



Alfa Romeo Owner's Club National Competition Code

For Autocross and Time Trial



**ALFA ROMEO OWNERS CLUB
COMPETITION CODE**

SECTION I. GENERAL

A. PURPOSE. The purposes of this code are:

1. To establish minimum mandatory safety requirements for AROC National and Chapter events.
2. To establish a set of uniform recommended guidelines to assist chapters in running competition events.
3. To serve as a guide to AROC members who plan to participate in competition events.

B. APPLICABILITY

1. Section II "Minimum Mandatory Safety Requirements for AROC Events," shall be mandatory for all chapters at all events.
2. Section III, "Guidelines for AROC Events," shall be mandatory at AROC National Meeting events, and recommended for other Chapter events. If a non-national event is to be run by rules other than this Code, notice should be given in the event publicity. Entrants should have access to all applicable rules.
3. Each Chapter shall be responsible for full application of the requirements of the Code. Penalties will be assessed by National on any Chapter which fails to do so. The first event shall receive a reprimand. The Chapter charter will be REVOKED on a second offense.

C. DEFINITIONS

1. "National" means the organization of the Alfa Romeo Owners Club. These regulations are generated by the National Board of Directors.
2. "Competition Event" means any non-racing test of driving skill in which finishing position is determined solely by the ability to execute the course in the shortest time. This includes such events as hill climbs, autocrosses, time trials, slaloms and gymkhanas, as well as practice and training sessions for such events. Wheel-to-wheel racing is not covered by the National insurance policy and is not permitted under any circumstances.
Autocrosses on public streets are prohibited. Hill Climbs and similar events may take place on a public street or road with prior approval of the National Competition Chair and the AROC National President. The venue must be legally closed for the duration of the event and safely blocked off. Police protection to prevent entrance to the area by the general public may be required. A letter granting permission for the event must be secured from the governing body having authority over the road or street.
3. "Autocross" means a one car-at-a-time driving skill event, which involves driving around a course marked with suitable markers, for the fastest time. Speeds are such that the hazards encountered and the skills required do not substantially exceed those encountered in legal driving on public roads. In some areas these events are known as Solo II, slalom, asebring, or gymkhana. "Gimmick Autocross" means an autocross in which all-forward-motion driving skill is not the only factor involved.
4. "Time Trial" means a one-car-at-a-time driving skill event which involves speeds higher than usually encountered in normal driving. These are often held on a road-racing track using essentially the racing line. However, it is also possible to run an autocross on a racetrack, as long as sufficient care is exercised

to reduce the hazards. The difference between an autocross and a time trial is one of degrees. A time trial is a fast autocross which may require skills not normally required in legal highway driving. Similar events are called Solo I by SCCA.

5. "Course" means the area of the event which is closed to the public, and over which the entrants compete. "Course Area" means the area surrounding the course into which the public is not allowed. Only workers and entrants are allowed on the course and in the course area during competition.
6. "Marker, Cone, Bucket, and Pylon" mean items used to mark an autocross or time trial course. They are relatively light objects which will not damage a car which hits them and are placed along the edges of the intended route of travel during competition.
7. "Rallies" are not competition events under the definition of this Code, but individual event insurance for them is mandatory. (See Appendix V.)
8. "Insurance" refers to the liability policy provided by AROC, that provides for both National events and events held by local Chapters. Our current policy holder defines both "rallies" and competition events" in I.C. 2 above as moving car events and provides specific event coverage for them. See Appendix V, Insurance, for instructions for application.
9. A. Open cars – An open car is a convertible with or without a removable or retractable hardtop. Pop up roll bars, and roll bars following the contour of the seats are not roll bars in compliance with Appendix III. Open cars must have a roll bar in accordance with Appendix III.

B. Closed Cars – A closed car has a full roof structurally integrated with the body. The roof may have a sun roof, a targa top or t-tops, so long as the structure provides adequate roll over protection.
10. An Alfa must have an engine recognizable as having been manufactured by Alfa Romeo. Any vehicle not having an Alfa engine will run as a Non-Alfa.

SECTION II. MINIMUM MANDATORY SAFETY REQUIREMENTS FOR AROC EVENTS

A. ALL EVENTS

1. THIS Section shall apply to all AROC and Chapter sponsored events as minimum mandatory safety requirements.
2. The sponsoring Chapter shall name one person at each event to act as Event Safety Steward.
3. The Event Safety Steward shall be familiar with the requirements and recommendations of this Code, plus any other rules (such as local Council Codes) which may apply to the event. Also, the Steward shall be familiar with the insurance policy requirements.
4. a. The Event Safety Steward is responsible for seeing that the mandatory safety requirements and the insurance requirements for the event are met. The Steward has the authority and duty to stop an event for non-compliance with the safety and insurance requirements.

- b. Safety rules as outlined in the "Alfa Romeo National Competition Code, Section II, Minimum Mandatory Safety Requirements for AROC Events" are requirements at all competition events, both Local and National. The Event Steward and the National Competition Chair each have the authority to bar an individual from competition for non-compliance with the safety code. A competitor shall be given an opportunity to correct the infraction. If the competitor does not then come into compliance, he/she will be barred from the competition with no refund of entry fees.
5. It is a mandatory requirement of AROC that individual event insurance be carried for all moving car events. Coverage may be obtained under the AROC master policy, at extra cost to the event organizer. (See Appendix V.)
6. The Event Safety Steward shall fill out and sign the AROC COMPETITION SAFETY CHECKLIST (Appendix IV) immediately following an event. The completed form shall be filed with the Chapter president and Chapter Competition Chair for Chapter events, and with the AROC Competition Chair for National events.
 1. All driver entrants must have a valid, current automobile license from their state of residence. Any license or permit which requires another licensed driver in the car is not acceptable. Minor-aged drivers must be able to show that they have permission to operate the vehicle in the event. (See Minor Release and Waiver of Liability and Indemnity Agreement.)

B. AUTOCROSSES

Every entrant must meet all entry and safety standards of the AROC. These standards must include at least the following:

1. A technical inspection covering items of safety shall be conducted to high standards. It will include checks for:
 - 1.1 Suspension should be inspected for loose wheel bearings, tie rod ends and ball joints by moving the tire in and out at the top and at the front and rear. The steering wheel should be turned while watching for movement of the tire to detect slop in the steering. Any questionable results may be inspected further with the front wheels off the ground, or the car may be rejected for competition.
 - 1.2 The brake pedal should be tested for pedal height and firmness. The brake master cylinder should be inspected for fluid level, fluid cleanliness and leaks. The entrant should be asked about when the fluid was last changed and should be reminded that brake fluid attracts water and that water may cause the brakes to fade. The brake pads and flexible brake hoses may be inspected or the entrant quizzed about their condition. The stress and additional wear placed on brake components in competition should be explained to the entrant. Full or semi metallic brake pads are recommended.
 - 1.3 Fluid leaks (coolant, oil, brake fluid, etc).
 - 1.4 Loose objects in the trunk and interior.
 - 1.5 Safe condition and design of seat belts and crash helmets. Seat mounting and seat backs shall be inspected for loose mounts. Additional seat back support is strongly recommended.
 - 1.6 The battery should be securely mounted with metal brackets. The battery mount should not be rusted or otherwise damaged. Bungee cords are specifically prohibited for locating the battery. The positive battery cable should be taped or otherwise insulated to prevent short circuits.
 - 1.7 Competitors should be reminded that elevated tire pressures will prevent the tire from rolling off the rim and will improve steering response. Elevated tire pressures may or may not improve traction. By elevated tire pressures, we mean pressures in the range of from 35 to 40 pounds.

