

**HISTORIC SPORTS CAR CLUB LTD**

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E-mail: office@hsccl.org.uk. Web Site: www.hsccl.org.uk.**Alfa Romeo & Italian Intermarque Championship© Regulations 2026****1. SPORTING REGULATIONS - GENERAL****1.1 Title and Jurisdiction:**

The HSCC Alfa Romeo & Italian Intermarque Championship© is organised and administered by The Historic Sports Car Club [HSCC] in accordance with the Motorsport UK National Competition Rules (NCR) (incorporating the provisions of the FIA International Sporting Code and these Championship Regulations.

Motorsport UK Championship Permit No. CH2026/R0036 Race Status: Interclub

Motorsport UK Championship Grade: D

This document defines the specific Championship regulations and structure of the Championship 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 Championship Regulations at any time during the season by way of publication of Official Championship Bulletins issued in accordance with NCR Ch. 3 App. 10 Art 4.2 and subject to Motorsport UK approval.

1.2 Officials:

- 1.2.1 Championship Coordinator : Andy Hancock, 4 The Wirrals, Walderslade, Chatham, Kent ME5 0NT (T) 07825 157962 Email: andy.hancock01@gmail.com
- 1.2.2 Championship Eligibility Scrutineer: Sue Bateman c/o HSCC Ltd, Silverstone Circuit, Silverstone Nr Towcester, Northants, NN12 8TN Tel. 01327 858400
- 1.2.3 Championship Stewards: Mr. Frank Lyons. Alan Jones, Chris Alford c/o HSCC Ltd, Silverstone Circuit, Silverstone, Towcester, Northants, NN12 8TN.

NCR 4.1.1.2 The Championship Stewards can only adjudicate on any disputes irregularities or appeals arising from the published Championship regulations. They are also empowered to consider any request from the Championship Co-ordinator to penalize. Competitors for any breach of these Championship 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:
 - a) be fully-paid up members of the HSCC and
 - b) be Registered for the Championship and
 - c) be in possession of a valid Motorsport UK Entrant's Licence.

Published Regulations



- 1.3.2 Drivers and Entrant/Drivers must:
- be current Members of the HSCC and
 - be registered for the Championship 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 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 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.

1.3.5 Competitors not registered for the Championship may be permitted on an individual round basis and will:

- be deemed "Guest Competitors"
- not score points and will be ignored for the purpose of points scoring
- qualify for Event awards
- 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)

1.4 Registration:

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

All competitors must register for the Championship 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 1st January to 31st 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 Championship season and issued by the organisers on a first come, first serve basis.

1.5 Championship Events:

The Championship will be contested over 7 events as follows:

Rounds	Date	Circuit	Org. Club
1 and 2	25-26 April	Snetterton*	HSCC
3 and 4	30-31 May	Donington Park*	HSCC
5 and 6	13-14 June	Cadwell Park*	HSCC
7 and 8	11-12 July	Brands Hatch GP*	HSCC
9 and 10	9 August	Brands Hatch Indy*	MSVR
11 and 12	29-31 August	Oulton Park Gold Cup*	HSCC
13 and 14	10-11 October	Silverstone*	HSCC
		*all dates subject to valid track Licence	

1.5.1 Alternative Championship Rounds may be organized in accordance with NCR Ch.12 App.2 Art.4.

1.6 Scoring:

1.6.1 Points will be awarded to competitors listed as classified finishers in the Final Results, in each class except those competing in the Invitational class, as follows:-

1st 20 points, 2nd 18 points, 3rd 16 points, 4th 14 points, 5th 12 points, 6th 10 points, 7th 8 points, 8th 6 points, 9th 4 points, 10th 2 points, all other finishers 1 point.

Position	Points 4 or more starters	Points 3 starters	Points 2 starters	Points 1 starter
1	20	18	16	14
2	18	16	14	
3	16	14		
4	14			
5	12			
6	10			
7	8			
8	6			
9	4			
10	2			

Points will be based on the official Final Results of the race. If there is more than one race at an event, each will count for championship points unless stated otherwise **via an Event Bulletin**.

One additional championship point is awarded for the fastest lap in each Class subject to a minimum of 3 starters.

