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2015 BRSCC Alfa Romeo Championship Regulations

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INTRODUCTION

The Alfa Romeo Championship

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

The Championship is open to any production based Alfa Romeo and is run in classes that offer the opportunity to race a fully modified car on slicks or more standard versions using a Toyo control tyre. For 2015 we have reduced the number of classes from six to a more manageable (and understandable) three. Between Modified and a re-named Class E – Twin Spark Cup – there will be a brand new class, under the name "Power Trophy", based on a power to weight ratio formula which we hope will encourage drivers who do not want to go fully Modified or to have the restrictions of the Twin Spark Cup.

The introduction of Class E in 2006, using Alfa Romeo's 2 litre 4 cylinder 16v transverse engine with very limited changes to the standard specification permitted, and with costs kept under control, has produced close racing on a level playing field for the past nine seasons. This will continue as before in 2015 but under its new name.

One of the attractions of the Championship has always been the large variety of models that can be raced and in the past few years we have seen the emergence of cars such as the 147, 156 and GTV alongside models from earlier production periods including the 33, GTV6 and Giulia. The different class and model options allow competitors with budgets at both ends of the spectrum to take part and the Championship is a good place for those who wish to start racing.

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



1 SPORTING REGULATIONS – GENERAL

1.1 Title & Jurisdiction

The 2015 Alfa Romeo Championship is organised and administered by the BRITISH RACING AND SPORTS CAR CLUB (BRSCC) in accordance with the General Regulations of the Royal Automobile Club Motor Sports Association (incorporating the provisions of the International Sporting Code of the FIA) and these Championship Regulations.

MSA Championship Permit No: **CH2015/R056**

Race Status: **National B**

MSA Championship Grade: **C**

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

1.2 Officials

1.2.1 Co-Ordinator

Judith Hibbins

4 Stacklands Close

West Kingdown

Sevenoaks

Kent

TN15 6DL

Mob: (07500) 702550

Email: mike@brscc.co.uk

1.2.2 Eligibility Scrutineer

Mike Hibbins

4 Stacklands Close

West Kingdown

Sevenoaks

Kent

TN15 6DL

Tel: (01474) 854121

Mob: (07785) 247355

Email: mike@brscc.co.uk

1.2.3 Championship Stewards

B Armstrong, D Wells, **R Norbury** and D Walton.

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

1.3 Competitor Eligibility

1.3.1 Entrants must:

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

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- (b) be Registered for the Championship and
- (c) be in possession of a valid MSA Entrants Licence.

1.3.2 Drivers and Entrant/Drivers must:

- (a) be current Members of the BRSCC and
- (b) be Registered for the Championship and
- (c) be in possession of valid Competition (Racing) National (B) status Licence, as a *minimum*
- (d) or be a Professional driver, in possession of a valid Licence (featuring an E.U. flag) and medical, issued by the ASN of a member country of the European Union, or comparable country. MSA Regulation [H26.2.1 applies].
- (e) or if participation in the Championship requires absence from education a driver, in full time school education is required to have the approval of their head teacher and a letter stating such approval from their school in order to fulfil registration for the Championship. A driver shall not take time out of their education to participate in motor sport without the prior written approval of the education establishment.

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

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

1.4 Registration

1.4.1 All drivers who are deemed suitable to compete in the Championship will be invited to do so by the Organisers. Any driver wishing to compete in the Championship must submit a driver registration form to Joanne Eastwood (see Registration Form for details) prior to racing (see 1.4.3). This form must give full details of the driver; his or her current car and the championship class in which they wish to compete and must be accompanied by the full registration fee (see 1.4.2).

On receipt of a completed registration form and fee, the Organisers will issue confirmation of your invitation to compete in the 2015 Championship. By registering for the Championship a driver will have accepted compliance with the current regulations in full.

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

Only invited drivers will be allowed to race.

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

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

1.4.3 Registration forms will be accepted from 1st January until the closing date for entries to the last round. Registrations will be accepted in order of receipt and full payment of the registration fee being received. Completed forms, with the appropriate payment, should be sent to Joanne Eastwood at 76A High Road, Byfleet, Surrey KT14 7QW (alfajoanne@gmail.com)

1.4.4 Upon registration permanent competition numbers for the championship will be issued.

1.5. Championship Rounds

1.5.1 The 2015 Championship will be contested over 14 rounds at the following venues:

Rounds	Dates	Venue	DH	Licence	Club
1 & 2	4/5 April	Silverstone International	DH	Nat B	BRSCC
3 & 4	2/3 May	Rockingham	DH	Nat B	BRSCC
5	23 May	Oulton Park		Nat B	BRSCC
6 & 7	27/28 June	Snetterton	DH	Nat B	BRSCC

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8 & 9	18/19 July	Cadwell Park	DH	Nat B	BRSCC
10	22/23 August	Brands Hatch		Nat B	BRSCC
11 & 12	12/13 September	Croft	DH	Nat B	BRSCC
13 & 14	17/18 October	Donington Park	DH	Nat B	BRSCC

DH = Double Header XQ = Double Qualifying and Double Header

1.6 Scoring

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

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

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

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

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

Where a car is being shared by two or more drivers in different classes, or is being raced in two classes by the same driver at the same round, it may not count as a "starter" in the second class in which it is being raced at any round of the championship. The driver may only score the points that are available taking into consideration the number of starters registered in that class entered on the day. The car will be registered in a particular class before its first race of the season and this may only be changed in accordance with 1.6.3.

