allowed.

5.7.3 **Oil lubrication system** free. Dry sump systems are permitted.

5.7.4 **Water cooling** system is free.

5.7.5 **Induction system:** Cars originally fitted as standard with fuel injection may replace it with carburettors of a period type. Cars with carburettors as original equipment must retain carburation. Fitting injection of any type in place of the carburettors is not permitted. If the competitor wishes to retain injection, it must be of the type fitted as standard by the vehicle manufacturer and either of the original manufacture or to the original specification, method of operation, management and number and type of injectors.

5.7.6 **Manifolds and carburettors** are free.

5.7.7 **Superchargers and turbochargers** are only permitted if fitted as a standard factory item in period. In this case the engine capacity will be multiplied by a factor of 1.7 to give the capacity of the supercharged or turbocharged engine. Only the original type and size of turbo/super charger may be used, and only the original period method of boost control will be permitted. The Eligibility Scrutineer will measure and seal any such installation if necessary.

## 5.8 SUSPENSION

Period modifications are permitted providing the original production layout of either live axle or independent suspension is retained. Anti roll bars are free and mounting bushes may be changed. Spherical bearing joints and rod ends are permitted. Wheelbase must remain as original but track is free as long as tyres are within the wheel arches including extensions if fitted. Remote reservoir dampers are not eligible.

## 5.9 TRANSMISSION

Any period H pattern gearbox is permitted – internals are free, no more than 5 forward gears, fitted in the standard production location. Period limited slip differentials are permitted.

## 5.10 ELECTRICS

Electrics are free subject to Motorsport UK requirements, but must include the following:

### 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.

### 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 NCR Ch.7 App.5 Art.6 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 NCR Ch.7 App.5 Art.6.1

### Battery

Location and type are free provided that they comply with NCR Ch.7 App.5 Art.1



A charging system must be fitted and working

A starter system must be fitted and be capable of starting the engine.

No Electronic engine or driver aids are allowed, except:- Rev counter, Rev Limiter, In car lap timer (but not telemetry).

Where the original system consists of an engine driven distributor, it must be retained in the original position and driven as originally supplied and be the method of spark distribution to the plugs. Points and condensers may be replaced by period electronic systems. Cars with distributor-less ignition must use the original type equipment and ECU only. Check proposed types with the Eligibility Scrutineer for approval.

### 5.11 BRAKES

The braking system is free, but ABS systems are not permitted.

Brake discs must be of a ferrous material.

### 5.12 WHEELS, & STEERING

Unless the standard production or homologated width is greater, the maximum wheel rim widths (in inches) are:

Class A – 7”

Class B – 8”

Class C – 9”

Class D – 10”

Wheel material is free but it will be the competitor's responsibility to ensure that alloy or magnesium wheels are inspected regularly for corrosion and meet general safety requirements. Maximum wheel diameter 16” (unless standard production is greater).

If fitted, the steering lock must be made inoperable whilst racing, or permanently, if preferred. Replacement steering wheels may be used provided scrutineers pass them as safe. (NCR Ch7.App2.11.1 – 11.2)

### 5.13 Tyres

Any tyres as listed in the current compound is free. NCR Ch.8 App.4.1 list 1A/1B/1C compound is free.

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

### 5.14 MINIMUM WEIGHT LIMIT

Cars must be within 90% of their published kerb weight

### 6.11 FUEL AND FUEL TANK

#### Type of Fuel Tank

.Fuel system and fuel tank:- location is free provided a firewall is provided between the driver and the fuel tank

Installation must comply with Motorsport UK Technical Regulations (e.g Ch.7.App.1.4)

#### Fuel

##### Petrol

Only petrol as defined in NCR Ch.8 App.1 Art.1.7 and complying with BS4040, BSEN228 or BS7800 may be used; fuel which exceeds the stated RON (max) levels in NCR Ch.8 App.1 Art.1.7 is **prohibited even if it is sold/promoted as being legal for UK Competition** and/or obtainable from 'roadside' pumps. The use of additives by competitors which boost the octane rating (RON) in any petrol is prohibited. At the end of practice and the race at least 3 litres of petrol from the tank of the competing car must be available to the scrutineers for analysis. Compliance with minimum weight for the car will be taken before the petrol is removed.

##### 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 SILENCING

Specification - Silencing systems are free, provided that they comply with NCR Ch.7 App.8.



## 5.17 NUMBERS AND SERIES DECALS

Positions – White number panels with black numbers as specified by the NCR Ch.7 App. 10 or NCR Ch.12 App.4 Art. 5.7 must be positioned on each front door. At scrutineering they must appear undamaged and without tyre scuff marks. The competitor must supply these number panels. 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 HSCC and Alfa Romeo & Italian Intermarque Series decals on both sides of the car. Sponsors' Windscreen and rear screen strips (where appropriate) and the decals of other Series sponsors, as defined by the Series organisers, must appear in positions to be specified in a bulletin before the start of the season or as appropriate during the season. The windscreen of all cars must display the competition number positioned on the upper side area of the passenger's side of the windscreen NCR Ch.12 App.4 Art. 5.8 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 (e.g. Abarth 124), on an equivalent area of the bodywork.

New cars will be supplied with a full set of the required decals by the Alfa Romeo & Italian Intermarque Series Association free of charge at the time of the driver's registration or at some other point prior to the car's first race. Replacements must be purchased at cost via ARIIC. Where decals not previously required are deemed to be required by ARCA they will be provided free of charge.

## 6 APPENDICES

The following Commercial Undertakings are not subject to the judicial procedures of Motorsport UK .

### 5.1 Race Organising Clubs and Contacts:

**HISTORIC SPORTS CAR CLUB:** Silverstone Circuit, Silverstone, Towcester, Northants, NN12 8TN  
(T) 01327 858400 Email: office@hsc.org.uk  
Website: www.hsc.org.uk

**Coordinator** Mark Fish, Greenways Farm, Foster Street, Harlow Common, Harlow  
Essex, CM17 9HX  
(T) 07775 752675 Email: mark@markfish.co.uk



## APPENDIX 1

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  
#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.