- 1.6.2 The totals from all qualifying races less 2 (excluding any races which are abandoned and not replaced) will determine the final championship points and positions. A DNF or DNS will attract a score of 0 and may be used as a dropped score. A DNA (did not attend) will also qualify for a drop score. A DQ cannot be used as drop score, Handicap or two driver races do not qualify for Championship points.
- 1.6.3 Ties shall be resolved using the formula in the *Resolving Ties* paragraph in Section NCR Ch.4.App.3.Art 4
- 1.6.4 Where the race distance has been reduced (see Para 2.6) it shall still count as a full points-scoring race.
- 1.6.5 .Any penalty points incurred during the season will be deducted after the final total points score has been calculated
- 1.6.6 A driver may not race in more than two classes during a season for the purposes of aggregating their overall Championship points position. A driver may race in a third championship class but any points gained in that third class would not count towards their Championship total.
- 1.6.7 A driver may request, via the Championship Co-Ordinator, to change their car during a race event (due to mechanical damage) but a) this needs the agreement of all drivers racing and b) the replacement car will not be eligible for points the remainder of that event.
- 1.6.8 Competitors not registered for the Championship may be permitted on an individual event basis.- See para 1.3.5 regarding guest competitors.



1.7 Awards:

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

Per Event: Awards will be given to 1st, 2nd and 3rd in class for more than 3 starters in class. Up to 3 starters only 1st. Any car running as Invitation is eligible for Class trophies but NOT Class points. For the purpose of allocation of points, it will be as if the invitation car was not running.

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

1.7.3 **Championship:** Championship winner, 2nd and 3rd overall will receive a trophy.

The 1st, 2nd 3rd placed finishers in each class will receive a trophy subject to a minimum of 4 race starts

- Independent's Trophy
- Novello Trophy (1st full season entrant)

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. Class awards will be available either from the paddock office or at a Championship coordinated presentation one hour after the Final results have been published.

1.7.5 **Entertainment Tax Liability.**

Prize money and Bonuses are not applicable at HSCC events.

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

If Provisional Results or Championship 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.



2. CHAMPIONSHIP 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 Event 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 event, the grid positions 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)

2.5.0 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 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.



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 on which the timing commences.

- 2.5.3 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.
- 2.5.4 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.
- 2.5.5 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. When this decision is made all affected competitors will be notified at the earliest opportunity with a briefing note to advise the Rolling Start procedure 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. **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.

2.7 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, the Organising Club Regulations, Circuit Management Regulations and the Supplementary Regulations or Final Instructions issued for each Circuit/Event.



- 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, only vehicles that have covered at least 80% of the distance covered by the class winner and which cross the finishing line (not in the pit lane) under their own power and within four minutes after the overall winner will be classified in the Provisional result. Should this percentage not result in a full number of laps the decimals will be disregarded.
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 Ch,3.App6.Art.1.4).
- 2.10 **Timing Modules:**
All cars must be fitted with a working transponder compliant with the timekeeper's equipment. Failure may result in competitors not being accredited with a qualifying time or being disqualified from the race 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.
- 2.11 **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 Ch.12 App.8 Art.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. Ch.7 App.9 applies. Please ensure that SD cards are regularly cleared to assist Clerks with identification and review of relevant footage.
- 2.14 **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 CHAMPIONSHIP REGULATIONS

- 3.1 By registering for the Championship 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 Championship organisers may issue warnings or require remedial actions and/or report the matter to the Championship Stewards who may impose appropriate penalties which can include loss of Championship points and/or race bans through to disqualification from further participation in the Championship NCR Ch.2 App.2 Art.4.1 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 Championship 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.
- 3.4 In the event of any rounds being oversubscribed the Organising Club may, in liaison with the Championship Coordinator, at their discretion run Qualification races as per 2.11 of these regulations. Alternatively should there be sufficient space within the timetable, the Organising Club may divide the grid after qualifying into 3 separate Groups. The Groups will then form 3 races whereby each competitor participates in two races. All 3 races will be eligible for full championship points.



