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BRSCC Alfa Romeo Championship Regulations 2011

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INTRODUCTION

The Alfa Romeo Championship

The Alfa Romeo Championship will be entering its 30th season in 2011 and continues to be one of the best supported race series on the club scene.

From the start it has been run in conjunction with the BRSCC which means that there is a good spread of circuits available to the Championship as well as different race formats.

The Championship is open to any production based Alfa Romeo and is run in six classes that offer the opportunity to race a fully modified car on slicks or more standard versions using a Toyo control tyre.

One of the attractions is the large variety of models that can be used and in the past few years we have seen the emergence of current cars such as the 147, 156 & GTV alongside models which may go back as far as the Giulias of the 1960's. The different class and model options allow competitors with budgets at both ends of the spectrum to take part and the championship is as good a place for those who wish to start racing as it is for the many who will never wish to race anything other than an Alfa Romeo.

In 2006 the Championship introduced a class restricted to models using Alfa Romeo's 2 litre 4 cylinder 16 valve engine in which very limited changes to the standard specification are permitted. The aim is to offer close racing on a level playing field with costs kept under tight control. After four very successful seasons this class (E) will be further encouraged in 2011. A revision to the class structure saw a return to two classes for fully modified cars in 2010 (A1 and A2).

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

Michael Lindsay – Championship Co-ordinator

Michael Lindsay
CHAMPIONSHIP CO-ORDINATOR

(Please sign, print & date)

Date

1 SPORTING REGULATIONS – GENERAL

1.1 TITLE & JURISDICTION

The 2011 Alfa Romeo Championship is organised and administrated 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: CH2011/RO64
Race Status: National B
MSA Championship Grade: D

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:
Michael Lindsay
97 High Street
Linton, Cambridge
CB21 4JT
Tel: 01223 891219
Fax: 01223 893839
E-mail: unabated@talktalk.net

1.2.2 ELIGIBILITY SCRUTINEER:
John Monk
14 Athelston Way
Horsham
West Sussex
RH13 6HA
Tel: 01403 250509
Mobile: 0770 2420843

1.2.3 CHAMPIONSHIP STEWARDS:
D Furlong, B Armstrong, D Wells, R Smith & 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 be in possession of a valid current MSA Entrants Licence, where applicable.

1.3.2 Drivers and Entrant Drivers must be fully paid up valid membership card holding Racing members of the BRSCC, be registered for the Championship and be in possession of a valid MSA Competition (Racing) National (B) or above licences or be a professional driver in possession of a valid Licence (featuring an E.U. flag) and medical, issued by the

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ASN of a member country of the European Union.

A competitor shall not take time off school to participate in motor sport without the prior written approval of their school. If participation in the Championship requires absence from school, Drivers in full time school education are required to have the approval of their head teacher and a letter stating such approval from his/her school in order to fulfil registration for the Championship.

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 Alfa Romeo Championship Association. Any driver wishing to compete in the Championship must submit a driver registration form to the Co-ordinator 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 Alfa Romeo Championship Association will issue confirmation of your invitation to compete in the 2011 Championship. By registering for the Championship a driver will have accepted compliance with the current regulations in full.

Should the Alfa Romeo Championship Association 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 Alfa Romeo Championship Association for approval prior to the next event.

1.4.2 The Registration Fee is £110 if paid prior to 28th February, thereafter £130 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.

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

1.5. CHAMPIONSHIP ROUNDS

1.5.1 The 2011 Championship will be contested over 13 rounds at the following venues.

DATE	DOUBLE HEADER	TRACK/COURSE/VENUE	PERMIT GRADE	ORGANISING CLUB
March 26		Silverstone GP	Nat B	BRSCC
April 24	April 25	Snetterton 300	Nat B	BRSCC
May 7	DH	Cadwell Park	Nat B	BRSCC
June 11	June 12	Brands Hatch	Nat B	BRSCC
July 2	July 3	Pembrey	Nat B	BRSCC
July 30		Oulton Park	Nat B	BRSCC
August 20	August 21	Brands Hatch	Nat B	MSVR
September 18		Mallory Park	Nat B	BRSCC
Sept 30 to	October 2	Silverstone GP	Nat B	BRSCC
October 15	October 16	Donington Park	Nat B	BRSCC

DH = Double Header XQ = Double Qualifying and Double Header

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DH = DOUBLE HEADER EVENT DQ = DOUBLE QUALIFYING
RS = ROLLING START (See 3.6)

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 each class for the fastest lap during the race. There will also be 1 point for the fastest lap in each class in practice, provided that there is more than one starter in each case.

For maximum points to be scored in the race there must be four or more starters in the class. However, 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 four starters whose cars are registered for that class, points will be scored as follows:

3 starters 18 - 16 - 14

2 starters 16 - 14

1 starter 14

Double-Header races will score full points for each race.

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).

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.

1.6.5 Ties will be resolved according to W 1.3.4 of the current MSA Yearbook. 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 (4) 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 in any event they take part in.

1.7 AWARDS

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- 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. 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: - The Inland Revenue, Foreign Entertainers Unit, centre for Non-residents, standard John's House, Merton Road, Merseyside L69 9BB. Tel: 0151-472 6488
- 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 - JUDICIAL PROCEDURES

2.1 ROUNDS

In accordance with Section C of the current MSA Yearbook

2.2 CHAMPIONSHIP

In accordance with Section C of the current MSA Yearbook

3. SPORTING REGULATIONS CHAMPIONSHIP RACE MEETINGS & RACE PROCEDURES

3.1 ENTRIES

- 3.1.1 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.
- 3.1.2 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.
- 3.1.3 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.
- 3.1.4 The Maximum entry fee for every round shall be as stipulated in the Supplementary Regulations plus any late entry surcharge imposed by the club.
- 3.1.5 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 3.13 of these regulations.
- 3.1.6 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.

3.2 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.

3.3 PRACTICE

- 3.3.1 The minimum period of practice to be as specified in the MSA Regulations in respect of circuit lengths.
- 3.3.2 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.
- 3.3.3 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.

3.4 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].

3.5. RACES

- 3.5.1 The standard minimum scheduled race length shall be 20 minutes but should any race length be reduced at the

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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.

3.5.2 The procedure for qualification races is specified in 3.13.

3.5.3 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.

3.6 STARTS

3.6.1 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) / Rolling Lap(s) in the formation as specified on the Track Licence for the Circuit.

3.6.2 At nominated circuits the start procedure for Classes A to D will be a rolling start with the following procedure:

ROLLING STARTS

3.6.3 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 Rolling Lap.

3.6.4 Towards the end of the Rolling Lap(s) the pace 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. All cars will start racing when the red start light changes to green.

3.6.5 Any cars removed from the grid after the 1-minute stage or driven into the pits on Rolling 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.

3.6.6 Any drivers unable to start the Rolling 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 Rolling Lap to the extent that all other cars are ahead of them may complete the Rolling 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.

