

ALFA ROMEO TROFEO SERIES RULES 2010 – 2011

Preamble

The Alfa Romeo Trofeo Series is intended to promote friendly, competitive, and relatively affordable motor racing, using Alfa Romeo cars. Modifications will be limited in some classes, to ensure that all competing cars are of similar specification, so that all competing drivers have an equal opportunity to win the series.

General

All cars must be smartly maintained and presented. All cars must comply with the requirements of the organizers of the individual race meetings and MSNZ Schedule A or AA .
Cars must be made available for eligibility inspection as required.

The Alfa Romeo Trofeo Series Committee should proceed with promotion and/or sponsorship opportunities, including expenditure necessary to co-sponsor or fund promotional aids from funds held, in accordance with the wishes of registered drivers reached in the General Business section of the Annual General Meeting. Guidelines should be presented for ratification at the next AGM.

Trophies & Prizes

A Trophy shall be presented to the winner of each class as well as the overall winner based on total points obtained. Prizes will be presented as available to the Most Improved Driver & the Most Consistent Driver. Trophies & prizes will be awarded at a special function / dinner at the conclusion of the season.

Aim

To promote a race series by the Alfa Romeo Owners Club of NZ (Inc) for its members with the aim of friendly, competitive and affordable motor racing.

Title

The name of the series shall be "Alfa Romeo Trofeo Series"

Jurisdiction

The series shall be run under the MSNZ Handbook and these rules.

Entry

Entry is open to all members of the Alfa Romeo Owners Club of NZ (Inc) with eligible vehicles. A registration fee is payable per year to enter the series. The registration fee will be set each year at the annual meeting. The competitor will be responsible for all race fees. Trofeo Series is not responsible for individual entry acceptance for any event.

Eligible Cars

Alfa Romeo cars that comply with the Vehicle Specifications are eligible. Any questions regarding vehicle eligibility or specification shall be decided by the committee. Initial eligibility inspections will be arranged by the Eligibility Officer or Chairman.

Determination of Series

Trofeo Class : Semi modified Alfa Romeo cars

Veloce Class : Alfa Romeo cars up to 3200cc with modified brakes, suspension and engine.

Bodywork and trim remain standard

GT Junior class: Alfa Romeo cars with modified bodywork, brakes and suspension and interior, with standard specification engine.

GTA Class : Open class for Alfa Romeo cars

A minimum of 3 cars will be required to constitute a class

Series Structure

The series will run from the start of September to the end of June of the following year. The races for the coming season will be selected by the organizing committee. The series should consist of 7 or more race meetings. A race meeting may consist of a number of races, the first two being Trofeo points races. Competitors may race within races arranged by the club hosting the meeting. Special races need not be organized. At the conclusion of each race in the series, points will be awarded per class to each driver in accordance with the following scale ; 20, 15, 12, 10, 8, 6, 4, 3, 2, 1 for 1st to 10th places respectively. 5 points will be awarded for each competitor who enters a

series race meeting excluding cancelled meetings. Where a race meeting is cancelled without a points race being started, then the meeting will be considered void and not counted as part of the Trofeo series.

To be eligible for any series points or awards an entrant or driver must have entered the series and complied completely with all the rules prior to the race. The Chairman & Secretary will deduct Series points from a driver for any unsportsmanlike behaviour. Competitors not adhering to the aims of our rules, this includes intimidation of another competitor or officials, will receive one written warning from the Committee. If another such incident occurs they will be excluded from the series for a minimum of 12 months from the date of the incident occurring.

Handicap series:

Where possible a third race will be run at our series venues, this will be Handicap reverse Grid, to count for points for an additional overall handicap trophy. All Trofeo Classes will compete for the same trophy. Points awarded will be the same as drivers finish position, overall winner will be least points. Non participants will receive maximum points plus 1 for the race concerned.

Finances

The series shall be financially independent of the Alfa Romeo Owners Club. Funds will be used to purchase trophies and prizes, and pay for administration costs. The Secretary shall look after all funds, keep records of all money transactions and present a financial report for the Trofeo AGM.

Series identification and sponsorship

All cars entered in the series must carry a Trofeo Series windscreen banner decal of the appropriate class colour for the car. The windscreen banner may be changed from time to time by the committee to reflect sponsorship arrangements and to provide consistent class and series identification.

To facilitate any sponsorship arrangements that may be in place from time to time, as a condition of series entry and acceptance into the Trofeo grid at any race meeting, competing vehicles must carry a sponsor's decal on the windscreen banner individual drivers may elect to carry additional decals if they wish to support the sponsor by doing so.