4. SPECIFIC CHAMPIONSHIP 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 provisions of NCR Ch.2.App.8.Art.1.21.

4.1.2. Arising from post race Scrutineering or Judicial Action:
Minimum Penalty: The provisions of NCR Ch2.App.8. Art 2.2
For infringements deemed to be of a more serious nature the Clerk of the Course will invoke the provisions of NCR Ch2.App.8.Art.2.2

4.2 Additional specific championship 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 Ch.12.App.10 Art.2.1 There is no right to appeal any such penalty.

4.2.2 The Clerk of the Course or the Event Stewards may impose a penalty for any competitor considered to have obtained an unfair advantage (whether inadvertently or not) This can be either a time or place penalty in accordance with NCR Ch2. Ann. A Art. 1.3.

4.2.3 In the event that a competitor is issued with event penalties by the Clerk of the Course, as a consequence the following championship penalties will be applied:- Event Disqualification- Forfeit of Championship points equal to that of a class win. This may result in a minus score

4.2.4 Any Competitor who is penalised under the Championship Sporting Regulations at any stage of a Championship event and receives an allocation of penalty points on their race licence in accordance with National Competition Rules will receive a Championship points deduction equal to the number of penalty points which were allocated. Should the same competitor receive penalty points at another Championship event then the number of Championship points deducted will be double the number of penalty points applied. If penalty points are applied at a third event, then the Championship 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.

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.
Safety Car: Overtaking or overlapping another competitor	Ch.12 App.8 Art. 2.6 Ch.2 App.1. Art.1.14.	Time Penalty	✓ Ch.2 App.12 Art.1.2.b.
Safety Car: Overtaking of the safety car	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.
Failing to attend a drivers' briefing	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	✗
Making a false start	Ch.12 App.6 Art.7	Time Penalty: 10 sec	✗



Reversing in the pit lane or on track	Ch.12 App.7 Art.1.12.	Qualifying: Grid penalty Race: Drive through penalty	✓ Ch.2 App.12 Art.1.2.a.
Running beyond the track limits in qualifying	Ch.12 App.7 Art.1.6	Loss of lap time(s) [specify the relevant lap time concerned not just the fastest]	✗
Running beyond the track limits in racing	Ch.12 App.7. Art.1.6.	Scale of penalty set out in NCR Ch.12 App.7 Art.1.11.b.	✗

Safety/Technical Offence	NCR Reference	Minimum Penalty
Breach of a safety regulation: (Fire extinguisher pin, Fuel sample connector or similar)	Ch.5 App.5 Art.2.3a)	Fine
Failing to advise the Clerk of impending eligibility check	Ch.2 App.8 Art.1.7	Fine
Fuel or tyres do not conform to regulations	Ch.8 App.0 Art,1.8 Ch.8 App.2 Art,1.4	Disqualification from session (plus, any Championship Penalties)
Incorrect or unreadable numbers, incorrect missing or misplaced decals	Ch.7 Art.10 Ch.12 App.4 Art.5	Fine
Ineligible or unsafe vehicle at pre-event scrutineering	Ch.5 App.5 Art.2.3 Ch.2 App.8 Art.1.21	Start refused
Ineligible or unsafe vehicle after practice / qualifying	Ch.5 App.5 Art.2.3 Ch.2 App.8 Art.1.21	Disqualification
Ineligible or unsafe vehicle after even	Ch.5 App.5 Art.2.3 Ch.2 App.8 Art.2	Disqualification (+ Championship Penalty)
Scrutineering: False declaration in pre-event paperwork, including those about PPE	Ch.2` App.1 Art.1.11.	Before going on track: Fine (+ must rectify) Been on track: Disqualification
Breach of Parc Ferme		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. The Technical Regulations for Modified, Power Trophy, Turismo and Twin Spark Cup classes have been separated to enable Competitors to identify more easily which provisions are permitted or prohibited in each group. Any exceptions to Technical Regulations must be requested in writing to the Championship Co-ordinator for consideration.

5(2) GENERAL DESCRIPTION:

The Alfa Romeo and Italian Intermarque Championship is for competitors participating in any Production or Production based ALFA ROMEO or other Italian car eg Ferrari / Fiat / Abarth / Lancia /Maserati in the Modified, Power Trophy, Turismo and Twin Spark classes.