3.6.7 Aborted Start:

If the start is aborted prior to the pace car pulling off, the pace 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 pace 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 STARTS

3.6.8 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.

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

3.6.10 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 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

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exit, whichever is the later.

- 3.6.11 Any drivers unable to start the Green Flag lap or start are required to indicate their situation as per MSA Regulation Q5.4.3. 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.
- 3.6.12 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.
- 3.6.13 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.

3.7 RACE STOPS

- 3.7.1 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.

- 3.7.2 **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.

- 3.7.3 **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.

- 3.7.4 **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 Q5.4.3, unless the Clerk of the Course, in consultation with the Stewards deem it appropriate to retart the race.

3.8 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.

3.9 PITS AND PIT LANE SAFETY

- 3.9.1 PITS: Entrants must ensure that the MSA, Circuit Management and Organising Club Safety Regulations are complied with at all times.
- 3.9.2 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.
- 3.9.3 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.

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

3.10 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.

3.11 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.

3.12 TIMING MODULES

3.12.1 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.

3.12.2 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.

3.13 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.

3.14 OPERATION OF SAFETY CAR

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

3.15 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].

4 CHAMPIONSHIP RACE PENALTIES

4.1 INFRINGEMENTS OF TECHNICAL REGULATIONS

4.1.1 Arising from post practice Scrutineering or Judicial Action.

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

4.1.2 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)].

4.2 INFRINGEMENTS OF NON-TECHNICAL MSA REGULATIONS AND THE SPORTING REGULATIONS ISSUED FOR THE CHAMPIONSHIP

4.2.1 As per current MSA Judicial Procedure Regulations.

4.2.2 Additional Specific Championship Penalties

Single Qualifying Session, Single Race.

At any meeting, event, official qualifying or race, where any competitor shall be found guilty of any of the following offences, they shall forfeit all points in the championship gained solely at that event to that point during the event and shall be ineligible to score any points for the remainder of that event.

Multiple Qualifying/Multiple Race.

In the case of double header races or multi-races, where an offence below is committed during any qualifying session(s) or the first race, then points gained for the qualifying session(s) and the first race will be forfeited. Where an offence occurs during any subsequent race then the points solely gained for that race shall be forfeit.

Should two separate offences be committed, then all points shall be forfeited for that whole event, irrespective of the timing of the offence committed at that event. Where a "double header" event take place at the same venue over a weekend and is conducted as two separate race days then this regulation shall only apply to each day individually.

The offences are;

a Reckless or dangerous driving in the course of a meeting - MSA Regulation [C 1.1.5].

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

5. TECHNICAL REGULATIONS (all classes)

5.1 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 and Production Classes have been separated to enable Competitors to identify more easily which provisions are permitted or prohibited in each group.

5.2 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 six classes as follows:

Class A1	Modified over 2000cc (to include all turbocharged and supercharged cars)
A2	Modified up to 2000cc
	Superturismo and DTM/ITCC cars not permitted in the Championship
Class B	Production Modified up to 3000cc (plus all Alfa Romeo diesel engine models complying with the class bodywork regulations)
Class C	Production 2001 to 3200cc
Class D	Production up to 2000cc (plus Mito 1.4TB running to Class E technical regulations)
Class E	Standard Production 2000cc 4 cylinder 16v Twin Spark
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.

5.2.2 EXAMINATION OF VEHICLES

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

- a Examine the car at the circuit for such period as they may reasonably require and take fuel 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

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

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

5.3 SAFETY REQUIREMENTS

The following Articles of MSA Appendix Section K Safety Criteria Regulations will apply:

[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 and RACING SEAT WITH REAR AND SIDE HEAD PROTECTION must be fitted.

5.4 GENERAL TECHNICAL REQUIREMENTS AND EXCEPTIONS

CLASSES A1 & A2 MODIFIED

Classes A1 & A2 are open to any Production based Alfa Romeo modified in accordance with the regulations but excluding Superturismo models or those built to DTM/ITCC rules.

5.5 CHASSIS A1/A2

5.5.1 The floor-pan, chassis rails, sills, door surrounds, bulkheads, roof and inner wings must remain as standard in construction, dimension and material except where modifications are required to comply 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.

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

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

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

5.6 BODYWORK (A1/A2)

5.6.1 MODIFICATIONS PERMITTED

GENERAL:

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

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.

GROUND CLEARANCE:

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

5.6.2 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

5.7 ENGINES (A1/A2)

5.7.1 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. Alfasud/33 - Flat 4, 145/146, Type 930 = 4 cylinder 16 valve, Type 916S1 = V6) and that the engine block and cylinder heads are Alfa Romeo production units in origin.

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.

5.7.2 PROHIBITED MODIFICATIONS

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

5.7.4 COOLING SYSTEM: Free

5.7.5 INDUCTION SYSTEM: Free

5.7.6 EXHAUST SYSTEM: Free within MSA Technical Regulations (Note Current Noise Regulations).

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5.7.7 IGNITION SYSTEM: Free

5.7.8 FUEL DELIVERY SYSTEM: Free

5.8 SUSPENSION: (A1/A2)

5.8.1 MODIFICATIONS PERMITTED:

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

5.8.2 MODIFICATIONS PROHIBITED:

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

5.9 TRANSMISSION: (A1/A2)

5.9.1 MODIFICATIONS PERMITTED:

Transmissions may be subject to any modification, which does not alter the location or type of transmission for that model (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 class A1 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, In the case of cars fitted with the Boxer engine (33 etc) the standard Alfa Romeo gearbox casings may be strengthened.

Sequential gear change mechanisms are permitted In Class A1 but not in Class A2.

5.9.2 MODIFICATIONS PROHIBITED:

Four-wheel drive systems are not permitted in the Modified Classes (A1 & A2) 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.

5.10 ELECTRICS (A1/A2)

5.10.1 EXTERIOR LIGHTING:

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

5.10.2 REAR 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]

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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].

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

5.10.4 ALTERNATOR:
Alternators may not be removed.

5.11 BRAKES (A1/A2)

5.11.1 MODIFICATIONS PERMITTED:
Braking systems are free within the requirements of MSA Technical Regulations.

5.11.2 MODIFICATIONS PROHIBITED:
Carbon Fibre discs, pads or callipers are prohibited.

5.12 WHEELS AND STEERING (A1/A2)

5.12.1 PERMITTED OPTIONS:
Wheels are unrestricted. Steering modifications are unrestricted within MSA Technical Regulations.

5.12.2 PROHIBITED OPTIONS: N/A

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

5.12.4 DIMENSIONS: unrestricted

5.13 TYRES (A1/A2)

5.13.1 Specifications - Unrestricted.

5.13.2 Nominated Manufacturers - None.

5.14 MINIMUM WEIGHT LIMIT (A1/A2)

There is no minimum weight limit in Modified Classes (A1/A2). 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.