- 1.8 Firewalls, both front and rear and the floor of the passenger compartment shall have no holes through which fire, hot exhaust or liquids could pass. Small holes must be plugged with sheet metal, rubber plugs or other methods.
- 1.9 Non factory fuel and oil lines passing through the passenger compartment must be steel or braided stainless steel such as Aero Quip hose. Rubber fuel lines are specifically prohibited in the cockpit area.
- 1.10 Modifications to cross members, suspension components and other integral parts of the automobile must be inspected carefully. Such modifications may have been made by the owner or may be due to rust or collision damage to the automobile. The car must be structurally safe!
- 1.11 For Time Trial entries, the driver shall be seated in the car wearing his helmet. The roll bar **MUST** be above the top of the helmet as tested with a level or broomstick. All drivers of the vehicle shall be tested. This should be tested at tech inspection, by the pit marshal prior to entering the track and as observed by corner workers on track.
2. Seatbelts and helmets are required to be worn by all occupants in all cars at all times while in competition.
 - 2.1 Production seat belts are acceptable (three-point type in recent coupes and sedans, two-point in older cars and Spiders). Two shoulder belts shall not be worn in an open car which does not have a rollover bar extending above the driver's head, but must be worn in any car which does have a rollover bar meeting the requirements of Appendix III.
 - 2.2 Improved-design belts (competition belts) are highly recommended in all cars. Non-production belts must meet the minimum requirements in Appendix II.
 - 2.3 Crash helmet meeting the current or four previous Snell Foundation Standards for automobile or motorcycle use is required. At present that means Snell M or SA 85, 90, 95, 2000, or 2005 rating shall be worn. Helmets within the above age ranges meeting FIA Standard 8860-2004 or SFI Standard 31.1 may be used. The helmet must cover the driver's ears. Helmet shall not be damaged or visibly deteriorated.
3. Passengers may not be entrants in the event, unless they have completed all of their timed laps. Passengers must be properly belted, helmeted and protected by a roll bar, if any.
4. If parade laps are given for non-competitors or for course familiarization, such laps must be at speeds which would be legal if the course were a public road.
5. A rollover bar as specified in Appendix III is recommended in all cars, especially open cars.
6. Entrants under the age of 18 years must present a statement from one parent or guardian granting permission to compete. The insurance company's "Minor Release and Waiver of Liability and Indemnity Agreement" (Appendix V) shall be used for this purpose. In addition, a statement from the owner of the vehicle to be used must be presented, giving the entrant permission for such use. Each statement must either be notarized or witnessed by an event officer at or before the event. Both statements will be retained by the registrar.
7. All entrants, workers and others who have reason to enter the course area must sign the approved insurance waiver of liability. No person shall enter the course area either to work, to compete, or for any other purpose without first signing the waiver.
8. The AROC shall reserve the right of denying or of disqualifying or ejecting any entrant deemed unsafe or undesirable. Parents are responsible for children and may be asked to leave the area if children are not controlled. No unrestrained pets are allowed.
9. Anyone considered under the influence of alcohol or narcotics may not compete in the event. There shall be no use of alcohol or narcotics during the entire length of the event.
10. Adequate fire extinguishers will be provided at the course. Capacity will be at least 10 lbs. each of dry chemical type.

Page Revised May 2008

C. TIME TRIALS

Every entrant at a time trial must meet all of the above requirements for autocrosses, plus the following:

CARS AND DRIVERS

1. Under no conditions will fender-to-fender racing be tolerated. The number of cars on the course at one time shall be small enough and the spacing between cars wide enough, so that the cars will not run close enough together that one driver's mistake could affect another car. If one car should overtake another at any one point, the sponsoring club is responsible to insure that each driver understands the necessary procedure to insure absolute safety. If a pass is allowed, it must be under carefully controlled conditions during which neither car is competing with the other. In general, there must be an absolute minimum of passing, and then only with great caution. Any driver guilty of fender-to-fender racing will be black flagged immediately and ejected from the event.
2. All open cars must have a roll bar in accordance with Appendix III. Passengers, if any, must be protected by the roll bar.
3. Crash helmet meeting the current or two previous Snell Foundation Standards for automobile or motorcycle use is required. At present that means Snell M or SA 95, 2000 or 2005 rating shall be worn. Helmets within the above age ranges meeting FIA Standard 8860-2004 or SFI Standard 31.1 may be used. The helmet must cover the driver's ears. Helmet shall not be damaged or visibly deteriorated. Any helmet subject to a severe impact must have evidence in writing that the manufacturer has certified the helmet as safe, before it may be used again. It is recommended that helmets over 5 years old not be used due to shell deterioration.
4. Shatter-resistant eye cover (contact lenses are not included) is required in a closed car. Shatter-resistant goggles or a full face shield is required in open cars and is highly recommended for all vehicles. A full face shield is required in an open car with a modified or removed windshield.
5. A driver restraint system is required in accordance with Appendix II.
6. Clothing that extends from ankles, wrists, and neck, and is made of a non-synthetic material shall be worn. Cotton Levi's and a cotton long-sleeved shirt will satisfy the minimum requirements. However, Nomex material is recommended. Non-perforated gloves of leather or fireproof material are required.
7. Entrants under the age of 18 may be disallowed by insurance requirements.
8. Adequate practice time will be allowed for driver familiarization.
9. Cars will be separated on the course such that one driver's error cannot affect another driver. Drivers who knowingly violate rules in this area shall be ejected immediately.
10. Scatter shields are advised and required when a modified flywheel is used.

TRACK AND SAFETY CREW

11. A Course Chairman and a Starter shall be designated. These officials shall be responsible for the condition of the course. No car may enter the course without permission from one of them, or from an authorized substitute. Either the starter or a grid marshal shall make sure all vehicles have an inspection sticker, and that driver clothing, helmets, and seat belts are proper and fastened. Open cars must have a roll bar that is adequate and above the top of the driver's helmet. The roll bar must also be above the top of any passenger's helmet.