Entry to Trofeo Grid by invitation

The Committee may, in its discretion, accept into the Trofeo grid at any race meeting, on an invitational basis and on such conditions as they see fit to impose, cars or drivers either not entered in the series, or otherwise ineligible to compete under these rules. Drivers competing on an invitational basis cannot score series or handicap points and will take priority behind eligible series entrants. No expectations concerning its exercise arise from the existence of this discretion.

Annual Meeting

The annual general meeting (AGM) of the Alfa Romeo Trofeo Series is to be held at the end of the season. The rules and the associated vehicle specification may only be altered at the annual general meeting (AGM) if a minimum of 60% of the registered competitors/committee members present are in favour. This includes proxy votes. Voters present who abstain are not counted. The Alfa Romeo Trofeo Series rules or actions may not contravene the rules of the Alfa Romeo Owners Club of NZ Inc. The Secretary must receive in writing, any proposed rule change & nomination for the organizing committee at least 21 days before the AGM. No nominations from the floor will be accepted at the AGM where a written nomination has been received for a specific position. The Secretary will advise all members of all remits & nominations received within the specified time.

Organisation

A committee of 6 shall be elected at the Annual General Meeting (AGM) forming the Trofeo Committee. Nominations may be made for Chairman, Secretary, Eligibility Officer or roles may be assigned by the committee at the first committee meeting following the AGM.

Co-Chairman/Treasurer : Wendy Metcalfe 09 575 6072 / 021 423 234

Co-Chairman: Chris Browne 09 378 4117 / 021 617007

Secretary/Eligibility : Brian Todd 09 575 9976 / 027 5701080

Points/Eligibility : Max van Maanen 027 442 7336

Sponsorship/Promotion/Liaison 'The Motorsport Club' : :Mark Rantin 09 575 6072 / 021 899 636
Points/Handicap/Website Updates: David Frith 09 8389987/021 655 111

Trofeo Class Rules 2010-2011

Specification

For semi-modified Alfa Romeos conforming to the current MSNZ handbook, and the following specifications. For class identification each car must have a Trofeo class series banner decal.

Safety

Compulsory homologated roll cage, MSNZ approved race seat and minimum 4 point harness must be fitted.

Novice drivers must display 3 stripes 25mm wide by 300mm long on the top R/H corner of the rear window, after participating in 4 series race meetings the stripes may be removed.

Bodywork

Bodywork must remain absolutely standard, with all interior and exterior trim fitted. Trim must be appropriate for the year and model. Interior and exterior modifications to the body shell by adding or removing material or using alternative materials is not permitted. Aerodynamic modifications are not permitted. The original driver's seat may be replaced with a recognized competition seat. Competition seat belts must be fitted. Homologated roll cage must be fitted. The passenger's seat may be replaced with a racing seat and full harness seatbelt

Engine & Transmission

The engine must be an Alfa Romeo engine, up to a maximum capacity of 1712cc. 16 valve engines are not permitted.

All fuel injected engines and eight valve 1712cc engines.

Must remain standard in all aspects including induction. An engine oil cooler or oil/water heat exchanger may be fitted provided that it remains within the bodywork. The exhaust may be modified to allow for inboard brakes. Rebores are permitted to a maximum of 0.7 mm and aftermarket pistons may be used so long as they do not increase the compression ratio from standard.

All carburetted 1490cc or 1600cc engines

Components of the engine must be standard. Rebores are permitted to a maximum of 0.7 mm and aftermarket pistons may be used so long as they do not increase the compression ratio from standard. Balancing of components is permitted. Porting of the heads is permissible. Camshafts are free to a maximum of 10.0 mm lift and 292 degrees duration. Carburettors up to 40mm for the above engine can be used and re-jetting is permitted. The air induction system to the carburettors may be modified. An oil cooler is permitted provided that it remains within the bodywork. Exhaust system is free. Exhaust modifications must be fitted with muffler(s) to Warrant of Fitness standard and must comply with any local race track noise limits. Any other optional performance and/or after market, modifications and equipment is not permitted. i.e. NO modifications may be made.

Transmission.

The transmission must be a standard Alfa Romeo, no modifications may be made.

Suspension

The suspension must remain standard although spring and damper rates may be changed. Standard Alfa 33 front suspension components, hubs and drive shafts may be fitted to allow fitment of standard Alfa 33 front brakes. Anti-roll bars front and rear are free. Rubber suspension bushes may be replaced with another material. Alternative joints are not permitted.