5.15 FUEL TANK AND FUEL (A1/A2)

5.15.1 TYPE OF FUEL TANK:
A replacement fuel tank may be fitted.

5.15.2 LOCATION OF THE FUEL TANK:
Installation must comply with MSA Technical Regulations. The position and installation of a replacement tank

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must be approved in writing by the Championship Eligibility Scrutineer.

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

5.16 SILENCING (A1/A2)

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

5.17 COMPETITION NUMBERS/DECALS (A1/A2)

- 5.17.1 Positions - Uniform number panels will be available to all competitors and must be positioned on each front door. A white or uniform number square (see MSA Regulation [J 4]) with forward facing number must appear on the bonnet. All cars will carry BRSCC, Alfa Romeo Championship Association & alfaracer.com decals on both sides of the car. Also class identification letters (maximum height 10cm) on the windscreen and 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 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.

- 5.17.2 Suppliers – BRSCC & Alfa Romeo Championship Association

CLASS B (PRODUCTION MODIFIED UP TO 3000cc plus all Alfa Romeo Diesel engined models complying with the class bodywork regulations)

This class is open to all 12v V6 engined cars up to 3000cc, those with 24v V6 engines up to 2500cc, 4 cylinder in line (8v and 16v including JTS engined models) and Boxer engined cars up to 2000cc.

5.5 (B) CHASSIS

Specification must remain Standard except where changes are permitted to allow competitors to take advantage of freedoms given in sections 5.(6), 5.(8), 5.(10), 5.(11) and 5.(12). The rear floor pan including spare wheel well must remain in place as originally manufactured.

However, where the spare wheel well has been removed at some time in the life of the vehicle and prior to the end of the 2010 season, it may be replaced with a steel sheet of the same thickness. This change must be registered with the Championship Panel before the car races in 2011.

The floorpan or transmission tunnel may be modified to allow increased clearance for exhaust systems. Seam welding of the body shell is permitted.

5.6 (B) BODYWORK

5.6.1 MODIFICATIONS PERMITTED

GENERAL: N/A

INTERIOR:

Interior trim and passenger seats may be removed. The fascia must remain standard (including instrument binnacles) except for modifications necessary for the fitment of a full roll cage.

However, the trimmings situated below this and which are not part of it may be removed.

Proper racing instruments (rev counter, oil pressure gauge etc) may replace the originals, even if this entails the removal of the speedometer. Heaters may be removed. An alternative steering wheel may be fitted.

Door strengthening bars may be removed.

Bracing cross members in the bonnet and bootlid must remain in place.

A currently FIA homologated harness must be fitted.

The roll cage may be extended to the front suspension turrets. The rear roll cage may not extend beyond a line drawn between the rear suspension turrets.

EXTERIOR:

Rear bumpers may be modified only to permit the exhaust pipe to pass through with suitable heat protection. They may not be further modified as an aerodynamic aid. Where original body panels are no longer available, substitutes of the same shape but not necessarily the same material, may be fitted with the approval of the Championship Panel, which retains the right to impose a weight penalty if thought appropriate, following submission of a request on the official form downloaded from alfaracer.com.

Where a waiver has been permitted under this rule, the addition of ballast may be required to compensate for a different material from the original. Any such waiver will be reviewed on an annual basis.

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

SILHOUETTE: N/A

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GROUND CLEARANCE:

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

5.6.2 MODIFICATIONS PROHIBITED

GENERAL:

Bodywork specification including ALL GLASS must remain Standard except where permitted in 5.5 (B) and 5.6.1 (B).

INTERIOR: N/A

EXTERIOR:

Bumpers may not be removed.

SILHOUETTE:

No change from Standard permitted.

GROUND CLEARANCE:

No part of the car may touch the ground with one tyre deflated.

5.7 (B) ENGINES

5.7.1 PERMITTED MODIFICATIONS

Engine modifications are allowed as per Classes A1/A2 with the exceptions listed under 5.7.5 The 16 valve Boxer engine may be used in any model originally manufactured with a flat-four engine. V6 12v engines up to 3000cc and V6 24v engines up to 2500cc are permitted in models to which V6 engines were originally fitted (but also including Alfetta GT/GTV). The Montreal is permitted in Class B with standard capacity of 2593cc. 8v, 16v and 20v Diesel engines are permitted.

Dry sump lubrication is permitted.

5.7.2 PROHIBITED MODIFICATIONS: N/A

5.7.3 LOCATION:

Changing the location (i.e. position in the car) of the engine is not permitted and must remain as standard.

5.7.4 COOLING SYSTEM: Free

5.7.5 INDUCTION SYSTEM:

Fuel injection systems, carburettors and manifolds are free. Fuel injection is not permitted where it is not part of the Standard production specification. The use of turbochargers on diesel engines where they are fitted as standard is permitted. Superchargers are not permitted.

5.7.6 EXHAUST SYSTEM: Free within MSA Technical Regulations.

5.7.7 IGNITION SYSTEM: Free

5.7.8 FUEL DELIVERY SYSTEM: Free

5.8 (B) SUSPENSION:

5.8.1 MODIFICATIONS PERMITTED:

Suspension modifications are unrestricted providing that the Standard suspension method is retained (for example Alfetta = De Dion rear, Alfasud/33 = Beam axle rear/Macpherson Strut front). However, if coiled spring damper units are used on Alfetta/116 Giulietta/75 front suspension, the torsion bars may be removed.

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5.8.2 MODIFICATIONS PROHIBITED:

No part of the rear suspension other than the shock absorber top mounts may penetrate into the interior of the vehicle.

5.8.3 WHEELBASE AND TRACK:

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

5.9 (B) TRANSMISSION:

5.9.1 MODIFICATIONS PERMITTED:

Transmissions may be subject to any modification which does not alter the location or type of transmission for that model (for example, an Alfetta / 75 may not be modified to a front gear-box layout). The number of forward and reverse gear ratios must remain as standard.

5.9.2 MODIFICATIONS PROHIBITED:

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 gear change mechanisms are not permitted.

5.9.3 TRANSMISSION AND DRIVE RATIOS:

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

All cars must have a fully functioning reverse gear

5.10 (B) ELECTRICS

5.10.1 EXTERIOR LIGHTING:

At least one road legal type headlamp or replacement spotlight 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 4 headlamp system may have the inner pair of lights removed to facilitate additional cooling for engine / brakes.

5.10.2 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 rear fog light in accordance with MSA Technical Regulation [K 5.1]

5.10.3 BATTERY:

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

5.10.4 ALTERNATOR:

The alternator must remain Standard.

5.11 (B) BRAKES

5.11.1 MODIFICATIONS PERMITTED:

Braking systems are free within the requirements of MSA Technical Regulations. Brake ducts are fitted providing that they do not extend beyond the plan view of the vehicle. Ducts (one per side) may penetrate lower front panels and front spoilers and in this respect 5.6.1 may be relaxed. Metal may not be removed from the inner rear wheel arches to facilitate the passage of ducting to the rear brakes.