12. An Emergency Medical Technician (EMT) with suitable equipment, including a resuscitator, must be present at the track during all competition and practice. Note that a commercial ambulance crew will satisfy this requirement, but an ambulance is not required if other arrangements are made.
13. A pre-designated emergency vehicle must be present. It must be equipped to fight fires and to assist competition cars disabled on the track. It must be manned at all times and properly positioned for immediate access to the track. An example of an acceptable vehicle is a pickup truck equipped with extinguishers, respiration equipment, first aid gear, vehicle tow straps, and a large pry bar.
14. A large pry bar shall be included in the emergency safety equipment.
15. When the course is not visible in its entirety from a central point where event officials are located, a reliable communications system shall link the flagging stations with the officials at a central point.
16. Adequate flag crews must be provided to warn a driver of any potential dangerous condition, such as another car stopped on the track. This is especially important on blind corners. Before any cars are allowed on the track, course workers and drivers will be properly oriented to safety and flagging procedures.
17. Each corner worker station must be equipped with appropriate fire-fighting equipment and flags.
18. A drivers' meeting is mandatory before the first car enters the course. This meeting must cover running procedures, entering and leaving the course, flags and their meanings, passing procedure, and a description of any particularly tricky or hazardous parts of the course. Emergency procedures must be explained and event officials should be introduced.
19. It will be the driver's responsibility to note any drug sensitivities at registration on the form provided; this information will be kept in the emergency vehicle
20. The following flags are required:
 - 20.1 RED – Stop at Start-Finish or the nearest corner station, out of the traffic lane, and do not move until told to do so. The red flag can be displayed only upon command by the Chief Starter.
 - 20.2 STATIONARY YELLOW – Proceed with caution; do not pass.
 - 20.3 WAVING YELLOW – Proceed with utmost caution and be prepared to stop; do not pass.
 - 20.4 GREEN –Go; start a practice session or timed run. Will only be displayed by Chief Starter.
 - 20.5 YELLOW/RED STRIPED – Oil on the course beyond flag station; may also be used for water, anti-freeze, sand, or other surface hazard.
 - 20.6 BLUE/YELLOW DIAGONAL STRIPE – Watch your mirrors, another car may be trying to pass. Be prepared to let the other car pass in the next passing zone.
 - 20.7 BLACK – Proceed to Pit lane in back of Start/Finish.
 - 20.8 BLACK /ORANGE BALL -- Proceed to Black Flag Area at reduced speed because of mechanical problem.
 - 20.9 BLACK/WHITE CHECKERED – Your session is over; proceed to the pits.

SECTION III. RECOMMENDED GUIDELINES FOR AROC EVENTS

These guidelines shall be used at National Meeting events.

A. AUTOCROSSES

1. The classification system in Appendix I A should be used for National Convention autocross events. If the host chapter opts to use an alternate classification system, they must so notify all registered entrants for such event immediately by return mail.
2. Any rule or regulation affecting the conduct of the event which is not covered in this Code must be clearly posted in a conspicuous place. Verbal instructions should be avoided except in emergencies.
3. A representation of the course layout must be posted at least 30 minutes before the first run. It need not be to scale, but must fairly represent the direction of the course, including cone color code and start and finish procedures where applicable.
4. If possible, courses should be marked with red pylons on the right side and yellow pylons on the left. Also a chalk line or lime line on either side of the course helps drivers to follow the course.
5. All course markers must be clearly marked in the following manner:
 - 5.1 A strip or border will be placed around the pylon course marker. This stripe can best be made with paint, chalk, or duct tape.
 - 5.2 A marker will not count as hit unless it is knocked over or moved outside the border.
6. If possible, timing should be done with a system which has automatic starting and stopping. Accuracy should be at least 0.01 seconds.
7. One experienced non-entrant driver in a car of a type familiar to him must make safety runs as needed to insure a safe course before timed runs.
8. The number and classification of each car must be prominently displayed on each car. In the case of multiple drivers, it will be the responsibility of the drivers to make it clear to the starter which number applies.
9. There shall be a minimum of three runs per entrant if possible. The best single run shall be the basis for scoring, unless entrants are notified otherwise before the first run.
10. Whenever possible, a driver should be notified of course deviations which occur on his first run. This is particularly important when continuous laps are given.

11. Re-runs should be given for a lap in which there is a timing failure, a cone down, or a red flag displayed (except if the red flag is for a vehicle-related problem.). Re-runs will not normally be given for mechanical failure after the car has left the starting line. Entrants should be informed whether penalties from the original run will count against the re-run.
12. Each competitor in a class shall compete over the same course and under the same conditions (except for weather or other factors beyond the sponsoring club's control.).
13. The penalty schedule (seconds per pylon and seconds per gate) must be posted on the course map. A cone is considered moved if it comes to rest outside the border marked around the cone's position or if it is knocked over. A gate will be charged for any cone passed on the wrong side. Recommended penalties are two seconds per pylon and five seconds per missed gate. It is intended that a driver not be given a DNF or Did Not Finish result for missing a gate or other minor off course excursions. Start and finish pylons protecting timing equipment are obvious exceptions.
14. Unofficial times should be posted within 30 minutes after an entrant has run. Penalties should be posted when possible. Postings should include car number and class, and also name and vehicle if possible.
15. Courses should be laid out so that all normally accepted cars can negotiate the course without stopping or backing up; start lines and stop boxes excepted.
 - 15.1 All gates shall be a minimum of 15 feet wide, measured from the inside of the markers.
 - 15.2 Markers in a slalom (serpentine) shall be a minimum of 45 feet apart.
 - 15.3 Wherever possible, courses should be laid out a minimum of 50 feet from any solid object. Where this cannot be done, great care must be taken to avoid situations which are likely to result in damage, should a competitor slide off a corner or suffer a brake failure.
 - 15.4 Care should be taken that corners or straight-aways are not so located that a vehicle is likely to be headed toward spectators or other entrants in the event of a mishap.
 - 15.5 In all cases, bear in mind that the intent of an autocross is safe and competitive fun.
 - 15.6 Course design must allow a contestant to complete a timed run up to the finish timing lights with adequate braking distance afterward. The route of a finishing car must not be aimed toward obstacles, timing facilities or spectators and must allow for safe braking distance. If a "Stop Box" is used, it should be located sufficiently past the finish lights to allow safe braking to be accomplished after the timing light and come to a full stop without requiring locking the brakes.
16. No driver may enter an event for trophy or position more than once. If a driver is allowed to drive more than the usual number of runs, only the normal number shall be scored (except for authorized re-runs as noted above.) Fun runs and/or practice runs may be allowed at the sponsoring Chapter's discretion.
17. Results of a National Convention event must be mailed within 30 days of said National event to the AROC Competition Chair. The AROC Competition Chair will forward results to the Editor of the *Alfa Owner*. Results shall include the driver's name, type of car, and times and penalties for every run of every entrant.
18. An AROC member may enter a non-Alfa car with local Chapter permission. Alfas and non-Alfas will not compete for the same trophies. Non-Alfa automobiles are not eligible to receive a FTD or Fast Time of Day Trophy.
19. In all cases, the intent of these rules shall be the governing factor. The Competition Chair will issue written interpretations as needed upon receipt of a written request.