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

2 starters 18 – 16

1 starter 16

At meetings where there is only one practice session, the fastest qualifying lap points for the second race will be given on the basis of the finishing order in each class in the first race.

1.6.2 The totals from all rounds of the championship held, less three, will determine the final championship points and positions. Drivers excluded from results for sporting/technical infringements may not use that (those) event(s) as discarded rounds for the purpose of overall or class championship placings.

1.6.3 A competitor changing class with the same car that they have used in another class must advise the Championship Co-ordinator before signing-on on the day that they wish to make the change. They cannot score overall Championship points until the following round. In the case of a double header meeting this may be on the same day. They may not change back to the original class until they have started 2 races in the new class. (This does not apply to drivers sharing a car who are both registered in the same class before their first event or to a driver who is unable to obtain an entry in his original class due to the size of the entry). Any competitor wishing to change class with a car they have already raced in the Championship must notify the Championship Co-ordinator, in writing, of their intention to change class at least 7 days prior to the start of the meeting. This notification must include details of the changes made to the car that necessitate the change of class.

1.6.4 Any driver using two cars at a round of the Championship where the grid is split (or entering the same car in two classes at the same round where there are split grids) must nominate to the Championship Co-ordinator which car will score overall Championship points before racing starts. If they fail to do so, the points will be taken from the car in which they race first. Both cars may score points in their respective classes.

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

1.6.6 The organisers reserve the right to invite "Guest Drivers" to take part in any round or number of rounds, however these drivers will not be eligible to score Championship points and will be considered invisible for points allocation in any event they take part in.

1.7 Awards

1.7.1 All awards are to be provided by: The organising Club.

1.7.2 Per Round

A trophy to each class winner.

1.7.3 Championship

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

1.7.4 Bonuses

The organisers/sponsors/promoters reserve the right to provide additional awards for and during the Championship.

1.7.5 Presentations

Garlands and trophies will be provided for each meeting (as applicable) and shall be presented at the end of each round/event.

1.7.6 Entertainment Tax Liability

In accordance with current Government Legislation, the Organisers of every round are legally obliged to withhold tax at the current basic rate on all payments to non-UK resident sportsmen/sportswomen and account to HMRC using form FEU1, the quarterly return of payments made to non-resident entertainers and sportsmen/women. That is, those persons who do not have a normal permanent residence in the UK. The UK does not include the Isle of Man, Channel Isles or Eire.

This means that the Organisers of every round are required to deduct tax at the relevant rate, from such payments they may make to non-UK residents. Under certain circumstances, it is possible for competitors to enter into an agreement with the Inland Revenue to limit tax withheld. Any application for such an arrangement must be made in writing and not later than 30 days before their payment is due.

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

1.7.7 Title To All Trophies

In the event of any Provisional Results being revised after any provisional presentations and such revisions affect the distribution of any awards the competitors concerned must return such awards to the BRSCC in good condition within 7 days.

2. SPORTING REGULATIONS CHAMPIONSHIP RACE MEETINGS & RACE PROCEDURES

2.1 Entries

- 2.1.1** Competitors are responsible for sending in correct and complete entries with the correct entry fees prior to the entry selection dates, which shall be 14 days before every round.
- 2.1.2** Incorrect or incomplete entries (including driver to be nominated entries) are to be held in abeyance until they are complete and correct. The date of receipt for acceptance of entry purposes shall be the date on which the 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 the acceptance of any entry must be notified to the Secretary of the Meeting in writing. If Driver/Vehicle changes are made after publication of Entry Lists with Final Instructions the competitor concerned must apply for approval of acceptance by the stewards of the meeting before signing on.
- 2.1.4** The Maximum entry fee for every round shall be as stipulated in the Supplementary Regulations plus any late entry surcharge imposed by the club.
- 2.1.5** In the event of any rounds being oversubscribed the Organising Clubs in liaison with the co-ordinator / promoter may at their discretion run Qualification Races. For Qualification Race procedures see 2.13 of these regulations.
- 2.1.6** Reserves who practice in the correct session and set a time will take precedence, in reserve number order, over any accepted entry whose practice times are disallowed, or who does not set a time during the official practice for the championship Race.

2.2 Briefings

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

2.3 Practice

- 2.3.1** The minimum period of practice to be as specified in the MSA Regulations in respect of circuit lengths.
- 2.3.2** Should any practice session be disrupted the Clerk of the Course shall not be obliged to resume the session or re-run sessions to achieve the championship/series criteria and the decision of the Clerk of the Course shall be final.
- 2.3.3** Should the need arise to stop races, RED LIGHTS will be switched on at the Start Line and at all Signalling Points around the circuit in conjunction with Red Flags. 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 starting grid area, which will automatically become a Parc Fermé. Cars may not enter the pits unless directed to do so.

2.4 Qualification

Each driver should complete a minimum of 3 laps practice in the car to be raced and in the correct session in order to qualify for selection and order of precedence as set out in the MSA regulations [Q 4.5]. The Clerk of the Course and or Stewards of the meeting shall have the right to exclude any driver whose practice times or racing are considered unsatisfactory as per MSA Regulation [Q 4.5].

2.5 Races

- 2.5.1** The standard minimum scheduled race length shall be 20 minutes for a single header and 15 minutes at a double

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

2.5.2 The procedure for qualification races is specified in 2.13.

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

2.6 Starts

2.6.1 All race start countdowns are to have a minimum elapsed period of 3 minutes from the time all cars are released to form up the grid to the start of the Green Flag lap(s) / Formation Lap(s) in the formation as specified on the Track Licence for the Circuit.