Brakes

Standard Alfa tandem setup must be retained. Disc pad materials are free. A mechanically or hydraulically actuated handbrake can be used on the back wheels for safety reasons. The original inboard front calipers must be used for inboard applications but can be modified with removal of handbrake set up. Vented front rotors are permitted as long as they are the same diameter as original rotors. Vehicles originally fitted with inboard front brakes may be converted

to outboard front brakes using standard components from the Alfa 33. Rear brake bias valve can be modified, relocated, or replaced with an appropriate alternative. Brakes must operate on all four wheels Brake air ducting is permitted; the ducting may not protrude beyond the bodywork and must not alter the bodywork/trim.

Wheels & Tyres

Standard Alfa Romeo wheels must be used. Wheels & tyres must fit within the bodywork. Tyres must be New Zealand road legal to a maximum section size of 185mm and a minimum aspect ratio of 60. The Michelin TRX metric rim & tyre (190/55/340) is permitted. Re-treaded tyres are not permitted.

Fuel to be Used

Only normal pump fuel may be used.

Veloce Class Rules for 2010 – 2011

The Spirit of the Veloce Class

To provide a competitive class which allows modifications to the engine, brakes and suspension with exterior and interior bodywork remaining standard.

Specifications

For Modified Alfa Romeo cars up to 3200cc. All cars must comply with Schedule A for scrutineering, and must comply with the specifications below For class identification each car must have a Veloce class series banner decal.

Bodywork

Must remain standard with all interior and exterior trim fitted, appropriate for the model concerned, except headlining and carpet may be removed. Aerodynamic modifications or additions are not permitted. Passenger seat may be replaced with a competition seat. Bumpers must be fitted except for 105 series cars. Tow hooks must be fitted. Fibreglass boot lid or bonnet permitted but must be of similar weight to original components.

Engine

Must be Alfa Romeo and can only be changed from one variant to another within that car's model code. (with 901 and 902; and 905 and 907 series cars regarded as single model codes Turbo and supercharging not permitted unless it is a standard factory fitment for that model and remains unmodified. All other modifications are otherwise free.

Chassis

Chassis must remain standard Addition of stiffening material and components is permitted. Minor modification to inner guards permitted to provide clearance for carburettors and air filters.

Transmission/Differential

Clutch/Pressure plate free. Transmission must be Alfa Romeo and have the same amount of ratios as standard. Standard gear shift mechanisms and driveline components must be retained. Differential must be Alfa Romeo, limited slip/locked permitted and ratios can be changed within the manufacturer's range.

Suspension

Original materials, connections, style and location must be retained but may be modified, providing it still performs its original function. Springs, dampers, bush materials and top mounts are free. Additional components may be fitted as required providing in all cases the standard type of suspension and chassis mounting points are retained. Additional chassis mounting points may be used if required.

Brakes

Alfa Romeo master cylinder must be used. Handbrake to operate if tandem master cylinder not fitted. Brake air ducting must not protrude beyond the bodywork. Proportioning valve may be fitted. Otherwise free.

Wheels

Wheels must fall within the bodywork. Wheel width must not exceed 7 inches and wheel diameter must fall within the manufacturer's specs. for the model concerned.

Tyres

Must be treaded and legal for road use. Must not exceed 205mm for width, unless a greater width was fitted by the manufacturer for the model concerned. Aspect ratio is limited to 50% minimum, unless lower aspect ratio was manufacturer fitted for the model concerned.

Glazing

Window glass must remain standard. Front door window operating mechanisms must be retained and must be operable.

Safety

Compulsory homologated roll cage with minimum of at least one side intrusion bar each side. A race seat and harness complying with Schedule A must be fitted.

Novice drivers must display 3 stripes 25mm wide by 300mm long on the top R/H corner of the rear window, after participating in 4 series race meetings the stripes may be removed.

GT Junior Class Rules 2009 – 2010

The Spirit of the GT Junior Class

To provide an affordable and competitive class which allows people to modify and improve race cars without too many restrictions while still retaining the car's original appearance.

Specifications

Cars must conform to current MSNZ Handbook Schedule A, and the following specifications.

Please note where the word "FREE" is used it means to schedule A.

For class identification each car must have a GT Junior class series banner decal.

Safety

Compulsory homologated roll cage with minimum of at least one side intrusion bar each side (two intrusion bars if lightweight doors fitted). MSNZ approved race seat and minimum 4 point harness must be fitted.

Novice drivers must display 3 stripes 25mm wide by 300mm long on the top R/H corner of the rear window, after participating in 4 series race meetings the stripes may be removed.

Glazing

All glazing other than windscreen may be substituted with alternative transparent material, driver's side window must have an opening to allow for external hand signals. It is strongly recommended that rear screens be 5mm thick.