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

The Championship will be run in four classes as follows:

Modified (M): Modified Alfa Romeo, Ferrari, Fiat, Abarth, Lancia, Maserati and other Italian production cars with no capacity limit (including turbocharged, supercharged and diesel engined cars).

Alfa Romeo Super Turismo, DTM & ITCC (pre 2013) and (Italian) FIA GT3 cars homologated from 2006 through to 2013 are eligible, but these cars/entries are only accepted at Championship Co-Ordinator's discretion.

Power Trophy (P): Alfa Romeos, Ferraris, Fiats, Abarths, Lancias, Maseratis and other Italian production cars running to Power to Weight ratio of 240 bhp per 1000 kg for non-turbo petrol engined models and 228 bhp per 1000kg for diesels and turbo engined petrol models. All power figures at the flywheel and weight includes driver.

Turismo (T): Alfa Romeos, Ferraris, Fiats, Abarths, Lancias, Maseratis and other Italian production cars running to Power to Weight ratio of 180 bhp per 1000 kg for non-turbo petrol engined models and 171 bhp per 1000kg for diesels and turbo engined petrol models. All power figures at the flywheel and weight includes driver.

Twin Spark Cup (TS): Standard Production Alfa Romeos using the 4 cylinder 16v Twin Spark engine.

These Regulations must be read in conjunction with the relevant sections of the current National Competition Rules (NCR). 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/Ferrari/Fiat/Abarth/Lancia/Maserati manufacture

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

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.

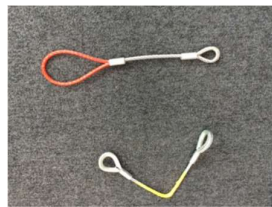
A currently FIA homologated harness is mandatory. Racing seat installations must comply fully with Sections NCR Ch.7 App.7 Art.2 of the Motorsport UK Regulations.

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:





GENERAL TECHNICAL REQUIREMENTS & EXCEPTIONS PER CHAMPIONSHIP CLASS:

6: MODIFIED CLASS

6.1 GENERAL

The Modified class is open to any production based Alfa Romeo, Ferrari, Fiat, Abarth, Lancia, Maserati or other Italian marques production models modified in accordance with these Regulations, including Alfa Romeo Super Turismo, DTM & ITCC (pre 2013) and (Italian) FIA GT3 cars homologated from 2006 through to 2013, but these cars are only accepted at Championship Co-Ordinators discretion. Excluded models are ineligible for the award of championship points but can win Class trophies.

The organising clubs, and ARCA, reserve the right prior to or during the season to re-categorise an Invitation car as a Modified class car at their reasonable discretion in situations where the form of construction does not fully meet the requirements for the class as set out below, provided that:

- (a) It is visibly and recognisably an Alfa Romeo (or Ferrari/Fiat/Abarth/Lancia/MasaratI or other Italian production car) from the bodywork, lights and grille
- (b) Its performance is reasonably consistent with that of other Modified class cars
- (c) It meets in full the technical and safety regulations in the Motorsport UK NCR's
- (d) It is fitted with an engine that was originally fitted as standard to an Alfa Romeo, Ferrari, Fiat, Abarth, Lancia, Maserati or other Italian production model.

The organisers reserve the right to impose a weight penalty for such cars where appropriate.

6.2 CHASSIS

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, unless its required to satisfy ground clearance issues.

Exhaust systems may not pass through the bodywork. Competitors are reminded that under Motorsport UK regulations, exhausts must have outlets terminating within 150 mm 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 NCR Ch.7 App.2 Art. 6

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

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

6.3: BODYWORK:

Modifications Permitted:

General

Bodywork and interior are free.

Interior

Roll cages may be welded to the body shell.

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 Ferrari, Fiat, Abarth, Lancia, Maserati or other Italian marque entries, which must be fitted with the identifiable Ferrari, Fiat, Abarth, Lancia, Maserati or other appropriate grille. Two external mirrors (one on either side) must be in place and usable throughout both qualifying and racing.

**Silhouette**

Only those spoilers or aerodynamic devices fitted as standard or deemed by the Championship Co-ordinator or Eligibility Scrutineer to be within “the spirit of the regulations” are permitted.