B. TIME TRIALS

All recommendations for the Autocrosses shall be met; plus, the requirements in Section II C, and the following:

1. It is recommended that each entrant mount an automotive BC fire extinguisher, of a 2 lb. minimum capacity, in the cockpit of the competing vehicle. Such extinguisher must be securely mounted to avoid becoming a projectile during a crash. Metal mounts are recommended.
2. The classification system in Appendix I should be used for National Convention time trial events. If the host Chapter opts to use an alternate classification system, they must so notify all registered entrants for such event immediately by return mail.

C. PROTESTS

Protests shall be made in writing to the Event Steward within 30 minutes of the last run in the class. If the parties to the protest are not satisfied with the decision of the Event Steward, the protest may be submitted to the National Competition Chair, whose decision is final. Only matters directly covered by this Code may be protested to National. If a protest involves the possibility of extra runs, such runs shall be given, pending the outcome of the protest, unless the sponsoring Chapter deems it unsafe.

**ALFA ROMEO OWNERS CLUB
COMPETITION CODE**

APPENDIX I – TIME TRIAL CLASSIFICATION

A. CLASSES – CLASS POINTS

| | | | |
|---|------------|---|------------------------------|
| A | 246 – plus | H | 140 – 149 |
| B | 226 – 245 | I | 130 – 139 |
| C | 201 – 225 | J | 129 – or less |
| D | 186 – 200 | N | Non-Alfa |
| E | 171 – 185 | X | Formula or S/R under 1300 cc |
| F | 161 – 170 | Z | Formula or S/R over 1300 cc |
| G | 150 – 160 | | |

B. CLASS POINTS = Basic Model Points + Modification Points

- C. BASIC MODEL POINTS (factory stock condition). When two numbers are given (i.e. 155/153) the second number is for the alternate model listed. Models given are as sold in the USA unless (Euro) is indicated.

Interchange, updating and backdating of parts within different models of Alfas is allowed if, and only if, both the model providing the part and the model receiving it are listed on the same line with the same number of base points, below. Alfas with automatic transmissions may deduct 4 points from the base listing.

| MODEL | STOCK CAM POINTS | TOTAL BASIC MODEL POINTS |
|--|--|-----------------------------------|
| ----- | | |
| 8C Competizione | Not yet classified, Suggested Points are 201 | |
| 164 Q / 164LS | 6 | 185/178 |
| 164 S | 8 | 180 |
| 164 (base) & 164L | 6 | 172 |
| Milano 2.5 / 3.0 | 6 | 172/177 |
| GTV6-2.5 / (3.42 diff, '82 & '83) | 6 | 178/175 |
| 2600 Montreal (Euro) | -- | 185 |
| 2600 Sprint / Spider | -- | 130/128 |
| 2600 Saloon | -- | 128 |
| 1900C (1951) | -- | 131 |
| 1900 Saloon (1950) | -- | 130 |
| 2000 GTV / Spider ('72-'74 model excluding mags) | 5 | 163/161 |
| 2000 Spider ('82 model on, including mags) | 5 | 158 |
| 2000 Spider ('75-'81, excluding mags) | 5 | 154 |
| 2000 Alfetta GT | 5 | 153 |
| 2000 Alfetta GT ('76 Calif) | 5 | 150 |

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| MODEL | STOCK CAM POINTS | TOTAL BASIC MODEL POINTS |
|--|------------------------|-----------------------------------|
| 2000 Alfetta Sedan | 5 | 148 |
| 2000 Alfetta Sedan ('76 Calif) | 5 | 145 |
| 2000 Berlina | 5 | 146 |
| 2000 Spider (1958) | -- | 113 |
| 1750 GTV / Spider | 6 | 157/155 |
| 1750 Berlina | 6 | 140 |
| 1600 GTZ-1 | 10 | 186 |
| 1600 GTA Stradale (Euro) | 6 | 175 |
| 1600 T.I. Super (Euro) | 10 | 156 |
| 1600 Jr. Zagato (Euro) | 6 | 152 |
| 1600 Sprint GT & GTV / Spider Duetto (105 chassis) | 6 | 150/148 |
| 1600 Sprint & Speciale / Spider Veloce (101 chassis) | 10 | 150/148 |
| 1600 Sprint / Spider (101 chassis) | 3 | 134/132 |
| 1600 Giulia Super / Giulia GS4R Zagato | 6 | 133 |
| 1600 Giulia T.I. | 3 | 128 |
| 1300 GTA Stradale (Euro) | 6 | 172 |
| 1300 Sprint Zagato (Euro) | 9 | 156 |
| 1300 Alfa Sud (Euro) | -- | 150 |
| 1300 Junior Zagato (Euro) | 6 | 145 |
| 1300 GT Jr./Duetto Jr. (Euro) | 6 | 143/141 |
| 1300 Sprint Speciale | 9 | 139 |
| 1300 Sprint Veloce / Spider Veloce | 9 | 136/134 |
| 1300 Sprint / Spider | 0 | 118/116 |
| 1300 Giulietta T.I. | 0 | 109 |

D. MODIFICATION POINTS Add for deviations from factory stock.

| MODIFICATION | POINTS |
|--|--------|
| Dual carbs in place of single | 7 |
| Dual twin chokes in lieu of Spica Fuel injection | 2 |
| Velocity stacks | 1 |
| Modified Spica Fuel Injection Pump | 2 |
| Modified or Substituted EFI Air Flow Meter | 2 |
| Modified or Substituted EFI Computer | 2 |
| Modified resistance values of sensors feeding EFI | 1 |
| Aftermarket Programmable Fuel Injection Systems | 7 |
| Maximum addition for change in induction system is 7 points. | |
| Radiator fan removed or altered | 1 |

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| MODIFICATION | POINTS |
|--|--------------------------|
| Head surface milled more than .025 inch | 5 |
| Head air passages ported and/or polished | 5 |
| Intake manifold ported and/or polished | 1 |
| Oversize valves | 4 |
| Twin Plug GTA Head | 15 |
| Until classified, use above for late European Twin Spark 2000 Head. | |
| 60 degree valve angle head | 10 |
| 4 valve 60 degree head | 20 |
| Supercharging/Turbocharging | 25 |
| Turbocharger inter cooler | 5 |
| High compression pistons | 5 |
| Increased displacement | 1/100cc |
| Catalytic converter removed or gutted | 2 |
| Cast iron exhaust manifold (pre 1975 and post 1989) replaced with tubular headers | 5 |
| Stock exhaust manifold replaced with a different cast iron manifold | 2 |
| Stock exhaust manifold replaced with tubular headers | 7 |
| Open exhaust | 4 |
| Non-stock gearbox ratios or gear added | 3 |
| Limited slip added or differential locked | 5 |
| Non-stock ring and pinion ratio | 3 |
| Larger or smaller diameter wheels than stock | No modification points |
| Wheel rims – Wider than Stock | 1 per half inch increase |
| Street tires – decrease in tire aspect ratio from stock (Thus a change from 70 > 60 series is 2 points) (a change from 70 > 50 series is 4 points) | 1 per 5 point change |
| DOT tires, tread wear rating < 100 (Plus aspect ratio change) | 10 |
| Racing tires (non-DOT) (no points for aspect ratio change) The maximum points for any change in tire fitment will be 16. | 16 |
| Track more than 2 inches over stock | 3 |
| Non-stock springs, front | 3 |
| Non-stock torsion bars | 1 |
| Non-stock springs, rear | 3 |
| Modified anti-sway bar | 3 |
| Modified or added anti-sway bar, rear | 3 |
| Non-stock shock absorbers | 1 |
| Adjustable non-stock shock absorbers | 3 |
| Negative camber | 2 |
| Sliding block, Panhard rod, or Watts linkage | 4 |
| Car lowered more than 1.5 inches from stock ride height | 4 |
| Windshield removed | 8 |
| Bumper removed | 1/end |
| Impact bumper removed ('75 on) | 2/end |
| Stock front seat removed, if car not gutted (racing driver's seat is free) | 1/seat |
| Gutted interior | 4 |
| Lightweight body panels: hood, door, fender, plastic windows | 1 each |
| Aerodynamic device (front or rear spoiler, etc.) | 2 each |
| Nitrous oxide | 8 |