5.11.2 MODIFICATIONS PROHIBITED:

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Carbon fibre discs, pads and callipers are prohibited.

5.12 (B) WHEELS AND STEERING

5.12.1 PERMITTED OPTIONS:

Wheel type is free. Steering modifications are unrestricted provided that the standard steering method and mounting points are retained.

5.12.2 PROHIBITED OPTIONS: N/A

5.12.3 CONSTRUCTION AND MATERIALS:

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

5.12.4 DIMENSIONS:

Maximum wheel diameter is 17". Maximum rim width is unrestricted provided that the wheel fits inside the standard wheelarch and that the wheelarch does not require any kind of modification.

5.13 (B) TYRES

5.13.1 Specification-unrestricted

5.13.2 Nominated Manufacturer –None

5.14 (B) MINIMUM WEIGHT LIMIT

There are no minimum weight limits in Class B . However, the organisers reserve the right to introduce minimum weight limits during the season should they be deemed necessary – MSA Regulation [D 11.1] applies.

5.15 (B) FUEL TANK AND FUEL

5.15.1 TYPE OF FUEL TANK:

A replacement fuel tank may be fitted.

5.15.2 LOCATION OF THE FUEL TANK:

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

5.15.3 FUEL:

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

5.16 (B) SILENCING

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

5.17 (B) COMPETITION NUMBERS/DECALS

5.17.1 Positions - uniform number panels will be supplied to each competitor and must be positioned on each front door. All cars will carry BRSCC, Alfa Romeo Championship Association & alfaracer.com decals on both sides of the car. A white or uniform number square (see MSA Regulation [J 4]) with forward facing number must appear on the bonnet. Also class identification letters (maximum height 10cm) on the windscreen and 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 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.

5.17.2 Suppliers – BRSCC & Alfa Romeo Championship Association

CLASS C (PRODUCTION 2001 to 3200cc)

This class includes all V6 engined models up to 3200cc. 147/156 GTA models must run to Class E regulations as regards engine, ECU, gearbox and final drive ratios.

5.5(C) CHASSIS

Chassis specification must remain standard. However, seam welding of the body shell is permitted.

5.6 (C) BODYWORK

5.6.1 MODIFICATIONS PERMITTED

GENERAL:

Bodywork specification must remain standard. Cars fitted with the 3.2 litre engine must have the specific bodywork fitted for the model that was sold on the UK market.

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. However, proper racing instruments (rev counter, oil pressure gauge etc) may replace the originals, even if this entails removal of the speedometer. Heaters may be removed. An alternative steering wheel may be fitted.

A currently FIA homologated harness must be fitted.

EXTERIOR:

All bonnet and boot hinges must remain Standard but may be made quick release. The fitment of Alfa Romeo GB supplied body kits is permitted (i.e. Veloce). Replicas are permitted providing that their weight is the same as that of the original. All standard glass must remain in place.

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

SILHOUETTE: Must remain Standard

GROUND CLEARANCE:

Cars must retain a minimum ground clearance of 4cm.

5.6.2 MODIFICATIONS PROHIBITED

GENERAL:

Bodywork specification must remain standard.

INTERIOR: N/A

EXTERIOR:

Bumpers may not be removed.

SILHOUETTE: N/A

GROUND CLEARANCE:

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

5.7 (C) ENGINES

5.7.1 PERMITTED MODIFICATIONS

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Cylinder Block - Standard but 12v V6 engine in cars in Class C may run to a maximum capacity of 2959cc. All engines may be bored to a maximum of 0.6mm provided that the class capacity limit is not exceeded. Planing is not permitted in Class C.

Cylinder Head - Port dimensions are free within the limitation of Standard valves, valve seat dimensions (measured at the base of the valve seat insert) and gasket orifices.

Compression Ratio: Class C : Maximum 10:1 apart from 3179cc V6 (as in 147 GTA) which 10.5:1

Pistons, connecting rods, crankshaft, flywheel - must all be Standard, and not be modified, machined or lightened but may be balanced. The engine flywheel may be reduced in weight from 11 kg to 9kg Bearings are free.

Camshafts: Any Standard camshaft is permitted providing that it was fitted as production equipment on the model to be raced (i.e. V6 12v engines in Class C may use any standard V6 12v camshaft, Valves, valve springs and retainers - must be of standard specification for the model range. Valves must be of the standard size for the capacity of engine to be raced.

ALL 3.2 litre (3179cc engines) must remain totally standard and must comply with Class E specification Production Regulations in all respects.

5.7.2 PROHIBITED MODIFICATIONS

Major engine components are not interchangeable except where permitted under 5.7.1

Each model must run with the engine that has the type number specific to it at the time of production. A 164 engine may not, therefore, be fitted to a 916 series GTV and vice versa.

Valves may not be re-profiled behind the valve seats.

Re-phasing of the cam lobes is not permitted.

5.7.3 LOCATION:

The engine location and its mounting points must remain in the standard positions. The material of the mounting rubbers must remain standard.

5.7.4 COOLING SYSTEM:

A larger radiator may be fitted. The fitting of an engine oil cooler is permitted within the periphery of the body work. A larger capacity baffled sump may be used in the interests of engine life.

5.7.5 INDUCTION SYSTEM:

Carburettor parts and fuel injection system parts may be changed provided that they fit the Standard location without modification and that they have no influence on the amount of air admission. The standard fuel injection system must be retained in its entirety as the manufacturer envisaged (i.e. Bosch L Jetronic etc).

On all cars, an air box or filter(s) must be fitted. The filter element may be removed where a Standard air box is used. Standard air boxes may be modified internally.

Construction of a non-standard air box to funnel additional air to the carburettors or injection system is not permitted. No additional under-bonnet air ducting is permitted.

5.7.6 EXHAUST SYSTEM:

The exhaust manifold must remain as standard (including catalytic convertor where fitted on the production version of the car to be raced). Exhaust systems beyond the manifold(s) are free within the limitations of Section 5.16

5.7.7 IGNITION SYSTEM:

Must remain Standard. Vacuum advance mechanisms may be disabled. Ignition timing is free.

The ECU (and all its component parts) must remain standard but it may be re-programmed. In order to permit re-

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programming, the chip fitted to ECUs on 12v or early 24v V6 engines may be replaced with a re-programmed chip that fits the original location within the ECU.

Cars fitted with the 3.2 24v V6 engine must retain the standard ECU (and all its component parts) but it may be re-programmed.

5.7.8 FUEL DELIVERY SYSTEM:

Electric fuel pumps are not permitted unless they are part of the original equipment for that model.

5.8 (C) SUSPENSION:

5.8.1 MODIFICATIONS PERMITTED:

Suspension must remain as standard, subject to the following:

Shock absorbers are unrestricted provided that their type (telescopic etc) and number remain the same and that they will 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.