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.

Modifications Prohibited:

Front splitters and wings are at the discretion of the Championship Panel in consultation with the Eligibility Scrutineer.

6.4 ENGINE**Permitted Modifications:**

Engine modifications are unrestricted provided that any engine used must have been factory fitted in a production model Alfa Romeo, Ferrari, Fiat, Abarth, Lancia, Maserati or other Italian marques at some point in time. The cross-fitting of engines between these marques is permitted. Dry sump lubrication is permitted. Turbocharging or supercharging is permitted.

Prohibited Modifications:**Location**

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

Oil/Water Cooling System

Free

Induction System

Free

Exhaust System

Free within Motorsport UK NCR's (Note Current Noise Regulations) and Section 6.2.

Ignition System

Free

Fuel Delivery System

Free

6.5 SUSPENSION**Modifications Permitted:**

Suspension modifications are unrestricted provided that the original suspension method is retained e.g. 156 - Independent front with double wishbones & coil springs and Macpherson Strut & coil springs rear.

Modifications Prohibited:**Wheelbase/Track**

Wheelbase dimensions must remain standard. Track is free provided wing extensions cover the wheels and tyres as specified by Motorsport UK Regulations.

6.6 TRANSMISSION**Modifications Permitted:**

Transmissions may be subject to any modification that does not alter the location or type of transmission for that model (for example, an Alfetta, 75 or GTV6 may not be modified to front gearbox layout).

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 of any kind to the floorpan must comply fully with NCR Ch.7

Modifications Prohibited:

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

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.



6.7 ELECTRICS

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

Alternator

Alternators may not be removed.

6.8 BRAKES

Modifications Permitted

Braking systems are free within the requirements of Motorsport UK Technical Regulations.

6.9 WHEELS, TYRES & STEERING

Permitted Options

Wheels are unrestricted. Steering modifications are unrestricted within Motorsport UK NCR's.

Prohibited Options

N/A

Construction and Materials

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

Dimensions

Unrestricted

Tyres:

Specifications - Unrestricted.

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

6.10 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. NCR Ch.3 App.10 Art.4.1(d)

6.11 FUEL AND FUEL TANK

Type of Fuel Tank

A replacement fuel tank may be fitted.

Location of the Fuel Tank

Installation must comply with NCR Ch.8 App.1 Art 1.7a The Championship Eligibility Scrutineer must approve the position and installation of a replacement tank in writing.

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

6.12 SILENCING

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

7: POWER TROPHY CLASS**7.1 GENERAL**

This class is open to any Production Alfa Romeo, or other Italian car eg Ferrari, Fiat, Abarth, Lancia or Masarati based on a Power to Weight ratio of 240 bhp at the flywheel per 1000kg for petrol engined models other than turbocharged models and 246 **228** bhp per 1000kg for diesels and petrol turbocharged models, both inclusive of driver (in full racing kit) seated normally in the car.

7.2 CHASSIS

As 6.2

7.3: BODYWORK:

Only those spoilers or aerodynamic devices fitted as standard or deemed by the Championship Co-ordinator or Eligibility Scrutineer to be within "the spirit of the regulations" are permitted.

7.4 ENGINE

The engine must be as originally fitted to the model to be raced. Where the model was originally fitted with a particular type of engine a later version of that same type of engine may be used.

The organisers reserve the right to examine any car that is thought not to comply with the regulations under Technical Regulations "Examination of Vehicles" 4.2.2. If a rolling road test is required, the car's ECU may be removed, placed in a sealed box by the Eligibility Scrutineer or their designated representative and only be returned at the designated rolling road – which is LAP Engineering in Nottingham. Switchable ECUs are not permitted under any circumstances and, if discovered, would immediately result in the car being moved 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 a switching device. All competitors must provide details of the ECU make, model and number to the Championship Coordinator and to the Eligibility Scrutineer.

All power readings will be determined at the flywheel. 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 weighed and/or power tested to ascertain if it is compliant with the Regulations. All such testing must be carried out at approved rolling roads.

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 2 to these regulations). The organisers reserve the right to check the power output and weight of the car at any time.

