



2010
Sporting & Technical
Regulations

Promoted by



1 SPORTING REGULATIONS - GENERAL

1.1 Title and Jurisdiction:

The **PIRELLI FERRARI *formula classic*** is a Series of races organised and administered by the Ferrari Owners' Club [FOC].

1.2 Officials:

Series Co-ordinator: Mrs Anne Swift, Chevy Chase, 145B Leeds Road, SELBY, North Yorkshire YO8 4JH Tel: 01757-702 053 Fax: 01757-290 547
E-mail: annemswift@btinternet.com

Licensed Eligibility Scrutineer: John May, 21 Rogers Close, Elsworth, Cambridgeshire CB23 4JJ Tel: 07786-493828 (mobile) Tel: 01954-267 354
E-mail: jmay322680@aol.com

1.3 Competitor Eligibility:

Entry to the 2010 Series will be by invitation of the FOC. Drivers and Entrant/Drivers must be fully paid up members of the FOC, be registered for the Series, and be in possession of a valid MSA Competition Licence (Racing) of minimum National B status. For the overseas races the minimum grade of licence is National A.

The FOC reserves the right to refuse to issue an invitation and/or accept the registration of an applicant without necessarily providing any reason for such refusal.

1.4 Registration and Entries:

Applicants must submit a fully completed Registration form (forms available from the Series Co-ordinator) together with the Registration Fee. Following approval, an invitation will be issued on behalf of the FOC.

The Registration Fee for the series will be £175.00 which will include subscription to the Club's competition newsletter.

Registered competitors will be given a permanent competition number which they will retain for all races in the Series.

Entry forms for each race in the series will be sent to all registered competitors by the Series Co-ordinator. Competitors are responsible for submitting correct and complete entries to the Organising Club by the closing date as stipulated on the form.

1.5 Awards:

Awards will be presented to the first three competitors in each of the Groups at each race in the Series, subject to a minimum number of entries.

1.6 Rounds:

The programme of events will be published following finalisation of agreements with race organisers.

2 SPORTING REGULATIONS, RACE and JUDICIAL PROCEDURES

2.1 Starts

The start shall be a standing start with a grid in 2 x 2 formation.

2.2 Driving Standards

In pursuit of the encouragement of high driving standards and respect for other competitors, the Series Co-ordinator may instruct any competitor to provide a written account of any incident or occurrence where it is considered there may have been (a) a breach of driving standards and/or (b) behaviour either on or off the track such as to bring the Club or the Series into disrepute and/or (c) any other breach of these Regulations.

In the event of any damage sustained during the competition, regardless of how it may have been caused, and following examination by the Eligibility Scrutineer, he will notify the Series Co-ordinator and a written account of the occurrence will be provided by the relevant competitor(s).

Any competitor the subject of a request to provide an incident report shall respond in writing within 7 days of that request.

Following an enquiry into any alleged breach of these Regulations the Series Co-ordinator may be required to issue a written Warning to that competitor that he/she may be placed under observation by the Clerk of the Course for the following two events in which the competitor takes part. More than one Warning may be issued at any one time in instances of misconduct or breach of these Regulations.

Any competitor who receives more than one written Warning during the season may be placed under observation for the remainder of the season.

In circumstances where a penalty is deemed appropriate, the following penalties may be applied:

- (i) Exclusion from the results.
- (ii) Withdrawal of the invitation to take part in one or more subsequent rounds of the Series with immediate effect.
- (iii) In certain circumstances the competitor may be referred to a specified ARDS certified race school to satisfactorily complete a course specially devised by the FOC in conjunction with that school and at the competitor's expense.

3 TECHNICAL REGULATIONS

Introduction

In the following Technical Regulations, it should be clearly understood that if the following texts do not clearly say you can you should work on the principle that you can not.

The words "standard" and "original" shall mean in accordance in all respects (whether to shape, size, material, manner of construction or otherwise) with the Manufacturer's recognised specification for the tipo or item of which the expression is used.

By registering for the Series competitors shall be deemed to have complete knowledge of the Regulations and to have accepted them in full. Vehicles must comply with these Regulations at all times and conform to the previously approved details given on the Registration form.

All vehicles in Gp1 and Gp3 must have a valid Department of Transport MOT certificate. This certificate must be presented to the Eligibility Scrutineer at the first race in which the car takes part.