Road springs must replicate the shape, number and diameter of the standard springs but they can be shortened and the spring rates may be changed. Springs should fit in the original spring pans. Suspension retaining straps are permitted where coiled springs have been shortened. These straps must 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.

Torsion bars are free.

On 75models – the front tie-bar bushes may be replaced by those of a harder material (Powerflex, Superflex etc).

On 155 models the rear subframe mounting to the chassis/body shell may be stiffened. This can be achieved in any way so long as the position of the subframe relative to the chassis/body shell is not altered in any way and the original mounting points in the chassis/body shell are used.

Camber angles may not exceed 3 degrees negative, without any tolerance. Ride height is free, subject to limitations of 5.6.2.

Roll bar diameter is free provided that the roll bar type remains as standard and that the mounting system remains unchanged.

5.8.2 MODIFICATIONS PROHIBITED:

The standard mounting points and position of suspension components to the chassis/bodyshell must be used and must not be altered from standard. All suspension bushes, except where specified, must be of Alfa Romeo manufacture. Roll bar mounting points must remain standard.

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

Remote reservoirs for shock absorber fluid are not permitted.

5.8.3 WHEELBASE AND TRACK:

Wheelbase dimensions must remain Standard for the model. Track is free provided that 5.6.1. is respected.

5.9 (C) TRANSMISSION:

5.9.1 MODIFICATIONS PERMITTED:

The transmission must remain standard. However, transmission components may be regarded as interchangeable

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within each model group provided that the component in question does not derive from a model whose engine capacity exceeds the limit of the class in which the component is to be used, unless specifically permitted elsewhere in these Regulations. An exception is that any model fitted with the 3.2 litre engine must be fitted with the standard gearbox and final drive ratios as used in 3.2 litre engined cars.

5.9.2 MODIFICATIONS PROHIBITED:

Clutch: Pressure plate, driven plate and release bearing must remain standard or be of a recognised Alfa Romeo pattern. Paddle plates, sintered materials and racing clutches of all types are prohibited.

5.9.3 TRANSMISSION AND DRIVE RATIOS:

The choice of gearbox/final drive ratios is free provided that only standard components are used from any model within each model group. For the purposes of this rule (and 5.9.1) the model groups will be:

- a. Front wheel drive with transverse gearbox.
- b. Rear wheel drive with rear mounted gearbox.
- c. Rear wheel drive with front mounted gearbox.

The use of a limited slip differential is permitted in any model in groups b & c providing they are standard Alfa Romeo original equipment parts. The use of Q2 Torsen type limited slip differential is permitted in any model in group a.

No part of a four-wheel drive transmission is interchangeable between models or within a model range. Traction control devices, mechanically or electronically activated, are not permitted.

All cars must have a fully functioning reverse gear.

5.10 (C) ELECTRICS

5.10.1 EXTERIOR LIGHTING:

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

5.10.2 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].

5.10.3 BATTERY:

In Class C battery location is free. The standard battery may be replaced by a smaller alternative or by a sealed racing type battery.

5.10.4 ALTERNATOR:

The alternator may not be removed and must remain standard.

5.10.5 ELECTRONICS:

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

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

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

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5.11 (C) BRAKES

5.11.1 MODIFICATIONS PERMITTED:

Brake lining material (pads) is free. Flexible hoses and brake pipes are free subject to imitations of MSA Technical Regulation [Q 19.5]. On front wheel drive models non standard grooved and/or slotted discs are permitted provided that they are of the same diameter and thickness as the original equipment and fit the standard caliper. Rear wheel drive cars may use non standard grooved and/or slotted discs provided that they fit a standard Alfa Romeo caliper and do not exceed 305mm in diameter.

Brake ducts are permitted provided that they do not exceed 100 sq cm cross-section areas and that they do not extend beyond the plan view of the vehicle. Ducts, one per side, may penetrate lower front panels and front spoilers and in this respect 5.6.1 may be relaxed. Brake splash shields may be removed.

Brake limiting valves may be changed to a different type (and the original removed) subject to the limitations of current MSA Technical Regulations. On models sold with ABS as standard, it may be removed or rendered permanently inoperative to the satisfaction of the Championship Eligibility Scrutineer.

5.11.2 MODIFICATIONS PROHIBITED:

Apart from those freedoms given in 5.11.1 the braking system must remain as Standard both as regards components and location for the model. Standard master cylinders must remain in place.

5.12 (C) WHEELS AND STEERING

5.12.1 PERMITTED OPTIONS:

Wheel type is free

5.12.2 PROHIBITED OPTIONS:

Steering must not be altered from standard specification as regards method and position / mounting points of components. The bending of steering arms is not permitted under any circumstances. The steering ratio must remain as standard for the model. On models fitted with power steering as Standard it must be in full working order at all times.

5.12.3 CONSTRUCTION AND MATERIALS:

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

5.12.4 DIMENSIONS:

In Class C, tyre size and rim width are free subject to the combined wheel and tyre fitting under the wheel arch in accordance with relevant MSA Technical Regulations and tyre manufacturers recommendations. Maximum Wheel Diameter is: 17". In the case of 3.2 litre models 17" is the only permitted wheel size.

5.13 (C) TYRES

5.13.1 Specification

TOYO Proxes R888 (Compound 2G) will be the mandatory control tyre in 2011 Tyres for the 2011 season will have additional "ar" markings and must be ordered through Toyo's designated agent Tyres (South Shore) Ltd, Brun Grove, Marton, Blackpool FY1 6PG (Tel: 01253 761362)

5.13.2 Nominated Manufacturer: Toyo Tyre (UK) Ltd

5.13.3 Should other additional control tyre specifications become available, the Championship organisers reserve the right to permit their use.

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

The use of any heating / heat retention devices, tyre treatments and compounds is prohibited in either practice or

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the race.

5.14 (C) MINIMUM WEIGHT LIMIT

The following Minimum Weight limits inclusive of fully kitted driver have been set for 2011

Class C	All cars fitted with V6 24v engines	1270kg
	All cars fitted with V6 12v engines	1200kg

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 minimum weight limits during the season should they be deemed necessary. MSA Regulation [D 11.1.3] applies.

5.15 (C) FUEL TANK AND FUEL

5.15.1 TYPE OF FUEL TANK:

A replacement fuel tank may be fitted.

5.15.2 LOCATION OF THE FUEL TANK:

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

5.15.3 FUEL:

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

5.16 (C) SILENCING

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

5.17 (C) COMPETITION NUMBERS/DECALS

5.17.1 Positions - uniform number panels will be supplied to each competitor and must be positioned on each door. All cars will carry BRSCC, Alfa Romeo Championship Association & alfaracer.com decals on both sides of the car. A white or uniform number square (see MSA Regulation [J 4]) with forward facing number must appear on the bonnet. Also class identification letters (maximum height 10cm). on the windscreen and 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 Championship sponsors, as defined by the Championship organisers, must appear on the car in positions to be defined in a bulletin before the start of the season.