Turbocharging is permitted only where a turbocharger was fitted as standard to the production model being raced.

Prohibited Modifications:

Supercharging is not permitted.

Location

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

Cooling System

Free

Induction System

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

**Exhaust System**

Free within Motorsport UK Technical Regulations

Ignition System

Free

Fuel Delivery System

Free

7.5 SUSPENSION**Modifications Permitted**

As 6.5

Modifications Prohibited

As 6.5

Wheelbase and Track

Wheelbase dimensions must remain standard. Track is free provided 6.5 is respected.

7.6 TRANSMISSION**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.

Modifications Prohibited

Non-standard gearbox casings or sequential gearboxes that are permitted in Modified are not permitted in the Power Trophy. For the purposes 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.

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.

7.7 ELECTRICS**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 where appropriate. 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 Motorsport UK Technical Regulation [K 5.1]. 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

Alternator

Alternators may not be removed.

7.8 BRAKES**Modifications Permitted**

Braking systems are free within the requirements of Motorsport UK NCR's

Modifications Prohibited

Ceramic and Carbon fibre discs, pads or calipers are prohibited.



7.9 WHEELS, TYRES & STEERING

Permitted Options

Wheel type is free. Steering modifications are unrestricted within Motorsport UK Technical Regulations.

Prohibited Options

N/A

Construction and Materials

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

Dimensions

Free

Tyres

Competitors may either use slick tyres and wet tyres of their own choice or tyres in lists 1A, 1B and 1C NCR C 8 App 4. The use of tyre heating/heat retention devices, tyre treatments and compounds is prohibited.

7.10 MINIMUM WEIGHT LIMIT

Minimum weight is based on a power output of 240 bhp at the flywheel per 1000kg including driver (in full racing kit) seated normally in the car for all petrol engine cars other than turbocharged cars and **228** bhp per 1000kg for diesel engine models and turbocharged petrol engines.

Vehicle & Driver weight must be declared at the time of registration. The minimum vehicle weight for individual cars will be calculated from the declared or tested power of the vehicle. The declared weight and the declared power output of the car must be displayed on the rear side windows.

Cars will be weighed during the season, without notice, on the Championship Weighing scales.

If during an event, a competitor is found to be running with an incorrect declaration of weight and/or power, then they will be moved to "Invitation" for that race meeting

7.11 FUEL AND FUEL TANK

Type of Fuel Tank

A replacement fuel tank may be fitted.

Location of the Fuel Tank

Installation must comply with NCR Ch.8 App.1 Art 1.7a The Championship Eligibility Scrutineer must approve the position and installation of a replacement tank in writing.

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

7.12 SILENCING

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

8: TURISMO CLASS

8.1 GENERAL

This class is open to any Production Alfa Romeo, or other Italian car eg Ferrari, Fiat, Abarth, Lancia or Masarati based on a Power to Weight ratio of **180** bhp at the flywheel per 1000kg for petrol engines models other than turbocharged models and **171** bhp per 1000kg for diesels and petrol turbocharged models, both inclusive of driver (in full racing kit) seated normally in the car.

**8.2 CHASSIS**

As 6.2

8.3: BODYWORK:

As 7.3

8.4 ENGINE

As 7.4

8.5 SUSPENSION

As 6.5

8.6 TRANSMISSION

As 7.6

8.7 ELECTRICS

As 7.7

8.8 BRAKES

As 7.8

8.9 WHEELS, TYRES & STEERING**Permitted Options**

Wheel type is free. Steering modifications are unrestricted within Motorsport UK Technical Regulations.

Prohibited Options

N/A

Construction and Materials

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

Dimensions

Free

Tyres

Tyres in lists 1A, 1B and 1C NCR Ch 8 App 4 must be utilised with free choice

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.

8.10 MINIMUM WEIGHT LIMIT

Minimum weight is based on a power output of **180** bhp at the flywheel per 1000kg including driver (in full racing kit) seated normally in the car for all petrol engine cars other than turbocharged cars and **171** bhp per 1000kg for diesel engine models and turbocharged petrol engines. Vehicle & Driver weight must be declared at the time of registration. The minimum vehicle weight for individual cars will be calculated from the declared or tested power of the vehicle. The declared weight and the declared power output of the car must be displayed on the rear side windows.