(Continued on next page)

CAMSHAFTS: Add the difference between the stock cam points and points for the installed cam.

| <u>Part Number</u> | <u>Lift/Name</u> | <u>Points</u> |
|--------------------|-------------------------------|---------------|
| 101-00-03-200-00 | 8.6 | 0 |
| 105-02-03-200-00 | 9.1 | 3 |
| 105-20-03-200-00 | 9.6 2000 USA/Variable | 5/6 |
| 105-02-03-200-01 | 9.5 Normale | 6 |
| 105-48-03-200-01 | 10.1 European | 8 |
| 115-01-13-200-32 | 11.0 Autodelta Fuel Injection | 9 |
| 101-06-03-200-01 | 9.0 Veloce | 9 |
| 101-21-03-200-00 | 9.5 Veloce | 10 |
| 101-21-03-200-01 | 10.0 Racing | 14 |
| 105-32-03-200-99 | 10.6 Racing | 16 |
| Unknown Alfa | 11.0 Racing | 18 |

For other non-factory cams, submit specs to the Competition Chair who will assess points.

NOTE: Each car's point total will be posted at the event and in the published results. Determination of the correct class is the sole responsibility of the entrant. HOWEVER, it is expected that the entrant will be honest and cooperative; if not, the Event Steward may place the entrant in Class A.

**ALFA ROMEO OWNERS CLUB
COMPETITION CODE**

APPENDIX 1 A – AUTOCROSS CLASSIFICATION

A. CLASSES – CLASS POINTS

| | | | |
|---|------------|---|----------------------------------|
| A | 221 – plus | H | 140 – 149 |
| B | 209 – 220 | I | 130 – 139 |
| C | 197 – 208 | J | 129 – or less |
| D | 184 – 196 | N | Non-Alfa, stock production |
| E | 171 – 183 | O | Non-Alfa, modified over 1600 cc |
| F | 161 – 170 | U | Non-Alfa, modified under 1600 cc |
| G | 150 – 160 | X | All open wheel and sports racing |

B. CLASS POINTS = Basic Model Points + Modification Points

- C. BASIC MODEL POINTS (factory stock condition). When two numbers are given (i.e. 155/153) the second number is for the alternate model listed. Models given are as sold in the USA unless (Euro) is indicated. Interchange, updating and backdating of parts within different models of Alfas is allowed if, and only if, both the model providing the part and the model receiving it are listed on the same line with the same number of base points, below. Alfas with automatic transmissions may deduct 4 points from the base listing.

| MODEL | STOCK CAM POINTS | TOTAL BASIC MODEL POINTS |
|---|--|-----------------------------------|
| 8C Competizione | Not yet classified, Suggested Points are 201 | |
| 164 Q / 164LS | 6 | 172/165 |
| 164 S | 8 | 169 |
| 164 (base) & 164L | 6 | 161 |
| Milano 2.5 / 3.0 | 6 | 161/165 |
| GTV6 2.5-Calloway Twin Turbo | 6 | 173 |
| GTV6 2.5 / (3.42 diff. '82 & '83) | 6 | 165/162 |
| 2600 Montreal (Euro) | --- | 155 |
| 2600 Spider / Sprint | --- | 130/128 |
| 2600 Saloon | --- | 128 |
| 1900 C (1951) | --- | 131 |
| 1900 Saloon (1950) | --- | 130 |
| 2000 GTV / Spider ('72—'74 models excluding mags) | 5 | 163/161 |
| 2000 Spider ('82 model on including mags) | 5 | 158 |
| 2000 Spider ('75-'81 excluding mags) | 5 | 155 |
| 2000 Alfetta GT / ('76 Calif.) | 5 | 158/155 |
| 2000 Alfetta Sedan / ('76 Calif) | 5 | 152/151 |
| 2000 Berlina | 5 | 146 |
| 2000 Spider (1958) | --- | 130 |
| 1750 GTV / Spider | 6 | 157/155 |
| 1750 Berlina | 6 | 143 |

(Continued on next page)

| MODEL | STOCK CAM POINTS | TOTAL BASIC MODEL POINTS |
|--|------------------------|-----------------------------------|
| 1600 GTZ-1 | 10 | 176 |
| 1600 GTA Stradale (Euro) | 6 | 170 |
| 1600 T.I. Super (Euro) | 10 | 144 |
| 1600 Jr. Zagato (Euro) | 6 | 152 |
| 1600 Sprint GT & GTV / Spider Duetto (105 chassis) | 6 | 152/150 |
| 1600 Sprint Speciale / Spider Veloce (101 chassis) | 10 | 145/143 |
| 1600 Sprint / Spider (101 chassis) | 3 | 142/140 |
| 1600 Giulia Super / Giulia GS4R Zagato | 6 | 140 |
| 1600 Giulia T.I. | 3 | 136 |
| 1300 GTA Stradale (Euro) | 6 | 168 |
| 1300 Sprint Zagato (Euro) | 9 | 149 |
| 1300 Alfa Sud (Euro) | --- | 150 |
| 1300 Junior Zagato (Euro) | 6 | 148 |
| 1300 GT Jr./Duetto Jr. (Euro) | 6 | 147/145 |
| 1300 Sprint Speciale | 9 | 138 |
| 1300 Sprint Veloce / Spider Veloce | 9 | 139/137 |
| 1300 Sprint/Spider | 0 | 135/133 |
| 1300 Giulietta T.I. | 0 | 128 |