2.6.2. At nominated circuits the start procedure will be a rolling start with the following procedure:

Rolling Start

2.6.3 The Countdown procedures shall be:

Rolling Starts: 2 x 2 Grid formation

1 minute to start of Rolling Lap - Start Engines/Clear Grid.

30 Seconds - Visible and audible warnings for the start of the Formation Lap.

2.6.4 Towards the end of the Formation Lap(s) the Lead car will leave the circuit after extinguishing its roof lights indicating a start is imminent. The grid will continue at a similar speed on the approach to the start line. At the start of the race all cars should keep in formation and must not overtake until they have crossed the startline after the red start light(s) are extinguished. In the event that the starting light(s) fail the Starter will revert to using the National Flag.

2.6.5 Any cars removed from the grid after the 1-minute stage or driven into the pits on Formation Lap shall be held in the pit lane. They may start the race after the last car to take the start from the grid has passed the start line or pit lane exit, whichever is the later.

2.6.6 Any drivers unable to start the Formation Lap or start are required to indicate their situation as per MSA Regulation [Q 12.13.2]. Any drivers unable to maintain grid positions on the Formation Lap to the extent that all other cars are ahead of them may complete the Formation Lap. They MUST remain at the rear of the last row of the grid but ahead of any cars to be started with a time delay.

2.6.7 Aborted Start

If the start is aborted prior to the Lead car pulling off, the Lead car will not extinguish his roof lights and will continue to lead the field around the circuit for an additional lap and a new start will be attempted. The race will not start until the Lead car pulls off the circuit, the signal to start will not be given, and the start lights may remain at red. When this signal is given, all cars should exercise extreme caution and return slowly round the circuit maintaining their original grid positions stopping on the grid. The race start countdown procedure will then be repeated from the one-minute countdown point. At the discretion of the Clerk of the Course, the race distance may be reduced accordingly.

Standing Start

2.6.8 The Countdown procedures shall be:

Standing Starts:

1 minute to start of Green Flag lap - Start Engines/Clear Grid.

30 Seconds - Visible and audible warnings for the start of Green Flag lap.

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

2.6.10 Any cars removed from the grid after the 1-minute stage or driven into the pits on Green Flag shall be held in the pit

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lane. They may start the race after the last car to take the start from the grid has passed the start line or pit lane exit, whichever is the later.

- 2.6.11** Any drivers unable to start the Green Flag lap or start are required to indicate their situation as per MSA Regulation [Q 5.4.3]. Any drivers unable to maintain grid positions on the Green Flag Lap to the extent that all other cars are ahead of them may complete the Green Flag Lap. They **MUST** remain at the rear of the last row of the grid but ahead of any cars to be started with a time delay.
- 2.6.12** Excessive weaving to warm-up tyres using more than 50% of the track width and falling back in order to accelerate and practice starts, is prohibited.
- 2.6.13** After the Green Flag lap has been completed and once the starter is satisfied that the cars are ready, a 5 Second Board will be shown to indicate that the start lights are imminent. In the event of any RED/GREEN starting lights failure the Starter will revert to use of the National Flag.

2.7 Race Stops

- 2.7.1** Should the need arise to stop any race or practice, RED LIGHTS will be switched on at the Start Line and RED FLAGS will be displayed at the 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 starting grid area, which will automatically become a Parc Fermé area.

Cars may not enter the pits unless directed to do so. Work on cars already in the pits must cease when a race is stopped.

- 2.7.2 Case A – Less than two laps completed by the race leader.**

The Race will be null and void. The race will restart from the original grid positions. Competitors unable to take the restart may be replaced by reserves who will start from the back of the grid in reserve order. Gaps on the grid should not be closed up. The length of the restarted race will be determined by the Clerk of the Course.

- 2.7.3 Case B – More than two laps completed by the race leader but less than 75% of the scheduled distance.**

The Race will restart from a grid set out by the finishing order of part one (as per MSA Regulation Q5.4.2). The result of the race will be the finishing order at the end of Part 2. The length of the restarted race will be determined by the Clerk of the Course.

- 2.7.4 Case C - More than 75% of race completed**

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

2.8 Rescrutiny

All vehicles reported involved in contact incidents during races or practice must be re-presented to the Scrutineers before continuing in the races or practice.

2.9 Pits And Pit Lane Safety

- 2.9.1 Pits**

Entrants must ensure that the MSA, Circuit Management and Organising Club Safety Regulations are complied with at all times.

- 2.9.2 Pit Lane**

The outer lane or lanes are to be kept unobstructed to allow safe passage of cars at all times. The onus shall be on all Drivers to take due care and drive at minimum speeds in the Pit Lanes.

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2.9.3 Refuelling

May only be carried out in accordance with the MSA Regulations [Q 13], Circuit Management Regulations and SR's or Final Instructions issued for every meeting.

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

2.10 Race Finishes

After taking the Chequered Flag drivers are required to progressively and safely slow down. Remain behind any competitors ahead of them, return to the pit lane entrance as instructed, comply with any directions given by marshals or officials and to keep their helmets on and harnesses done up while on the circuit or pit lane.

2.11 Results

All Practice Timesheets, Grids, Race Results are deemed provisional until all vehicles are released by Scrutineers after Post Practice/Race Scrutineering and/or after completion of any Judicial or Technical Procedures.