Appearance is an important aspect of the series and all vehicles must be turned out to a standard that does credit to the marque Ferrari and the FOC. In the event that a vehicle has sustained bodywork damage, this must be properly repaired in a timely fashion prior to taking part in a subsequent race.

3.1 Classification

Cars must be Ferrari production tipos built prior to 1990 (i.e. before the introduction of the tipo 348) but excluding turbo-charged cars, and may be entered in one of four Groups:

Group 1 (**Gp1**): Unmodified V8 Ferraris with an engine capacity not exceeding 3 litres, and older V6 and V12 cars of any capacity.

Group 2 (**Gp2**): Lightly modified V8 Ferraris with an engine capacity not exceeding 3 litres, and older V6 and V12 cars of any capacity.

Group 3 (**Gp3**): Unmodified V8 Ferraris with an engine capacity exceeding 3 litres.

Group 4 (**Gp4**): Lightly modified V8 Ferraris with an engine capacity exceeding 3 litres.

Provision is made for the inclusion, in the appropriate Group, for recreated cars which are an accurate reproduction of a recognised early V12-engined Ferrari tipo. A request to register a car of this type must be made to the Series Co-ordinator and the acceptability of such a vehicle will be entirely at the discretion of the Organisers.

The Group in which the car is entered will be identified by a category decal affixed in accordance with instructions to be advised.

3.2 Safety Requirements

All cars must conform to the 2010 MSA safety requirements which include *inter alia* the fitting of towing eyes front and rear, an external ignition cut-off switch, 4- or 6- point safety harness, rearward facing warning light(s), and approved fire extinguisher. All vehicles must be fitted with an approved roll over protection system.

3.3 Chassis

Gp1 and Gp2: For older V6 and V12 cars must be of Ferrari origin and bear the Manufacturer's Chassis Number. For V8 Ferraris must be original.

Gp3 and Gp4: Must be as original.

3.4 Bodywork and Interior

Gp1 and Gp3: The bodywork must be as original or, in the case of recreated cars, must be an accurate reproduction of a recognised Ferrari tipo, and have a minimum of 2 seats. The original trim for the interior must be retained although carpets may be removed from the cockpit. Seats may not be removed but front seats may be replaced by ones of competition type.

Gp2 and Gp4: Bodywork as for Gp1 and Gp3 but the material for the side and rear windows may be changed. The original interior door trim may be removed and changed for an alternative material. The centre console must remain as original. There must be a minimum of 2 seats. Seats may not be removed but front seats may be replaced by ones of competition type.

3.5 Engine

Gp1 and Gp3: For V8 Ferraris must be as original with the exception of the following relaxations:

- (a) Carburettor jets, where applicable, may be changed.
- (b) Any proprietary exhaust system may be fitted.
- (c) An alternative radiator may be fitted provided it occupies the original position.
- (d) The provision of engine oil coolers within the original bodywork is allowed.

For older V6 and V12 must be of Ferrari origin and as the compatible with the chassis and bodywork of the vehicle.

Gp2 and Gp4: For V8 Ferraris must be as original with the exception of the following relaxations:

- (a) A cylinder rebore allowance of up to +0.060" is permitted.
- (b) Carburettor jets and chokes, where applicable, may be changed provided that the carburettor bodies remain as original.
- (c) There is no restriction on pistons, valves and/or camshafts.
- (e) An alternative dry oil sump system may be fitted.
- (f) Any proprietary exhaust system may be fitted.
- (g) An alternative radiator may be fitted provided it occupies the original position.
- (h) The provision of engine oil coolers within the original bodywork is allowed.

For older V6 and V12 must be of Ferrari origin and compatible with the chassis and bodywork of the vehicle.

3.6 Transmission

Gp1 and Gp3: For V8 Ferraris must be as original. For older V6 and V12 must be of Ferrari origin and compatible with the engine, chassis and bodywork of the vehicle.

Gp2 and Gp4: For V8 Ferraris must be as original with the exception that a competition clutch may be fitted. For older V6 and V12, as for Gp1 and Gp3.

3.7 Suspension

Gp1 and Gp3: For V8 Ferraris must be as original with the exception of the following relaxations:

- (a) Springs may be uprated.
- (b) The original damper components may be revalved/uprated.
- (c) The ride height may be adjusted but the vehicle must at all times be able to clear a block 90 x 90 x 90mm high placed in front of the car and moved as far back as the rear of the driver's seat.

For older V6 and V12 must be in keeping with the characteristics of the car.