Cars will be weighed during the season, without notice, on the Championship Weighing scales.

If during an event, a competitor is found to be running with an incorrect declaration of weight and/or power, then they will be moved to "Invitation" for that race meeting

8.11 FUEL AND FUEL TANK

As 7.11

8.12 SILENCING

As 7.12



9: TWIN SPARK CUP

Regulations to be applied for Seasons 2026, 2027 & 2028.

9.1 GENERAL

The only cars eligible are 16 valve Twin Spark models from the 75, 145, 146, 147, 155, 164, 156, 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 exceptions permitted by these Regulations are of UK specification. There is no parts interchangeability 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.

The organisers reserve the right, prior to or during the season, to identify specific parts and/ or suppliers of those parts to be used by twin spark cup cars. Where original parts are no longer obtainable within the UK, equivalent aftermarket parts may be fitted with prior approval from the Co-ordinator.

9.2 CHASSIS

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

9.3: BODYWORK:

Modifications Permitted:

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.

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.

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.

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.

**Ground Clearance**

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

Modifications Prohibited:**Interior**

N/A

Exterior

Bumpers may not be removed or altered in any way.

Silhouette

N/A

Ground Clearance

No part of the car may touch the ground if any one tyre is deflated.

9.4 ENGINE**Permitted Modifications:**

Cylinder Block: The cylinder block and cylinder head must be to the specification of one of the twin spark versions of a model eligible to be raced. This can be an engine of the type 67204 (145/146/155), 16201 (GTV & Spider) 32301 & 32310 (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.

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. Only OEM specification parts may be used. Engines cannot be balanced as this involves the removal of metal.



Location

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

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.

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
- Precat/upstream lambda sensors (Post cat/ Downstream can be removed and doesn't need to function)

Exhaust System

A standard exhaust manifold must be fitted. A CF3 type engine can use a manifold from a CF1 / CF2 engine type - to facilitate this you can add 2 lambda bosses for fitment of the lambda sensors if using a CF2 manifold on a CF3 car.

The exhaust is free beyond the manifold but must exit at the standard location for the model. Catalytic converters can be removed.

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 may 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.

All power readings will be taken at the wheels. Any car whose rolling road check does not meet the agreed parameters will be subject to further technical inspection.



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.

9.5 SUSPENSION

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.

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

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.

Wheelbase and Track

Wheelbase must remain as standard – 145/146/155/GTV/Spider: 2540mm. 156: 2595mm. 147: 2546mm. Track is free.

9.6 TRANSMISSION

Modifications Permitted

The transmission components must all be as standard for one of the twin spark versions of a model eligible to be raced. These include gearbox casing and internals, gear ratios, differential, final drive, drive shafts and gear selector mechanism. However, driveshaft anti-vibration dampers may be removed. Internal components and ratios are not interchangeable between gearboxes.

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.



Transmission and Drive Ratios

Gear and final drive ratios will remain standard for the models 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 half shafts 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.

9.7 ELECTRICS

Exterior Lighting

Standard headlights must be fitted and working. Headlights must be turned on where appropriate. 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

Alternator

Standard specification Alternators must be working at all times and may not be removed.

Diagnostic Port

Must be retained.

9.8 BRAKES

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 and working. 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 twin spark 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 the ARCA Panel technical members.

Modifications Prohibited

The braking system must remain standard both as regards components and location for the model to be raced.



9.9 WHEELS, TYRES & STEERING

Permitted Options:

An alternative steering wheel may be fitted.

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.

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

Dimensions

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

Tyres

Tyres in lists 1A, 1B and 1C NCR Ch 8 App 4 must be utilised with free choice – but must be of standard size of 195/50/15 or 190/50/15 or 190/580/15

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.

9.10 MINIMUM WEIGHT LIMIT

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

147/155/156/166/GT/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. NCR Ch.3 App.10 Art.4.1(d) -

9.11 FUEL AND FUEL TANK

Type of Fuel Tank

The standard fuel tank must be used.

Location of the Fuel Tank

The fuel tank must be in its original location. Must comply with NCR Ch.8 App.1 Art 1.7a

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.