2.12 Timing Modules, Data Logging and Cameras

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

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

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

2.13 Qualification Races

In the event of the need for any qualification races, the procedures will be as published in the Final Instructions for the events concerned.

2.14 Operation Of Safety Car

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

3 CHAMPIONSHIP RACE PENALTIES

3.1 Infringements of Technical Regulations

3.1.1 Arising from post practice Scrutineering or Judicial Action.

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

3.1.2 Arising from post race Scrutineering or Judicial Action:

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

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

3.2 Infringements of Non-Technical MSA Regulations and the Sporting Regulations issued for the Championship

3.2.1 As per current MSA Judicial Procedure Regulations.

3.2.2 Stop-Go Penalty

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

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

This will include but is not limited or restricted to:

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

3.2.4 For offences under MSA regulations [C1.1.5], [C1.1.6], [Q14.4.2] and [Q14.5], the Clerk of the Course, at his discretion, may additionally impose a championship penalty in the form of the following:

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

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

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

4. TECHNICAL REGULATIONS (all classes)

4.1 Introduction

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

4.2 General Description

The Alfa Romeo Championship is for competitors participating in any Production or Production based ALFA ROMEO.

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

The Championship will be run in three classes as follows:

Modified (M): Modified Alfa Romeos with no capacity limit (including turbocharged, supercharged and diesel engined cars).

Superturismo and DTM/ITCC cars are not permitted in the Championship

Power Trophy (P): Alfa Romeos running to Power to Weight ratio of 220 bhp per 1000 kg at the flywheel for petrol engined models and 200 bhp for diesels.

Twin Spark Cup (TS): Standard Production Alfa Romeos using 2000cc 4 cylinder 16v Twin Spark engine.

Invitation Class At the organiser's discretion

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

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

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

4.2.2 Examination of Vehicles

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

- a Examine the car at the circuit for such period as they may reasonably require and take fuel samples and/or
- b Retain the car for detailed examination at premises chosen by the organisers. If the organisers elect to retain the car they shall make it available for collection by the competitor at least seven days prior to the qualification session for the next race in the championship/series unless the car is found to be in breach of these regulations and/or
- c Seal the car and its components in such a manner as they may choose and require the competitor at their own

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expense to present the car at any other premises chosen by the organisers for detailed examination within a specified period and/or remove the car by transporter at no expense to the competitor to an appointed location. The competitor will be advised in writing of the time, date and location of the subsequent testing or eligibility examination.

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

The organisers reserve the right to re-inspect vehicles at any time during the course of the season, should there have been a regulation infringement or circuit incident.

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

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

4.3 Safety Requirements

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

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

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

Roll cages may be welded to the body shell. In cars running in Classes C, D & E 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 D & E.5.6.1. Two windscreen wipers must be fitted in the Production classes (B, C D & E) where fitted as Standard on the model to be raced.

A currently FIA homologated harness is mandatory. A racing seat with rear and side head protection must be fitted – MSA Regulation [K2.2] applies.

4.4 GENERAL TECHNICAL REQUIREMENTS AND EXCEPTIONS

MODIFIED CLASS

The MODIFIED Class is open to any Production based Alfa Romeo modified in accordance with the regulations but excluding Superturismo models or those built to DTM/ITCC rules.

4.5(M) Chassis

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

In the case of sills, no modification is permitted.

Exhaust systems may not pass through the bodywork. Competitors are reminded that under MSA regulations, exhausts must exit outside the plan of the vehicle, 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 MSA Regulations [J 5.2.1].

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

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

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

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

4.6(M) Bodywork

4.6.1 Modifications Permitted

General

Bodywork and interior are free, however a currently FIA homologated harness must be fitted. Heated screens are permitted.

Interior

Roll cages may be welded to the body shell.

Exterior

Wing extensions must cover the wheels/tyres as specified by MSA. 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.

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

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Silhouette

Only those spoilers or aerodynamic devices fitted as standard or deemed by the Championship Eligibility Scrutineer to be within "the spirit of the regulations". Rear spoilers may not in either case extend in height beyond a line drawn horizontally from a point two thirds up the rear screen, extend outwards beyond the periphery of the bodywork or exceed 160cm in overall width. The bonnet may be raised at the rear to a maximum of 1.5cm to facilitate additional cooling. **The 147 may use a roof mounted spoiler fitted as standard to the 147 GTA Cup**

Ground Clearance

Cars must retain a minimum ground clearance of 4cm. No part of the car may touch the ground with one tyre deflated.

4.6.2

Modifications Prohibited

General

Bodywork and interior are free within the following limitations:

Interior

N/A

Exterior

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

Silhouette

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

Ground Clearance

N/A

4.7(M)

Engines

4.7.1

Permitted Modifications

Engine modifications are unrestricted provided that the configuration of engine for that model is not altered (e.g. 105/116 series = 4 cylinder in line. Alfased/33 - Flat 4, 145/146, Type 930 = 4 cylinder 16 valve, Type 916S1 = V6) and that the engine block and cylinder heads are Alfa Romeo production units in origin.

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

Dry sump lubrication is permitted.

Turbo-charging or supercharging are permitted.

4.7.2

Prohibited Modifications

4.7.3

Location

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

4.7.4

Cooling System

Free

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4.7.5 Induction System

Free

4.7.6 Exhaust System

Free within MSA Technical Regulations (Note Current Noise Regulations).