Gp2 and Gp4: As original with the exception of the following relaxations:

- (a) Springs may be uprated.
- (b) The original damper components may be revalved/uprated.
- (c) Alternative dampers using the original configuration and mounting points may be fitted.
- (d) Alternative roll bars may be fitted.
- (e) The ride height may be adjusted but the vehicle must at all times be able to clear a block 90 x 90 x 90mm high placed in front of the car and moved as far back as the rear of the driver's seat.
- (d) Adjustable spring platforms are permitted.

3.8 Brakes

Gp1 and Gp3: As original for the chassis and/or in keeping with the character of the car. The friction material and flexible hose material may be changed.

Gp2 and Gp4: The braking system in all respects is free.

In all Groups it is permissible to install brake cooling ducts providing no additional apertures are introduced into the bodywork

3.9 Wheels and Steering

Gp1 and Gp3: For older V6 and V12 cars wheels must be of a type as originally fitted by the Manufacturer to the tipo, including both diameter and rim width. For V8 cars in these Groups the wheels may have a diameter up to but not exceeding 17in and rim width up to the maximum width specified by the Manufacturer as a Factory Option. Proprietary wheels may be fitted but these must comply with the offset requirements of J.5.2.6 of the 2010 MSA Blue Book.

Steering must be as original including the steering rack ratio.

Gp2 and Gp4: The wheels for cars in these Groups may have a diameter up to but not exceeding 17in and a rim width not exceeding 1in greater than the maximum specified by the Manufacturer as a Factory option. Proprietary wheels may be fitted but these must comply with the offset requirements of J.5.2.6 of the 2010 MSA Blue Book.

Steering is free.

3.10 Tyres

All Groups: Must be **PIRELLI** treaded tyres as MSA List 1A or 1B.

For older (V12) cars, where Pirelli may not be able to supply suitable treaded tyres, MSA List 1A or 1B from another manufacturer, or Dunlop CR65 will be permitted.

Competitors wishing to use a Pirelli production treaded tyre not listed in List 1A or List 1B must apply in writing to the Series Co-ordinator for the necessary permission.

The minimum depth of tread measured immediately prior to the start of the race shall be 1.6mm.

In accordance with the conditions applied by the manufacturer hand cutting of the tread to introduce additional or deeper grooves than the original moulded grooves is specifically prohibited.

3.11 Electrics

All Groups: Must retain the original lighting and indicator equipment which must be in working order. For older (V6 and V12) cars the lighting equipment (not necessarily original) must be in working order.

All vehicles shall be fitted with a timing module installed in an approved position.

3.12 Weights

All Groups (except older V6 and V12 tipos): Vehicles must comply at all times with the minimum weight limits specified below:

308GTB/S (fibreglass body)	1175kg
308GTB/S (steel body); 308GTBi/Si; 308GTB/S QV	1235kg
308GT4	1260kg
Mondial (all versions except Mondial t)	1340kg
Mondial t	1385kg
328GTB/S	1255kg
365GT4BB	1425kg
BB512; BB512i	1540kg
Testarossa	1580kg

Entrants of cars that are not included in the above list should contact the Series Co-ordinator to establish the applicable minimum weight limit for their vehicle.

For older (V6 and V12) tipos dry weights will be established at scrutineering and a record of these will be kept to enable minimum weight limits to be imposed if necessary.

Where ballast is required to achieve the specified minimum weight this shall be securely fixed in such a manner as to prevent it from becoming a safety hazard in racing conditions. If ballast is used the position of it must be indicated to the Eligibility Scrutineer when the car is examined and will be sealed by the Scrutineer prior to the race.

3.13 Success Ballast

Under certain circumstances the organisers may require 'success' ballast to be added to specified vehicles. The details of this procedure, if adopted, will be issued to competitors prior to its implementation.

3.14 Numbers and Decals

Competitors will be issued with competition number backgrounds which must be affixed in unaltered form to the outside of their cars in approved positions.

Competitors must also display in approved positions any Series decals that the FOC may supply.

Group identification stickers must be displayed in an approved position.

Competitors must display their surname in a white font on a clear ground on each side of the vehicle in the rear windows.

It is intended that cars competing in the Series will generally be devoid of advertising stickers. However, as a relaxation to this policy competitors may apply to the Series Co-ordinator for permission to display up to two decals or stickers of size not exceeding 310mm x 110mm. Such permission will not ordinarily be refused unless there is some clear conflict of interest with the Series promoters.