D. MODIFICATION POINTS: Add for deviations from factory stock.

| MODIFICATION | POINTS |
|--|---------|
| Dual carbs in place of single | 3 |
| Dual twin chokes in lieu of Spica Fuel Injection | 1 |
| Modified Spica Fuel Injection Pump | 1 |
| Modified or Substituted EFI Air Flow Meter | 1 |
| Modified or Substituted EFI Computer | 1 |
| Aftermarket Programmable Fuel Injection Systems | 4 |
| Maximum addition for change in induction system is 4 points. | |
| Head milled more than .025 inch | 1 |
| Head air passages ported and/or polished | 3 |
| Oversize valves | 1 |
| Twin-plug head | 3 |
| Until classified, use above for late European Twin Spark 2000 Head | |
| 60 degree valve angle head | 2 |
| 4 valve 60 degree head | 4 |
| Supercharging/ Turbocharging | 8 |
| Turbocharger inter cooler added | 1 |
| High compression pistons | 2 |
| Increased displacement | 1/100cc |
| Cast iron exhaust manifold replaced with tubular headers | 1 |
| Open exhaust | 2 |

(Continued on next page)

| MODIFICATION | POINTS |
|---|--------------------------|
| Non-stock gearbox ratios, or gear added | 2 |
| Limited slip added or differential locked | 3 |
| Non-stock ring and pinion ratio | 2 |
| Larger or smaller diameter wheels than stock | No modification points |
| Wheel rims – Wider than Stock | 1 per half inch increase |
| Street tires – decrease in tire aspect ratio from stock (Thus a change from 70 > 60 series is 2 points) (a change from 70 > 50 series is 4 points) | 1 per 5 point change |
| DOT tires, tread wear rating < 100 (Plus aspect ratio change) | 7 |
| Racing tires (non-DOT) (no points for aspect ratio change) The maximum points for any change in tire fitment will be 12. | 12 |
| Non-stock or added brake calipers | 2 |
| Track more than 2 inches over stock | 1 |
| Non-stock springs or torsion bars, front | 4 |
| Non-stock springs, rear | 2 |
| Modified anti-sway bar, front | 4 |
| Modified or added anti-sway bar, rear | 2 |
| Non-stock shock absorbers | 1 |
| Adjustable non-stock shock absorbers | 3 |
| Negative camber | 2 |
| Sliding block, Panhard rod, or Watts linkage | 2 |
| Car lowered more than 1.5 inches from stock ride height | 4 |
| Windshield removed | 2 |
| Impact bumper removed ('75 on) | 1/end |
| Stock front seat removed, if car not gutted (racing driver's seat requires roll bar in compliance with Appendix III) | 1/seat |
| Gutted interior | 3 |
| Lightweight body panels: hood, door, fender, plastic windows | 1 each |
| Vehicle lightened | 1/50 lb. |
| Nitrous oxide | 4 |

(Continued on next page)

CAMSHAFTS: Add the difference between the stock cam points and points for the installed cam.

| <u>Part Number</u> | <u>Lift/Name</u> | <u>Points</u> |
|--------------------|-------------------------------|---------------|
| 101-00-03-200-00 | 8.6 | 0 |
| 105-02-03-200-00 | 9.1 | 3 |
| 102-20-03-200-00 | 9.6 2000 USA/Variable | 5/6 |
| 105-02-03-200-01 | 9.5 Normale | 6 |
| 105-48-03-200-01 | 10.1 European | 8 |
| 115-01-13-200-32 | 11.0 Autodelta Fuel Injection | 9 |
| 101-06-03-200-01 | 9.0 Veloce | 9 |
| 101-21-03-200-00 | 9.5 Veloce | 10 |
| 101-21-03-200-01 | 10.0 Racing | 14 |
| 105-32-03-200-99 | 10.6 Racing | 16 |
| Unknown Alfa | 11.0 Racing | 18 |

For other non-factory cams, submit specs to the Competition Chair who will assess points.

NOTE: Each car's point total will be posted at the event and in the published results. Determination of the correct class is the sole responsibility of the entrant. HOWEVER, it is expected that the entrant will be honest and cooperative; if not, the Event Steward may place the entrant in Class A.

**ALFA ROMEO OWNERS CLUB
COMPETITION CODE**

APPENDIX II – SEAT BELTS AND SEAT BELT MOUNTING

The following is based on information obtained by crash testing research and is presented as an aid in using the safest type belts.

The standard production belts in late-model Alfas are a very effective means of reducing injury in an impact. For the purpose of the Code, they are considered the minimum adequate restraint system for Solo II or Autocross events. Because of the roll-over hazard, two shoulder belts shall not be worn in an open car which does not have a roll-over bar.

Minimum adequate restraint systems for time trials (Solo I) are as follows:

1. Standard production equipment 3-point seat belts are adequate in vehicles in which they were originally installed.
2. Standard production equipment 2-point seat belts are not acceptable and must be replaced by the 5-point competition belts described below, or an original 3-point belt with structurally sound attachments. The 5-point system is strongly recommended.

Time trial entrants are strongly advised to install a competition grade system. There are a number of “competition” belts on the market which are excellent if properly mounted. However, they may be less safe than stock belts if improperly mounted, and may, in fact, cause severe injuries. Therefore, the driver restraint system shall be composed of:

1. Three-inch competition lap belts securely mounted to a frame member or a body panel, which has been adequately reinforced with a spreader plate. The stock seat-belt points are adequate.
2. Two-inch competition shoulder harness that is mounted on the roll bar, floor, or other area having adequate structural bracing, with a large washer to spread the load. The shoulder harness should be mounted behind the driver and above a line drawn from the shoulder point at an angle of 40 degrees with the horizontal. Separate shoulder straps are strongly recommended over the “Y” type.
3. An anti-submarine belt is required, since competition-type belts can otherwise cause severe injury due to the lap belt being pulled upward by the shoulder harness. The anti-sub belt shall be mounted to the car structure similar to the shoulder harness mount.

**ALFA ROMEO OWNERS CLUB
COMPETITION CODE**

APPENDIX III -- ROLL BARS

For competition in Time Trials,
all Open Cars as defined on page 2, are required
to have a roll bar meeting the requirements below:

A. BASIC DESIGN CONSIDERATION:

1. The basic purpose of a roll bar is to protect the driver and any passengers in case the vehicle rolls over. This purpose should not be forgotten.
2. The top of the roll bar shall not be below the top of the driver's helmet when the driver is in the normal seated position.
3. The two vertical members forming the sides of the hoop shall not be less than fifteen inches apart; inside dimension. The roll bar vertical members on formula cars must not be less than fifteen inches apart; inside dimension, at their attachment points to the uppermost main chassis member.
4. An inspection hole of at least 3/16 inch diameter must be drilled in a non-critical area of a roll bar member to facilitate checking wall thickness. This should be at least three inches from any weld or bend.
5. A head restraint is strongly recommended to prevent whiplash and to prevent the driver's head from striking the underside of the main hoop.