4.7.7 Ignition System

Free

4.7.8 Fuel Delivery System

Free

4.8 (M) Suspension

4.8.1 Modifications Permitted

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

4.8.2 Modifications Prohibited

Wheelbase dimensions must remain standard. Track is free provided 4.6.1 is respected.

4.9 (M) Transmission

4.9.1 Modifications Permitted

Transmissions may be subject to any modification, which 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). The number of forward gear ratios is free. A reverse gear must be fitted.

In the case of cars fitted with the Boxer engine (33 etc) standard gearbox casings may be strengthened. However, non standard gearbox casings are permitted in **the Modified class only** where they have been developed for racing in conjunction with the factory or a team/preparer authorised to compete in the name of the manufacturer (i.e. Alfa Corse, N. Technology etc). Such gearboxes (currently Hewland EGT and Sadev ST75) developed for use in front wheel drive, transverse engine cars, can be fitted to any model of this specification eligible to race in A1. In addition to 156 WTCC and 147 Cup cars, this would include 916 series GTV, 147 and 156 GTA.

Sequential gear change mechanisms are permitted in **the Modified class**.

4.9.2 Modifications Prohibited

Four-wheel drive systems are not permitted in the Modified Class unless fitted as standard to that particular model or as used on a factory developed racing version of the model to be used.

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.

4.10 (M) Electrics

4.10.1 Exterior Lighting

At least one road legal type headlamp (or replacement spotlight) on each side and in the original position for the model, with an area and similar level of light to the standard headlight, must be in working order and

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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.

4.10.2 Rear Fog Warning Light

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

4.10.3 Battery

Location and type are free provided that they comply with MSA Technical Regulation [J 5.14.1]

4.10.4 Alternator

Alternators may not be removed.

4.11(M) Brakes

4.11.1 Modifications Permitted

Braking systems are free within the requirements of MSA Technical Regulations.

4.11.2 Modifications Prohibited

Carbon Fibre discs, pads or callipers are prohibited.

4.12(M) Wheels And Steering

4.12.1 Permitted Options

Wheels are unrestricted. Steering modifications are unrestricted within MSA Technical Regulations.

4.12.2 Prohibited Options

N/A

4.12.3 Construction and Materials

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

4.12.4 Dimensions

unrestricted

4.13(M) Tyres

4.13.1 Specifications - Unrestricted.

4.13.2 Nominated Manufacturers - None.

4.14(M) Minimum Weight Limit

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

4.15(M) Fuel Tank and Fuel

4.15.1 Type of Fuel Tank

A replacement fuel tank may be fitted.

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4.15.2 Location of the Fuel Tank

Installation must comply with MSA Technical Regulations. The position and installation of a replacement tank must be approved in writing by the Championship Eligibility Scrutineer.

4.15.3 Fuel

Petrol

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

Diesel

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

4.16(M) Silencing

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

4.17(M) Competition Numbers/Decals

4.17.1 Positions – White number panels with black numbers as specified by the MSA (reg J4.1, J4.1.2, J4.1.8 & Chart 4 – page 152 of the Blue Book) must be positioned on each front door. At scrutineering they must appear undamaged and without tyre scuff marks. These number panels will be supplied by the competitor. A class logo must appear on the bonnet and class identification letters (maximum height 10cm) on the rear side windows (as in 5.2.2.). All cars will carry BRSCC and Alfa Romeo Championship decals on both sides of the car. Windscreen and rear screen strips 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 Championship title sponsor's windscreen sun strip must be fitted to all cars, also the sponsor's logo to be fitted above the number panels on each door. These must not be modified and must display the red sponsor's logo in a central position on a white background. All cars must display a Toyo tyres decal that must be positioned in a forward facing position on the centre line of the bonnet.

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

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

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

4.17.3 Suppliers - All decals will be supplied by the Alfa Romeo Championship Association. Registered competitors will be supplied with a windscreen competition number, class letters for the rear windows, class logo for the bonnet, sponsor's windscreen sunstrip and decal to be placed above the number panels. Replacements will be available from the Championship Organisers (Contact Tony Herbert on 01342-717764 for details).

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4.4 POWER TROPHY

This class is open to any Production Alfa Romeo based on a Power to Weight ratio of 220 bhp at the flywheel per 1000kg for petrol engined models and 200 bhp per 1000kg for diesels, both inclusive of driver.

4.5 (P) Chassis

4.6.1 As per Modified

4.6 (P) Bodywork

4.6.1 As per Modified

4.7 (P) Engine

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

Designated Rolling Road –

Torque Developments Ltd,
5 Cliffside Trade Park,
Thurrock,
Essex,
RM20 3XD

Tracktive Solutions,
Unit 1D,
Saxby Road Industrial Estate,
Melton Mowbray,
Leics

Tel: 0800 107 3250
www.tdi-plc.com

Tel: 01664 562630
www.tracktive.co.uk

All power readings will be taken at the hub

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

4.7.1 Permitted Modifications

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

Dry sump lubrication is permitted.

Turbocharging is permitted only as shown in regulation 5.7.5.

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4.7.2 Prohibited Modifications

Supercharging is not permitted.

4.7.3 Location

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

4.7.4 Cooling System

Free

4.7.5 Induction System

Fuel injection systems, carburettors and manifolds are free. Turbochargers may be fitted on any 1.4 Mito and 1.4 Giulietta model. A standard turbo from any 1.4T-JET part of the FPT group may be used and must carry an FPT part number. Diesel engines may only be fitted with a turbocharger supplied as Standard on models in the Alfa Romeo range.