5.17.2 Suppliers – BRSCC and Alfa Romeo Championship Association

CLASS D (PRODUCTION up to 2000cc)

All Boxer engined cars up to 1712cc are permitted in this class plus any models (front or rear wheel drive) with 4 cylinder in line engines (8v, 16v and Twin Spark) that comply with the regulations. The Mito 1.4 TB will be catered for in Class D running to Class E Technical Regulations.

5.5 (D) CHASSIS

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

5.6 (D) BODYWORK

5.6.1 MODIFICATIONS PERMITTED

GENERAL:

Bodywork specification must remain standard.

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. However, proper racing instruments (rev counter, oil pressure gauge etc) may replace the originals, even if this entails removal of the speedometer. Heaters may be removed. An alternative steering wheel may be fitted. Commercially available (as opposed to custom built) FIA approved rollcages (OMP and Sparco) for models in the 145 and 146 model ranges are permitted even though their rear bars extend beyond the habitacle.

At no point must these 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.

A currently FIA homologated harness must be fitted

EXTERIOR:

All bonnet and boot hinges must remain standard but may be made quick release. The fitment of Alfa Romeo GB supplied body kits is permitted. Replicas of kits are permitted providing that their weight is the same as that of the original. All original glass must remain in place.

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

SILHOUETTE: Must remain Standard

GROUND CLEARANCE:

Cars must retain a minimum ground clearance of 4cm

5.6.2 MODIFICATIONS PROHIBITED

GENERAL:

Bodywork specification must remain standard.

INTERIOR: N/A

EXTERIOR:

Bumpers may not be removed.

SILHOUETTE: N/A

GROUND CLEARANCE:

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

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5.7 (D) ENGINES

5.7.1 PERMITTED MODIFICATIONS

Cylinder Block: Standard for the model (1747cc 16v Twin Spark Bore 83.4mm Stroke 80mm, 1712cc 16v Boxer 87mm x 72mm, 1712cc 8v Boxer 87mm x 72mm, 1590cc Boxer 84mm x 72mm, 1490cc Boxer engine - 84mm x 67.2mm, 1351cc Boxer engine 80mm x 67.2 mm 1962cc 8v Twin Spark engine 84mm x 88.5mm 1970cc 16v Twin Spark engine 83mm x 91mm) but may be bored to a maximum 0.6mm provided that the class capacity limit is not exceeded. Planing is permitted provided that the allowed compression ratio is respected.

Cylinder Head: Port dimensions are free within the limitations of Standard valves, valve seat dimensions (measured at the base of the valve seat insert 8v Boxer: max 35mm inlet, 28.5mm exhaust 16v Boxer: 28mm inlet 23mm exhaust: 2 litre 16v engines - inlet 31.00mm Exhaust 25mm) and gasket orifices. On cylinder heads using hydraulically operated valves all components must be Standard and the system must be used complete and not in part.

Compression Ratio: Standard for the engine type to be used - 8v Boxer maximum 9.5:1, 16v Boxer maximum 10:1, 8v/16v Straight Four Twin Spark maximum 10.5:1

Pistons, connecting rods and crankshaft must all be Standard and not machined, modified or lightened apart from boxer engine connecting rods which may be modified to accept a non standard connecting rod bolt but must remain Standard in every other way. Pistons, connecting rods and crankshaft may be balanced.

Bearings are free.

Flywheel must be Standard and not machined, modified or lightened but may be balanced (minimum weight 6.5kg + or - 50gr for balancing).

Camshafts, as below:

- a) All 8v Boxer engines - any camshaft fitted as Standard on production models using these engines.
- b) 33, 145/146 1.7 16v - camshafts fitted as Standard on these models.
- c) Twin Spark 16v - camshafts fitted as Standard on these models
- d) 105/116 series 4 cylinder engines may use 1.8 inlet cams or any standard Giulia or 116 Giulietta camshaft other than GTA.
- e) Other models eligible for Class D - Any Standard camshaft fitted as Standard on the model to be raced.

Camshafts must be completely standard in all respects. No machining or re-phasing of cam lobes is permitted under any circumstances.

Valves, valve springs, retainers and guides: Must be of standard specification for the model range. All 8v Alfasuds/33s/Sprints and Arnas may use 40mm inlet valves as Standard in the 33 "Green Cloverleaf". Camshaft timing is free and vernier or modified pulleys are permitted to obtain optimum settings.

Major engine components (including exhaust manifold) may be regarded as interchangeable within each model range provided that they are not from a version outside the capacity limit for the class. 1712cc 8v engines may be fitted to Alfasud Ti and 4 door models, Arna and 145/146. 1712cc 16v Boxer engines may be fitted to any 33 shell.

5.7.2 PROHIBITED MODIFICATIONS

Valves may not be re-profiled behind the valve seats. Re-phasing of the cam lobes is not permitted. The use of pistons of 1.7 16v Boxer engines in 1.7 8v engines is not permitted.

5.7.3 LOCATION:

The engine location and its mounting points must remain Standard for the model. Mounting rubbers must

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remain Standard.

5.7.4 COOLING SYSTEM:

A larger radiator may be fitted to assist cooling but must remain in the standard location. The fitting of an engine oil cooler is permitted within the periphery of the bodywork. A larger capacity baffled sump may be used in the interests of engine life.

5.7.5 INDUCTION SYSTEM:

Carburettor parts and fuel injection system parts may be changed provided that they fit the standard location without modification and that they have no influence on the amount of air admission. On fuel-injected 8v Boxer engines, the fuel injection system may be replaced by carburettors and manifolds that are Standard on other 8v Boxer engines in the Class. Where used, the standard fuel injection system must be retained in its entirety as the manufacturer envisaged (i.e. Bosch L. Jetronic). Including the standard airflow meter in its original location. Turbocharged engines are not permitted.

Maximum carburettor body size on all engines fitted to Giulia 105/116/Alfetta is 40mm. Maximum choke size 36mm.

On all cars, an air box or filter(s) must be fitted. The filter element may be removed where a standard air box is used. Standard air boxes may be modified internally, including ram-pipes. Construction of a non-standard air box to funnel additional air to the carburettors is not permitted.

No additional under-bonnet carburettor air ducting to carburettors or fuel injection air intakes is permitted.

5.7.6 EXHAUST SYSTEM:

The exhaust manifold must remain as standard. On the 33/Alfasud.Arna.145 and 146 Boxer the manifold is defined as that part between the cylinder head and the join to the single exhaust pipe. Exhaust systems beyond the manifold are free within limitations of 5.16 Any standard exhaust manifold is permitted on Boxer engines. 75 Twin Spark engines may be fitted with tubular exhaust manifolds.

5.7.7 IGNITION SYSTEM:

Must remain Standard. Vacuum advance mechanisms may be disabled. Ignition timing is free.

