

BRSCC ALFASHOP ALFA ROMEO CHAMPIONSHIP

POSSIBLE CLASS CHANGES FOR 2010

Following recent meetings of the Championship Panel and many subsequent discussions by phone and e-mail we are able to announce various class change options for 2010. They follow this introduction. Strong emphasis has been placed throughout on the need to encourage the return of Modified class competitors who are at present "resting" while also pushing the further development of Classes C and E. It was generally agreed that the present Class B will disappear as it no longer serves the purpose for which it was originally designed. Class D would be slightly re-positioned to enable the introduction of the latest generation models such as the Mito.

Opinions have been expressed that the present single modified class does not offer sufficient encouragement to many competitors whose cars are totally outclassed by the quickest cars in the Championship. At the same time, we realise that the Modified class (or classes) in the Championship have always been an area in which technical innovation by competitors has been encouraged and is an element we do not wish to stifle. It is recognised that almost all the "quick" cars are the result of the efforts of their preparers who are almost always the same people who drive them. Thus it can be seen that the Panel has a tricky balancing act in making decisions and we know that we cannot please everyone the whole time. The main aim is to secure the future quality of Alfa racing at all levels. We consider that the "do nothing" option 1 is not viable.

With the current Class B discontinued from the end of this year, it is being suggested that the Modified category should once again be split into two or even three classes - Class A would cater for the more powerful cars and would include all supercharged, turbocharged and large capacity V6s. Option 2 also puts the over 1.8 normally aspirated boxer engined cars and the well developed 156s into this class. The issue of Superturismo models is still being considered but they are included in these proposals.

The new class B under option 2 would include boxer engined cars (8v and 16v) up to 1800cc, V6 24v up to 2500cc and V6 12v to 3000cc plus all diesel engined models.

Option 3 sees the 2 litre 16v Boxers and 156s moved into Class B.

Option 4 gives us more scope in that we would effectively be splitting the Class B shown in option 3 into two (B1 and B2). The result would, in theory, allow more drivers to compete for the championship although there is always the concern about numbers in each class. However, we feel that we are offering greater encouragement for people to come out and race and for those whose aim is still to win races or finish high up overall, that challenge still remains.

Classes C, D & E would remain basically unchanged although, looking to the future, we intend to allow new generation cars such as the Mito 1.4 to run in class D to what are effectively Class E regulations.

The Panel is also looking at incorporating a classic/historic invitation class where larger grid sizes permit, possibly three or four times a year.

We are hoping to hold a meeting for those involved in the Modified classes while we are at Brands Hatch over the weekend August 15/16 (probably on the Saturday afternoon). In the meantime we should be pleased to receive competitors' comments and it would be helpful if these could be directed to the Championship Co-ordinator, Michael Lindsay, on 01223-891219 or by e-mail unabated@tesco.net

Continued on page 2...

2010 CLASS OPTIONS

Option 1: Current class structure to remain unchanged.

Option 2: Split current Class A into two classes (A & B). Delete current class B.

A: All turbocharged and supercharged cars
Normally aspirated -
V6 24v over 2500cc
V6 12v over 3000cc
Boxer engined cars over 1800cc
In line 4 cylinder 16v (including 155/156 Superturismo/S2000)

B: V6 12v up to 3000cc
V6 24v up to 2500cc
Boxer engined cars up to 1800cc
In line 8v 4 cylinder (type 105/116 etc)
All diesel engined cars

Option 3: As Option 2 but moving over 1800 Boxer and in-line 4 cylinder 16v to new B.

A: All turbocharged and supercharged cars
Normally aspirated -
V6 24v over 2500cc
V6 12v over 3000cc
155/156 Superturismo/S2000

B: All Boxer engined cars (8v and 16v)
In line 4 cylinder 16v not including 155/156 Superturismo/S2000
In line 4 cylinder 8v (type 105/116 etc)
V6 24v up to 2500cc
V6 12v up to 3000cc
All diesel engined cars

Option 4: Modified three class structure. Delete current Class B

A: All turbocharged and supercharged cars
Normally aspirated -
V6 24v over 3200cc
V6 12v over 3000cc
155/156 Superturismo/S2000

B1: 16v Boxer engined cars
In line 4 cylinder 16v not including 155/156 Superturismo/S2000
V6 24v 2501 to 3200cc

B2: 8v Boxer engined cars
8v 4 cylinder engined cars (Giulia 105. Alfetta 116 etc)
V6 24v up to 2500cc
V6 12v up to 3000cc
All diesel engined cars

New generation turbo cars would be included as appropriate

Current classes C & E would remain unchanged
Class D would provide for introduction of 1.4 Mito (running to Class E rules)

Michael S. Lindsay

Championship Co-ordinator

4th August 2009