4.7.6 Exhaust System

Free within MSA Technical Regulations

4.7.7 Ignition System

Free

4.7.8 Fuel Delivery System

Free

4.8 (P) Suspension

4.8.1 Modifications Permitted

As for Modified

4.8.2 Modifications Prohibited

As for Modified

4.8.3 Wheelbase and Track

Wheelbase dimensions must remain standard. Track is free provided 5.6.1 (exterior) is respected.

4.9 (P) Transmission

4.9.1 Modifications Permitted

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

4.9.2 Modifications Prohibited

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Non standard gearbox casings that are permitted in Modified under 5.9.1 are not permitted in the Power Trophy.

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.

4.9.5 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.

4.10 (P) Electrics

4.10.1 Exterior Lighting

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

4.10.2 Rear Fog Warning Light

A rear fog light must be fitted and must be in working order for use in accordance with MSA Technical Regulation (K 5.2). Models not fitted with two rear fog lights as standard, equally located each side of the vehicle centre line, must fit a central fog light in accordance with MSA Regulation (K 5.1)

4.10.3 Battery

Location and type are free provided that they comply with MSA Regulation J5.14.1

4.10.4 Alternator

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

4.11 (P) Brakes

4.11.1 Modifications Permitted

Braking systems are free within the requirements of MSA Technical Regulations

4.11.2 Modifications Prohibited

Carbon fibre discs, pads or calipers are prohibited.

4.12 (P) Wheels and Steering

4.12.1 Permitted Options

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

4.12.2 Prohibited Options

N/A

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4.12.3 Construction and Materials

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

4.12.4 Dimensions

Free

4.13 (P) Tyres

4.13.1 Specifications – Free

4.13.2 Nominated Manufacturers – none.

4.14 (P) Minimum Weight Limit

Minimum weight is based on a power output of 220 bhp at the flywheel per 1000kg including driver for all petrol engine cars and 200 bhp per 1000kg for diesel engine models (see Appendix 1). Competitors will be required to present their cars for weight checks at an accredited weighbridge and provide a certificate stating the weight to the eligibility scrutineer before the first meeting at which the car is due to compete. Failure to do so will mean that the car is moved into the Modified class until this regulation is complied with.

4.15 (P) Fuel Tank and Fuel

4.15.1 Type of Fuel Tank

A replacement fuel tank may be fitted.

4.15.2 Location of the Fuel Tank

Installation must comply with MSA Technical Regulations. The position and installation of a replacement tank must be approved in writing by the Championship Eligibility Scrutineer.

4.15.3 Fuel

Petrol

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

Diesel

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

4.16 (P) Silencing

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

4.17 (P) Competition Numbers/Decals

4.17.1 Positions – White number panels with black numbers as specified by the MSA (Reg J.4.1 & J.4.1.2, J.4.1.8 and Chart 4 – Blue book page 152) must be positioned on each front door. These panels and numbers must be

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supplied by the competitor. At scrutineering they must appear undamaged and without tyre scuff marks. Also class identification on the bonnet and class identification letters (maximum height 10cm) on the rear side windows. The title sponsor's logo must appear above the numbers on the door number panels and will be supplied by ARCA. All cars will carry BRSCC & Alfa Romeo Championship Association decals on both sides of the car. Also coloured class identification letters (maximum height 10cm) on the rear side windows (as in 6.2.2). Failure to do so may incur loss of championship points. Windscreen and rear screen strips and decals of other Championship sponsors, as defined by the Championship organisers, must appear on the car in positions to be specified in a bulletin before the start of the season or as appropriate during the season. Failure to do so may incur loss of Championship points. The Championship sponsor's windscreen sun strip must be fitted to all cars, also the sponsor's logo to be fitted above the number panels on each door. These must not be modified and must display the red sponsor's logo in a central position on a white background. All cars must display a Toyo tyres decal, to be supplied, that must be positioned in a forward facing position on the centre line of the bonnet.

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

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

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

4.17.3 Suppliers – All decals will be supplied by the Alfa Romeo Championship Association. All registered competitors will be supplied with a windscreen competition number, class letters for the rear windows, class logo for the bonnet, title sponsor's windscreen strip and decal to be placed above the number panels. Replacements will be available from the Championship organisers (Contact Tony Herbert on 01342-717764 for details).

Appendix 1 – Power to Weight Ratio calculations to be read in conjunction with Regulations 4.7 (CL) and 4.14 (CL)
Minimum weight shown in right hand columns includes fully kitted driver

<u>220 bhp per 1000 kg (Petrol engines)</u>			<u>200 bhp per 1000 kg (Diesel engines)</u>		
<u>Flywheel</u>	<u>At the hub</u>		<u>Flywheel</u>	<u>At the hub</u>	
160 bhp	(140.8 bhp)	727kg	160 bhp	(140.8 bhp)	800 kg
170 bhp	(149.6 bhp)	773kg	170 bhp	(149.6 bhp)	850 kg
180 bhp	(158.4 bhp)	818kg	180 bhp	(158.4 bhp)	900kg
190 bhp	(167.2 bhp)	864kg	190 bhp	(167.2 bhp)	950kg
200 bhp	(176.0 bhp)	909kg	200 bhp	(176.0 bhp)	1000kg
210 bhp	(184.8 bhp)	955kg	210 bhp	(184.8 bhp)	1050kg
220 bhp	(193.6 bhp)	1000kg	220 bhp	(193.6 bhp)	1100kg
230 bhp	(202.4 bhp)	1045kg	230 bhp	(202.4 bhp)	1150kg
240 bhp	(211.2 bhp)	1091kg	240 bhp	(211.2 bhp)	1200kg
250 bhp	(220.0 bhp)	1136kg	250 bhp	(220.0 bhp)	1250kg
260 bhp	(228.8 bhp)	1182kg	260 bhp	(228.8 bhp)	1300kg
270 bhp	(237.6 bhp)	1227kg	270 bhp	(237.6 bhp)	1350kg
280 bhp	(246.4 bhp)	1273kg	280 bhp	(246.4 bhp)	1400kg