5.7.8 FUEL DELIVERY SYSTEM:

Electric fuel pumps are not permitted unless they are part of the standard specification for that model.

5.8 (D) SUSPENSION:

5.8.1 MODIFICATIONS PERMITTED:

Suspension must remain as standard subject to the following:

Shock absorbers are unrestricted provided that their type (telescopic) and number remain the same and that they 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.

Macpherson Strut top mounts are fully interchangeable with the 33/Alfasud/Sprint/Arna model ranges, provided that any top mount assembly is fitted in its entirety and remains as standard with no addition or removal of components, or substitution of components from another pattern of top mount. The only addition permitted is that spacers may be fitted directly under the damping element-retaining nut, provided that such spacers have no stiffening effect on the top mount.

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 coil springs have been shortened. These straps must 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. Powerflex/Superflex bushes may be used where the original bushes are unobtainable.

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Torsion Bars are free.

On 75/Alfetta/Giulietta 116 models - the front tie-bar bushes may be replaced by those of a harder material (Powerflex, Superflex etc)

On 145/146/155 the rear subframe mounting to the chassis/body shell may be stiffened. This can be achieved in any way so long as the position of the subframe relative to the chassis/body shell is not altered in any way and the original mounting points in the chassis/body shell are used.

Camber angles may not exceed 3 degrees negative with NO tolerance

Ride height is free subject to limitations of 5.6.2.

5.8.2 MODIFICATIONS PROHIBITED:

The Standard mounting points and position of suspension components to the chassis/body shell must be used and must not be altered from standard. All suspension bushes must be of Alfa Romeo manufacture where obtainable, otherwise Powerflex/Superflex bushes may be used. Roll bars and their mounting points must remain Standard. Remote reservoirs for shock absorber fluid are prohibited.

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

Strut braces that are not part of the roll cage are prohibited.

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

5.8.3 WHEELBASE AND TRACK:

Wheelbase dimensions must remain as standard. (Alfa 33 maximum 2475mm, Alfasud 2455mm, Alfasud Sprint 2465mm, Arna 2416mm, 75 Twin Spark 2510mm 145/146 2540mm 155/156 2595mm) Track is free provided that 5.6.1 is respected.

5.9 (D) TRANSMISSION:

5.9.1 MODIFICATIONS PERMITTED:

The transmission components must remain standard. However, they may be regarded as interchangeable within and between the models using 8v & 16v Boxer engines and within the 145/146/147/155/156 Twin Spark model ranges provided that the component in question does not derive from a model whose engine capacity exceeds the limit of the class in which the component is to be used, unless specifically permitted elsewhere in these Regulations.

5.9.2 MODIFICATIONS PROHIBITED:

Clutch: Pressure plate, driven plate and release bearing must remain Standard or be of a recognised Alfa Romeo pattern for the model(s) in question. Paddle plates, sintered materials, and racing clutches of all types are prohibited. The method of clutch actuation must not be altered in any way. However, in the interests of reliability 147/156 may use an uprated driven plate.

5.9.3 TRANSMISSION AND DRIVE RATIOS:

The choice of gearbox/final drive ratio combinations is free on all models provided that only standard components from each model range are used.

The use of a limited slip differential is not permitted. Differentials may not be shimmed beyond a level that will allow a driven wheel off the ground to be turned with 25 lb/ft torque applied. The use of Q2 Torsen type limited

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slip differentials is not permitted.

Traction control devices, mechanically or electronically activated, are not permitted.

Four-wheel drive systems are only permitted on those models in which they were fitted as original specification. No part of a four-wheel drive transmission is interchangeable between models or within a model range.

All cars must have a fully functioning reverse gear.

5.10 (D) ELECTRICS

5.10.1 EXTERIOR LIGHTING:

At least one headlamp on each side must be in working order. Rear lights, brake lights, and front and rear direction indicators must be in working order.

5.10.2 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].

5.10.3 BATTERY:

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

5.10.4 ALTERNATOR:

The alternator may not be removed and must remain as standard.

5.10.5 ELECTRONICS:

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

- a) Any such units must be freely available through normal retail channels and must remain unmodified from the manufacturer's specification.
- b) The Championship Organisers reserve the right to return any such unit to the manufacturer for verification.
- c) They must not be capable of performing any non-standard function other than recording of time and engine derived data. ALL components of any system used for any other purpose including sensors must be removed for official practice and the race.

5.11 (D) BRAKES

5.11.1 MODIFICATIONS PERMITTED:

Ventilated front discs are permitted on all models. On all Boxer engined models fitted with ventilated discs, the discs and callipers must be as fitted to the 1.7 33 16v and remain to the standard specification for that model.

33 Permanent 4 - discs and callipers must remain as standard front and rear.

145/146/147/155/156 Twin Spark - discs and callipers must remain as standard.

75 Twin Spark - Braking systems are free.

Brake lining material (pads) is free. Flexible hoses and brake pipes are free subject to limitations of MSA Technical Regulation [Q 19.5].

Brake ducts are permitted provided that they do not exceed 100 sq cm cross section area and that they do not extend beyond the plan view of the vehicle. Ducts, one per side, may penetrate lower front panels and front

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spoilers and in this respect 5.6.1 may be relaxed. Brake splash shields may be removed.

Brake limiting valves may be changed to a different type (and the original be removed) subject to the limitations of MSA Technical Regulations.

In Class D, those running inboard front brake models may use any ferrous metal brake disc provided that it fits the Standard inboard caliper without any modification and that it is not ventilated, grooved or slotted on the disc to pad contact area. Standard rear discs must be retained where inboard discs are fitted.

Alternatively, the 33 braking system may be used in its entirety on Alfasud / Sprint models (i.e. front outboard and rear drum). On cars fitted with ABS as standard, it may be removed or rendered permanently inoperative to the satisfaction of the Championship Eligibility Scrutineer.

5.11.2 MODIFICATIONS PROHIBITED:

Apart from those freedoms given in 5.11.1 the braking system must remain Standard both as regards components and location for the model.

5.12 (D) WHEELS AND STEERING

5.12.1 PERMITTED OPTIONS:

Wheel type is free. Wheel bolts may be replaced by studs.

5.12.2 PROHIBITED OPTIONS:

Steering must not be altered from standard specification as regards method and position / mounting points of components. The bending of steering arms is not permitted under any circumstances. Steering ratio must remain standard for the model. On boxer engined models fitted with power steering as Standard it may be removed.

5.12.3 CONSTRUCTION AND MATERIALS:

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

5.12.4 DIMENSIONS:

Maximum wheel diameter is 14" on Boxer engined cars, 15" on Twin Spark models up to 1750cc, 16" on all models over 1750cc. Maximum rim width up to 1750cc 6". Over 1750cc tyre size and rim width are free. All are subject to the combined wheel and tyre fitting under the wheelarch in accordance with relevant MSA Technical Regulations and tyre manufacturer's recommendations

5.13 (D) TYRES

5.13.1 Specification –Toyo Proxes R888 (Compound 2G) will be the mandatory control tyre in 2011. Tyres for the 2011 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)

5.13.2 Nominated Manufacturer: Toyo Tyre (UK) Ltd

5.13.3 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 practice or the race.