B. MATERIAL:

1. The roll bar hoop and any braces must be of seamless, ERW, or DOM mild steel tubing. Chrome alloy tubing such as 4130 is not recommended since the strength of the area adjacent to welds will be impaired if the structure is not normalized, and since welds are difficult on these alloys.
2. The size of the tubing to be used shall be determined on the basis of the weight of the car. The following minimum sizes are required:

| <u>WEIGHT</u> | <u>MATERIAL</u> | <u>MINIMUM TUBING SIZES</u> |
|-----------------|-----------------|-----------------------------|
| Over 2700 lbs. | Mild steel | 2.00 OD X 0.120 wall |
| | Alloy steel | 1.75 OD X 0.120 wall |
| 1500-2700 lbs. | Mild steel | 1.75 OD X 0.120 wall |
| | Alloy steel | 1.50 OD X 0.120 wall |
| Under 1500 lbs. | Mild steel | 1.50 OD X 0.120 wall |
| | Alloy steel | 1.50 OD X 0.090 wall |

Cars having full roll cages have reduced tubing requirements. Cars over 2700 lbs. will use the 1500 – 2700 lb. requirements above, and cars under 2700 lbs. will use the 1500 lb. requirements above.

C. FABRICATION:

1. One continuous length of tubing must be used for the hoop member, with smooth continuous bends and no evidence of crimping or wall failure.
2. All welding must be of the highest quality, with full penetration, and will be subject to very critical inspection. Arc welding, particularly heliarc, should be used wherever possible.

D. BRACING:

1. It is recommended that braces be of the same size tubing as the bar itself.
2. All roll bars must be braced in a fore-and-aft direction with the braces attached within the top one-third of the roll hoop, and at an angle of at least 30 degrees from the vertical. Two braces are required for full-width hoops.
3. Full-width hoops must incorporate a diagonal lateral brace to prevent lateral distortion, typically from the top of one side of the hoop to the bottom of the other side of the hoop.

E. MOUNTING PLATES:

1. Roll bars and braces must be attached to the frame or the floor of the car whenever possible. Mounting plates must be used to spread the load. The plates may be welded or bolted with appropriate backup plates.
2. In the case of cars with unitized or frame-less construction, mounting plates must be used to secure the roll bar to the floor of the car. The important consideration is that the load be distributed over as large an area as possible. If bolted, a back-up plate of equal size and thickness must be used on the opposite side of the panel with the plates through-bolted together. There shall be a minimum of three bolts per mounting plate if bolted. Bolts must be grade 5 or better and 5/16 inch minimum diameter.

F. REMOVABLE ROLL BARS:

Removable roll bars and braces must be very carefully designed and constructed to be at least as strong as a permanent installation. If one tube fits inside another to facilitate removal, the removable portion must bottom out on the permanent mounting, and at least two bolts must be used to secure each such joint. The telescopic section must be at least 8 inches long.

**ALFA ROMEO OWNERS CLUB
COMPETITION CODE**

APPENDIX IV -- AROC COMPETITION SAFETY CHECK LIST

This check list is designed to help you check that you have complied with the safety procedures defined in the AROC Competition Code and the procedures required by the Board of Directors.

CHAPTER: _____

EVENT TYPE: _____ DATE: _____

NAME AND SIGNATURE OF SAFETY STEWARD: _____

_____ PHONE: _____

- 1. Insurance application sent in, certificate received? _____
- 2. Insurance waivers available? Signed by all participants? Minors? _____
- 3. Classification system – AROC or other approved classes? _____
- 4. Technical Inspection per Section II.B.1? _____
- 5. Seatbelt/helmet check at start line? _____
- 6. Roll bars in open cars per Appendix III (Time Trials)? _____
- 7. Eye protection per Section II.C.4 (Time Trials)? _____
- 8. Driver restraints per Appendix II (Time Trials)? _____
- 9. Course control – passing, entry, and exit (Time Trials)? _____
- 10. Ambulance or EMT present per Section II.C.12 (Time Trials)? _____
- 11. Emergency vehicle per Section II.C.13 (Time Trials)? _____
- 12. Fire equipment at corner stations per Section II.C.17 (Time Trials)? _____
- 13. Pry bar available per Section II.C.14 (Time Trials)? _____
- 14. Communications systems per Section II.C.15 (Time Trials)? _____
- 15. Drug sensitivities on registration forms (Time Trials)? _____
- 16. Flag at stations per Section II.C.20 (Time Trials)? _____
- 17. Driver’s meeting held per Section II.C.18 (Time Trials)? _____

**ALFA ROMEO OWNERS CLUB
COMPETITION CODE**

APPENDIX V – EVENT INSURANCE

AROC carries insurance covering National and Chapter events. The policy covers non-moving events (social and business meeting, concours, etc.), as well as moving car events in two categories: non-competitive (tours, caravans, rallies) and competitive events (time trials, hill climbs, autocrosses, slaloms, gymkhanas). The AROC policy covers all non-moving events automatically, at no charge to the Chapters. Non-competitive events are covered at no charge, but the form must be sent in if a Certificate of Insurance is needed. For all competitive events held the premium is \$175.00. The event form must be sent in with the check to Naughton Insurance, Inc., with a copy to the AROC National office. Waivers must be signed by all in attendance at any moving car event.

The AROC umbrella policy provides a \$1,000,000.00 combined single limit, bodily injury and property damage coverage on Club operations. If you hold a track event which requires more coverage, you should purchase your insurance coverage under the track's umbrella policy. Most tracks have policies which contain a provision for single event sports car clubs. The rates are typically higher than ours, but the coverage is for several million dollars. For those Chapters which run an event at a track or site which does not offer an umbrella policy, contact Naughton Insurance for a quote if higher coverage is required.

It should be noted that our coverage applies to "non-spectator" moving car events, i.e. events which are not advertised to the general public to attend, advertising to "participants," such as other car clubs, is O.K.

It is a mandatory requirement of AROC that Chapters obtain insurance coverage for all competition events, and adhere to the AROC Competition Code and any other requirements imposed by the insurance policy under which the event is covered. To obtain insurance under the AROC umbrella policy, send the Competitive Event Insurance Order Form (See page 23) and appropriate payment, postmarked at least one day prior to the event, to:

NAUGHTON INSURANCE, INC.
1365 Wampanoag Trail
P.O. Box 6192
Providence, RI 02940
Phone: 401-433-4000
FAX: 401-433-5460

In order to obtain a Certificate of Insurance prior to an event, the form and appropriate payment must be sent in at least 3 weeks in advance.

For background information, the hierarchy of average liability to be expected in the event of a catastrophic accident at an event is as follows:

1. The driver who has the accident. His personal automotive liability insurance may not cover a competitive situation adequately, or at all.
2. The owner of the property on which the accident occurs. If a track, it could be held liable for an unsafe condition. If the property is not designed for competitive purposes, the owner might still be held liable, because the event was held with his permission. Public streets are not held liable, so this level does not apply to rallies and tours.
3. The Chapter may be held liable as organizer of the event. The Chapter is incorporated, so the officers and individuals responsible for the event should not be held liable. **THIS IS WHY WE REQUIRE CHAPTERS TO CERTIFY THEIR INCORPORATION:** to protect individual members from liability in a law suit.
4. National AROC may be held liable as the sanctioning overbody, at a Nationally sanctioned event (which has a signed contract) such as an AROC National or Regional event. AROC is incorporated, so the officers and individual members should not be held liable.

All those judged liable, in the above sequence, can lose all of their assets, which is why insurance coverage is so important.