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

The only cars eligible are 2 litre 16 valve Twin Spark models from the 145,146,147, 155, 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 exception under 5.12.E) are of UK specification. There is no parts inter-changeability with other model ranges, with other models within the same range or with models that are or were not available from Alfa Romeo (UK) **apart from the GT 1.8TS which may be fitted with the 2.0 Twin Spark engine as specified under 5.7 (TS).**

4.5 (TS) Chassis

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

4.6 (TS) Bodywork

4.6.1 Modifications Permitted

General

Bodywork specification must remain Standard (including glass). Throughout these regulations for Class E "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.**

Rollcages are free (within MSA/FIA Regulations) but no part of the rollcage may pass through the front bulkhead or the exhaust/transmission tunnel. No part of the rollcage may attach directly to any points where the suspension attaches to the bodyshell.

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.

A currently FIA homologated harness must be fitted.

Exterior

All doors, bonnet, boot and hatchback openings must maintain the ability to open as standard and must fully close as originally intended (i.e. bonnets must fully close). Front bonnet and **bootlid** 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.

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An alternative steering wheel may be fitted.

Airbag systems must be removed

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

4.6.2 Modifications Prohibited

General

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

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.

4.7(TS) Engines

4.7.1 Permitted Modifications

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

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

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

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

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

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

4.7.2 Prohibited Modifications

No machining or any removal of metal is permitted to any of the following:

- Cylinder block (other than that required to rebore to +0.4mm)
- Pistons
- Valves (other than minimum required to cut the valve seats)

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- Valve springs
- Connecting rods
- Crankshaft
- Flywheel
- Clutch assembly
- Camshafts
- Cam followers

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

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

4.7.3 Location

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

4.7.4 Cooling System

The radiator and water pump must be of standard specification. The radiator cooling fan must be fitted and working. The standard engine oil cooler may be removed or replaced with an aftermarket version.

4.7.5 Induction System

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

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

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

4.7.6 Exhaust System

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

4.7.7 Ignition System

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

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

No alternative or additional ECUs may be fitted.

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

The engine block, cylinder head and gearbox will be sealed by ARCA/MSA 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

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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 or cars to attend a rolling road test prior to their next race. Cars will be required (at the driver's expense) to attend the designated rolling road named below. All cars will be expected to attend the rolling road at least once during the season.

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

Designated Rolling Road

Torque Developments Ltd,
5 Cliffside Trade Park,
Thurrock,
Essex.
RM20 3XD

Tracktive Solutions,
Unit 1D, Saxby Road Industrial Estate,
Melton Mowbray,
Leics,

Tel: 0800 107 3250

www.tdi-plc.com

Tel: 01664 562630

www.tracktive.co.uk

All power readings will be taken at the hub.

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

4.7.8 Fuel Delivery System

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

4.8(TS) Suspension

4.8.1 Modifications Permitted

Suspension must remain as standard subject to the following:

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

Suspension anti-vibration dampers may be removed.

Dampers / Shock absorbers may be replaced with a steel replacement damper that is commercially available but may not have remote reservoirs and may have a maximum of one method of adjustment on each damper. Dampers may be race valved/shortened for race use.

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

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

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

Ride height is free subject to limitations of 5.6.2

4.8.2 Modifications Prohibited

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

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

The location, type and number of dampers must remain standard. They must fit the standard mounting points without modification (The shock absorber will be considered as the complete part that bolts between the suspension and the chassis). In the case of Macpherson Struts only the damping element shall have this freedom.

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.

4.8.3 Wheelbase and Track

Wheelbase must remain as standard – 145/146155/GTV/Spider: 2540mm. 156: 2595mm. 147: 2546mm. Track is free provided 5.6.1 is respected.

4.9 (TS) Transmission

4.9.1 Modifications Permitted

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

4.9.2 Modifications Prohibited

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

4.9.3 Transmission and Drive Ratios

Gear and final drive ratios will remain standard for the model as sold by Alfa Romeo (UK) on the UK market. Gear ratios will be checked during the rolling road testing of the engine. The gearbox will be sealed by ARCA / MSA. 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 MSA numbered wire seals.

Limited Slip Differentials are not permitted. Automatic transmissions are not permitted. The use of Q2 Torsen type differentials is not permitted

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

All cars must have a fully functioning reverse gear.

4.10 Electrics

(TS)

4.10.1 Exterior Lighting

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

4.10.2 Rear Fog Warning Light

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

4.10.3 Battery

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

4.10.4 Alternator

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

4.10.5 Electronics

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

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

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

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

The standard diagnostic capability must be retained.

4.11 Brakes

(TS)

4.11.1 Modifications Permitted

Brake discs, callipers 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 be working at all times. A brake bias system may be fitted but may not be able to be operated by the driver whilst sitting in the vehicle.