5.14 (D) MINIMUM WEIGHT LIMIT

The following MINIMUM WEIGHT LIMITS inclusive of fully kitted driver have been set for 2011:

Class D	GTV & Spider 16v Twin Spark	1150kg
	156 2.0 16v/155 2.0 16v/145 Cloverleaf/146 Ti/147 2.0	1150kg
	All 8v Twin Spark engined models	1030 kg

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All "single spark" models except Giulia 105	1030kg
Giulia 105/115 series	1010kg
145/146 1747cc 16v Twin Spark	930 kg
All 1712cc 16v Boxer engined cars	960 kg
145/146 1596cc 16v Twin Spark	910 kg
All 1712cc 8v Boxer engined cars	900 kg
All 1590cc 8v Boxer engined cars	890 kg
All 1490cc 8v Boxer engined cars	850 kg
All 1351cc Boxer engined cars	830 kg
Mito 1.4 TB	T.B.A

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

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

5.15 (D) FUEL TANK AND FUEL

5.15.1 TYPE OF FUEL TANK:

A replacement fuel tank may be fitted.

5.15.2 LOCATION OF THE FUEL TANK:

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

5.15.3 FUEL:

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

5.16(D) SILENCING

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

5.17(D) COMPETITION NUMBERS/DECALS

5.17.1 Positions - uniform number panels will be supplied to each competitor and must be positioned on each door. All cars will carry BRSCC, Alfa Romeo Championship Association & alfaracer.com decals on both sides of the car. A white or uniform number panel (see MSA Regulation [J 4]) with forward facing number must appear on the bonnet. Also class identification letters (maximum height 10cm) on the windscreen and rear side windows (as in 6.2.2). Failure to do so may incur the 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.

5.17.2 Suppliers – BRSCC & Alfa Romeo Championship Association

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CLASS E (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).

5.5 (E) CHASSIS

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

5.6 (E) BODYWORK

5.6.1 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.

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 removeable (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 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.

An alternative steering wheel may be fitted.

Airbag systems must be removed

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SILHOUETTE: Must remain Standard

GROUND CLEARANCE:

Cars must retain a minimum ground clearance of 4cm

5.6.2 MODIFICATIONS PROHIBITED

GENERAL:

Bodywork specification must remain standard.

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.

5.7 (E) ENGINES

5.7.1 PERMITTED MODIFICATIONS

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

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. Cam timing must remain as standard.

5.7.2 PROHIBITED MODIFICATIONS

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

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

The only machining allowed to the cylinder head (other than the minimum required to cut the valve seats) is that the cylinder head mating surface can be skimmed. The maximum compression ratio is 10.2 to 1 with no tolerance.

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

5.7.3 LOCATION:

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

5.7.4 COOLING SYSTEM:

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.

5.7.5 INDUCTION SYSTEM:

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

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

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

5.7.6 EXHAUST SYSTEM:

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

5.7.7 IGNITION SYSTEM:

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

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

No alternative or additional ECUs may be fitted.

The 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 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.

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Designated Rolling Road

BOB WATSON ENGINEERING,
Unit 4b, Hatch End Industries,
Middle Aston,
Near Bicester,
Oxon,
OX6 3PX
Tel: 01869-340814
Fax: 01869-340176

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

5.7.8 FUEL DELIVERY SYSTEM:

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

5.8(E) SUSPENSION

5.8.1 MODIFICATIONS PERMITTED

Suspension must remain as standard subject to the following:

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

Suspension anti-vibration dampers may be removed.

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

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.

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

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

Ride height is free subject to limitations of 5.6.2

5.8.2 MODIFICATIONS PROHIBITED

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

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

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

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Remote reservoirs for shock absorber fluid are prohibited.

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

Strut braces are prohibited.

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

5.8.3 WHEELBASE AND TRACK :

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

5.9 (E) TRANSMISSION

5.9.1 MODIFICATIONS PERMITTED:

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

5.9.2 MODIFICATIONS PROHIBITED:

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

5.9.3 TRANSMISSION AND DRIVE RATIOS

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

5.10(E) ELECTRICS

5.10.1 EXTERIOR LIGHTING:

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

5.10.2 REAR 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].

5.10.3 BATTERY:

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

5.10.4 ALTERNATOR:

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

5.10.5 ELECTRONICS:

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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.

5.11(E) BRAKES

5.11.1 MODIFICATIONS PERMITTED:

Brake discs, calipers and master cylinder must be of standard specification. 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.*

5.11.2 MODIFICATIONS PROHIBITED:

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

5.12 (E) WHEELS AND STEERING

5.12.1 PERMITTED OPTIONS:

Wheel type is free.

5.12.2 PROHIBITED OPTIONS:

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

5.12.3 CONSTRUCTION AND MATERIALS:

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

5.12.4 DIMENSIONS:

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

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5.13 (E) TYRES

5.13.1 Specification - TOYO Proxes R888 195/50 (Compound 2G) will be the mandatory control tyre in 2011. Tyres for the 2011 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)

5.13.2 Nominated Manufacturer: Toyo Tyres (UK) Ltd.

5.13.3 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.

5.14(E) MINIMUM WEIGHT LIMIT

The following MINIMUM WEIGHT LIMITS inclusive of fully kitted driver have been set for 2011 –

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 these regulations. D11.1 applies.

5.15(E) FUEL TANK AND FUEL

5.15.1 TYPE OF FUEL TANK

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

5.15.2 LOCATION OF THE FUEL TANK

The fuel tank must be in its original location.

5.15.3 FUEL:

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

5.16(E) SILENCING

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

5.17(E) COMPETITION NUMBERS / DECALS

5.17.1 Positions – uniform number panels will be supplied to each competitor and must be positioned on each door. All cars will carry BRSCC, Alfa Romeo Championship Association & alfaracer.com decals on both sides of the car. A white or uniform number square (see MSA Regulation [J 4]) with forward facing number must appear on the bonnet. Also coloured class identification letters(maximum height 10cm) on the windscreen and 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 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.

5.17.2 Suppliers – BRSCC and Alfa Romeo Championship Association

6. APPENDICES

6.1 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/MSJ.

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
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6.2 COMMERCIAL UNDERTAKINGS

6.2.1 TRADE SUPPORT:

6.2.2 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.

6.2.3 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 2011

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

CLASS A1

CLASS A2

CLASS B

CLASS C

CLASS D

CLASS E

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:

£110 if paid before

28th February 2011,

£130 thereafter.

Completed Registration Forms should be returned with a cheque made out to 'Alfa Romeo Championship Association' or just 'ARCA' to **Michael Lindsay, 97 High Street, Linton CB21 4JT.**

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