9.12 SILENCING

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



10. NUMBERS AND CHAMPIONSHIP 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 750MC and Alfa Romeo & Italian Intermaque 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. 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. Alfa Romeo 4C, 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 Intermaque Championship 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 ARIC. Where decals not previously required are deemed to be required by ARCA they will be provided free of charge.



11. APPENDICES

Appendix 1: Examination of Vehicles

All Entrants in the Power Trophy & Turismo classes must provide the Championship Co-Ordinator with a current Power Reading, and the Name/Details of the Rolling Road used to ascertain Class eligibility performance figures. And post test, the results should be emailed to the Championship Co-Ordinator for their retention (andy.hancock01@gmail.com) prior to the competitors 1st race weekend. The Championship Organisers (in addition to any other powers they may have under these Regulations) reserve the right, before or after any race in the Championship 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 Championship Organisers and be deemed to have permitted all such scrutineering, examination and testing as the Championship Organisers may responsibly require to undertake.

The Championship Organisers reserve the right to re-inspect any car 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, bhp/tonne declaration, and with the technical regulations for each event at which they are entered. Failure to comply in any respect will be a breach of these regulations.

For the purposes of ratifying power figures, at any event the Championship Organisers reserve the right to instruct that any competitor (at their own cost) take their car to LAP Engineering in Nottingham for power testing at any point within the championship season. Failure to comply with this process or failure to provide full details of the required power testing results ahead of the subsequent event entered may result in the matter being referred to the Championship Stewards for the imposition of a Penalty. Should the Championship Stewards find the Entrant to be in contravention of this regulation, they will apply a Championship points penalty equal to the number of points scored for the event concerned. Additionally, the organisers reserve the to refuse further race entries until such time the request has been complied with. If a car is found to be legal on the designated rolling road the rolling road fee should be covered by the championship.

**Appendix 2: Power to Weight Ratio Tables**

Power to Weight Ratio calculations are to be read in conjunction with Power Trophy and Turismo Regulations

- Power Trophy Non turbo Petrol Engines

240_bhp per 1000kg

180 bhp	750 kg
200 bhp	833 kg
210 bhp	875 kg
220 bhp	917 kg
230 bhp	958 kg
235 bhp	979 kg
240 bhp	1000 kg
245 bhp	1021 kg
250 bhp	1042 kg
260 bhp	1083 kg
280 bhp	1167 kg
300 bhp	1250 kg
320 bhp	1333 kg

Base ratio = 1:4.167

Power Trophy Diesel and Petrol Turbo Engines

228 bhp per 1000kg

170 bhp	746 kg
180 bhp	789 kg
190 bhp	833 kg
200 bhp	877 kg
210 bhp	921 kg
220 bhp	965 kg
228 bhp	1000 kg
235 bhp	1031 kg
245 bhp	1075 kg
255 bhp	1118 kg
265 bhp	1162 kg
275 bhp	1206 kg
285 bhp	1250 kg

Base ratio = 1:4.386

Turismo Class Non turbo Petrol Engines

180 bhp per 1000kg

140 bhp	778 kg
150 bhp	833 kg
160 bhp	889 kg
170 bhp	945 kg
175 bhp	972 kg
180 bhp	1000 kg
185 bhp	1028 kg
190 bhp	1056 kg
195 bhp	1083 kg
200 bhp	1111 kg
210 bhp	1167 kg
220 bhp	1222 kg
230 bhp	1289 kg

Base ratio = 1:5.556



Turismo Class: Diesel and Petrol Turbo Engines
171 bhp per 1000kg

150 bhp	877 kg
160 bhp	935 kg
171 bhp	1000 kg
175 bhp	1023 kg
180 bhp	1052 kg
185 bhp	1081 kg
190 bhp	1111 kg
195 bhp	1140 kg
200 bhp	1169 kg
210 bhp	1227 kg
220 bhp	1286 kg
230 bhp	1344 kg

Base ratio = 1:5.845

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

11.1 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 Andy Hancock, 4, The Wirrals, Walderslade, Chatham, Kent, ME5 0NT
(T) 07825 157962 Email: andy.hancock01@gmail.com



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.