EVENT INSURANCE ORDER FORM

ALFA ROMEO OWNERS CLUB PO Box 12340 Kansas City, MO 64116

Mail Completed form with payment as necessary to:
NAUGHTON INSURANCE, INC., 1365 Wampanoag Trail P.O. Box 6192 Providence RI 02940

IMPORTANT NOTE: A competitive order form must be submitted for EACH EVENT, prior to the event, in order to validate Insurance Coverage for the event. Failure to comply will result in NO INSURANCE coverage for your competitive event. (Please complete all information. Type or print LEGIBLY)

1. NAME OF CHAPTER: _____

ADDRESS: _____

2. DATE OF THIS EVENT: _____

3. TYPE OF EVENT: _____ Autocross, Trial, Gymkhana, Slalom (\$175) _____ Rally, Tour, Caravan _____ Other (describe)

NOTE: If event canceled, mail notification within 24 hours to Naughton & AROC

4. LOCATION OF THIS EVENT:

Name of Site: _____

Address: _____

City, State, Zip: _____

5. CERTIFICATE OF INSURANCE NEEDED: _____ YES _____ NO

NOTE: You will be sent a receipt card acknowledging your order form. Your club has been issued a Certificate of Insurance covering the entire policy period for your use as evidence of insurance. The Certificate shows that "owners of premises" used to conduct Insured events are automatically included as Additional Named Insureds on the AROC policy. You may copy this certificate to give a copy to landowners as evidence of your insurance. Therefore, it is only necessary to request a specific Certificate of Insurance for a particular event in cases where the Landowner requires you to specifically list him by name.

6. ADDITIONAL NAMED INSUREDS REQUIRED FOR THIS EVENT (complete only if Certificate has been requested)

A. _____

B. _____

C. _____

7. NAME, ADDRESS AND PHONE NUMBER (daytime phone) OF PERSON COMPLETING THIS FORM:

Name: _____

Address: _____

City: _____ State: _____ Zip: _____ Phone: (_____) _____ - _____

NOTE: Receipt card for this event (and certificate, if requested) will be returned to this person.

THIS FORM MUST BE POSTMARKED AT LEAST ONE DAY PRIOR TO THE EVENT TO WHICH THIS ORDER PERTAINS to have your event Liability Insurance in effect and valid. If no payment is required, you may fax the form to Naughton Insurance, Inc. Phone calls to order event insurance are not necessary as coverage can only be effected and validated by evidence of postmark or fax confirmation at least one day before the event date.

IF YOU NEED A CERTIFICATE OF INSURANCE FOR THIS EVENT PRIOR TO THE EVENT, you should mail your order at least three weeks in advance to assure receipt of the Certificate in time.

MAIL FORM AND CHECK FOR \$175 (if needed) TO: Naughton Insurance, Inc., FAX # (401) 433-5460, PHONE # (401) 433-4000

NAUGHTON ACKNOWLEDGMENT (Return copy to ordering Chapter)

Date Received _____

Signature _____

MAIL COPY OF FORM TO: AROC PO Box 12340 Kansas City, MO 64116

**ALFA ROMEO OWNERS CLUB
COMPETITION CODE**

APPENDIX VI – TIME TRIAL TOURING EVENT

This appendix presents guidelines for a “Touring” event, a low pressure introductory program of non-competition driving for time trials. The goal of this program is the introduction of new and inexperienced drivers to time trialing by allowing them to drive in a tightly controlled, reduced-speed environment. The nature of this program permits drivers to run on the race track with street-equipped cars. This event is not a competition driving school.

This program can be conducted during gaps in the time trial program, by scheduling the “station wagon” rides before the first time trial practice, the ground school during the early portion of time trial practice, and the track session during the lunch break and after timed runs. Participants may be given rides as passengers in time trial cars during regular practice sessions, providing all safety provisions are met. A nominal fee may be charged for this program, if event finances are a consideration.

The following conditions must be met prior to allowing an entrant to participate in a touring event:

1. The entrant must complete an entry form and sign all applicable waivers.
2. The entrant’s car must pass a technical inspection, with primary emphasis on adequate tire tread, brake pad thickness, and brake feel, battery mounting, no fluid leaks, and no loose objects in the car.
3. Seat belts are required in all cars, and must be worn by all occupants when on the track.
4. Roll bars are not required, even in open cars.
5. A helmet must be worn by all occupants of all cars when on the track.
6. A ground school shall be conducted by a knowledgeable driver to provide information for the touring participants on high-speed track and highway driving. Such subjects as driving the “line” in a corner, apex selection, track safety, meaning of the flags, passing or being passed, event procedures, and how to recover from driving errors are suggested.

The following conditions must be met during the conduct of the touring event on the track:

1. The touring entrants should be divided into groups of not more than 10 and preferable 4 cars each. It may be useful to establish groups of “faster” and “slower” drivers or cars, within the scope of the reduced speed of the event.
2. Each touring group shall at all times be led single-file by an instructor. The instructor shall maintain a speed such that all members of the group can keep in sight.
3. There shall be no passing except when the participant following the instructor pulls out of line, slows down, and resumes position at the end of the group. This process allows all participants to follow the instructor for at least one lap.

Page Revised Oct. 1996

4. Course workers are not required at the corners, but course control should be maintained at a central point, for communications with the instructors and to prevent the entry of unauthorized cars on the track during the touring event. Emergency equipment should not be necessary for this program.

The following recommendations will enhance the experience for the participants:

1. Provide a few laps with a knowledgeable driver at reduced speed in a “station wagon” vehicle, or in a competition car with full safety equipment, in order for the touring participants to experience the correct driving line.
2. Assign the touring participants to work corners during the time trial to provide them the opportunity to observe high-speed driving and the driving line from a close but safe location.

KEEPING YOUR NATIONAL COMPETITION CODE UP-TO-DATE

| <u>Page Number</u> | <u>Revised Date</u> |
|---|----------------------------|
| Cover Page | Jan 2010 |
| 1 | May 2008 |
| 2 | Jan 2010 |
| 3 | April 2005 |
| 4 | Jan 2010 |
| 5 | May 2008 |
| 6 | May 2008 |
| 7 | June 1997 |
| 8 | Jan 2010 |
| 9 | April 2000 |
| 10 | April 2000 |
| 11 | March 2001 |
| 12 | April 2002 |
| 13 | Jan 2010 |
| 14 | Oct 1996 |
| 15 | March 2001 |
| 16 | April 2002 |
| 17 | Jan 2010 |
| 18 | Oct. 1996 |
| 19 | Oct 1996 |
| 20 | July 2004 |
| 21 | Oct. 1996 |
| 22 | Oct 1996 |
| 23 | Jan 2010 |
| 24 | Jan 2010 |
| 25 | Oct. 1996 |
| 26 | Oct. 1996 |
| 27 | Jan 2010 |
| Release and Waiver of Liability and Indemnity Agreement (1/88) | Oct. 1996 |
| Minor Release and Waiver of Liability and Indemnity Agreement (N-8-91) | Oct. 1996 |