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

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

Brake fluid type is free.

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

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

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

4.11.2 Modifications Prohibited

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

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It is not permitted to make any modifications to the braking or electrical system that allow the disabling of the ABS system.

4.12 Wheels and Steering

(TS)

4.12.1 Permitted Options

Wheel type is free.

4.12.2 Prohibited Options

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

4.12.3 Construction and Materials

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

4.12.4 Dimensions

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

4.13 Tyres

(TS)

4.13.1 Specification

TOYO Proxes R888 195/50 (Compound 2G) will be the mandatory control tyre in 2015. Tyres for the 2015 season will have additional "ar" marking and must be ordered through Toyo's designated agent Tyres (South Shore) Ltd, Brun Grove, Marton, Blackpool FY1 6PG (Tel: 01253 761362)

4.13.2 Nominated Manufacturer

Toyo Tyres (UK) Ltd.

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

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

4.14 Minimum Weight Limit

(TS)

The following MINIMUM WEIGHT LIMITS inclusive of fully kitted driver have been set for 2015 -

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

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

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

4.15 Fuel Tank and Fuel

(TS)

4.15.1 Type of Fuel Tank

The standard fuel tank must be used. The carbon canister/fuel vapour recovery box (E.R.G. system) may be removed.

4.15.2 Location of the Fuel Tank

The fuel tank must be in its original location.

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4.15.3 Fuel

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

4.16 Silencing

(TS)

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

4.17 Competition Numbers / Decals

(TS)

4.17.1 Positions – uniform number panels will be supplied to each competitor. The design of these number panels was changed for 2013 – these new Number panels must be unmodified and must be positioned on each door. All cars will carry BRSCC & Alfa Romeo Championship Association decals on both sides of the car. and coloured class identification letters (maximum height 10cm) on the windscreen and rear side windows (as in 5.2.2.) Failure to do so may incur loss of championship points. Windscreen and rear screen strips and decals of Championship sponsors, as defined by the Championship organisers, must appear on the car in positions to be specified in a bulletin before the start of the season or as appropriate during the season. The Championship sponsors windscreen strips, supplied by ARCA, must be fitted to all cars. These must not be modified and for all cars they must display the red sponsor's logo in a central position on a white background.. All cars must display a Toyo Tyres decal, to be supplied, that must be positioned in a forward facing position on the centre line of the bonnet. Details of further decals, and their position, will be notified to competitors in a bulletin.

Positions – White number panels with black numbers as specified by the MSA (reg J4.1, J4.1.2, J.4.1.8 and Chart 4 – page 152 of the Blue Book) must be positioned on each front door. At scrutineering they must appear undamaged and without tyre scuff marks. These number panels will be supplied by the competitor. A class logo must appear on the bonnet and class identification letters (maximum height 10cm) on the rear side windows (as in 6.2.2). All cars will carry BRSCC and Alfa Romeo Championship decals on both sides of the car. Windscreen and rear screen strips 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 Championship title sponsor's sun strip must be fitted to all cars, also the sponsor's logo to be fitted above the number panels on each door. These must not be modified and must display the red sponsor's logo in a central position on a white background. All cars must display a Toyo tyres decal that must be positioned in a forward facing position on the centre line of the bonnet.

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

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

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

4.17.3 Suppliers - All decals will be supplied by the Alfa Romeo Championship Association. Registered competitors will be supplied with a windscreen competition number, class letters for the rear windows, class logo for the bonnet, sponsor's windscreen sunstrip and decal to be placed above the number panels. Replacements will be available from the Championship organisers (contact Tony Herbert on 01342-717764 for details).

5. APPENDICES

5.1 RACE ORGANISING CLUB AND CONTACTS

The Following Commercial Undertakings are not subject to the Judicial Procedures of either the Championship Stewards and/or the MSA/MSA.

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

5.2 COMMERCIAL UNDERTAKINGS

5.2.1 TRADE SUPPORT:

5.2.2 ADVERTISING/GLASS

- A All glass areas must remain clear and unobstructed by decals/advertising or any other obstruction unless these regulations specify otherwise or such decals/advertising are approved by the BRSCC/Championship Co-ordinator.
- B The only exception being the rear side windows that should have the drivers' surname and championship class (if any), clearly displayed in simple bold type, unless these championship regulations specify a different option.
- C All surfaces, which have not been claimed for stickers by the Championship, it's sponsors or used for the application of starting numbers, are free for use by the competitor. The Championship Co-ordinator must approve conflicting sponsor's stickers in advance and the position, size and colours (if approved) will be at the discretion of the Championship Co-ordinator.

5.2.3 VEHICLE PRESENTATION

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

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

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Alfa Romeo Championship REGISTRATION FORM 2015

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

MODIFIED

POWER TROPHY

TWIN SPARK CUP

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

1st Choice

2nd Choice

Please state preferred competition number

CHAMPIONSHIP ASSOCIATION CATEGORY:

Racing Member	
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Registration Fee: **£100** per single car and driver
see alfaracer.com for fees covering second car or driver and for special limited programme.

Completed Registration Forms should be returned with a cheque made out to 'Alfa Romeo Championship Association' or just 'ARCA' to **Joanne Eastwood, 76A High Road, Byfleet, Surrey KT14 7QW**. Alternatively please pay by PayPal (see details on alfaracer.com) and return the completed form. If you have any queries, call Joanne Eastwood on 01932-354737 or alfajoanne@gmail.com

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