Exterior

Overall original appearance must be retained with trim being retained. Replicas are permitted but must be from Alfa Romeo race cars and correct in all aspects. Common production body kits, (e.g. Zender/Trofeo/GTAM), minor wheel arch flares, and front spoilers are permitted providing they were original specification on that model range. Only standard design rear spoilers are permitted. Undertrays not permitted. Bumpers may be removed when not forming part of the body shape. Head lights can be substituted with covers or mesh. Doors, bonnet, boot, nose cones, rear panels and mudguard skins can be made of composite materials, but they must be the same shape as the original. Interior framework of doors/bonnet/boot can be lightened. The vehicle shall be smartly maintained and presented in a finished state.

Interior

Front passenger seat must be fitted; if passengers are carried it must be of approved type this includes belts. Dashboard, door trims and side panels to be similar to original, and must be fitted.

Chassis

The body must remain original with only the following exceptions. Minor alterations for stiffening, lightening of non-structural areas and to facilitate safety items, are permitted. Boot floor may be modified to accommodate a fuel cell. All changes must follow sound engineering practices.

Battery may be relocated.

Engine

Must be an unmodified Alfa Romeo engine and can be changed between models. Configuration and number of cylinders are to remain as originally fitted for any production variant of that model. Turbo and supercharging are permitted only if original and factory fitted for the particular engine and vehicle combination. Turbo/superchargers, wastegates, intercoolers and blow-off valves to remain standard.

Intake and fuel system

The standard unmodified Electronic Control System (ECU) for the engine must be used. Also throttle bodies, carburetor chokes, and butterflies, air flow meters, fuel injectors and fuel pressure regulators to remain standard for the engine used.

Gearbox

Must be Alfa Romeo and may be exchanged within the same model range

Exhaust & Clutch

Free

Differential

Must retain original location and type; (Live/independent), otherwise free.

Suspension

Must be of the original design and material type for that model and perform its original function using original mounting points. (Including factory/works modifications) Additional chassis mounting points may be used if required. Otherwise free.

Brakes & Wheels

Free

Tyres

Must be New Zealand road legal with a minimum aspect ratio of 50% unless the manufacturer originally specified a lower aspect ratio for that model

Fuel

Only normal pump fuel may be used.

GTA Class Rules 2009 - 2010

The Spirit of the GTA Class

To provide a competitive class which allows people to modify and improve race cars without too many restrictions while still retaining the car's original appearance.

Specifications

Cars must conform to current MSNZ Handbook Schedule A, and the following specifications.

Please note where the word "FREE" is used it means to schedule A.

For class identification each car must have a GTA class series banner decal.

Safety

Compulsory homologated roll cage with minimum of at least one side intrusion bar each side (two intrusion bars if lightweight doors fitted). MSNZ approved race seat and harness must be fitted.

Glazing

All glazing other than windscreen may be substituted with alternative transparent material, driver's side window must have an opening to allow for external hand signals. It is strongly recommended that rear screens be 5mm thick.

Exterior

Overall original appearance must be retained with trim being retained. Replicas are permitted but must be from Alfa Romeo race cars and correct in all aspects. Common production body kits, (e.g. Zender/Trofeo/GTAM), minor wheel arch flares, and front spoilers are permitted providing they are visibly suitable for the period style of the car. Only standard design rear spoilers are permitted. Bumpers may be removed when not forming part of the body shape. Head lights can be substituted with covers or mesh. Doors, bonnet, boot, nose cones, rear panels and mudguard skins can be made of composite materials, but they must be the same shape as the original. Interior framework of doors/bonnet/boot can be lightened. The vehicle shall be smartly maintained and presented in a finished state.

Interior

Front passenger seat must be fitted; if passengers are carried it must be of approved type this includes belts. Dashboard, door trims and side panels to be similar to original, and must be fitted.

Chassis

The body must remain original with only the following exceptions. Minor alterations for stiffening, lightening and to facilitate safety items, are permitted. Boot floor may be replaced with suitable rigid material and can also be modified to accommodate fuel cell. Front inner guards may be modified to accommodate engine auxiliaries (e.g. cooler, carbs, waterpump etc.). Transmission

tunnel may be modified to allow for replacement gearbox or diff only. All of the above must follow sound engineering practices.

Engine

Must be Alfa Romeo and can be changed between models. Configuration and number of cylinders are to remain as originally fitted for any production variant of that model. Turbo and supercharging is only permitted if it was original or factory fitted. All other modifications are otherwise free.

Exhaust, Clutch & Gearbox

Free

Differential

Must retain original location and type; (Live/independent), otherwise free.

Suspension

Must be of the original style for that model and perform its original function using original mounting points. Additional chassis mounting points may be used if required. Otherwise free.

Brakes & Wheels

Free

Tyres

Must be New Zealand road legal with a minimum aspect ratio of 50%.

Fuel

Pump gas or race/avgas.