



2017
Sporting & Technical
Regulations

Promoted by



1 SPORTING REGULATIONS – GENERAL

1.1 Title & Jurisdiction:

The PIRELLI FERRARI *formula classic* is a Series of races organised and administered by the Ferrari Owners' Club Ltd. [FOC]. MSA Certification No **TBA**

1.2 Officials:

Series Co-ordinator: **Steve Burns**, Cavallino House, 2 Church Way, Whittlebury, Northamptonshire NN12 8XS Tel: 07701 004 694
E-mail: steve.burns@ferrariownersclub.co.uk

Licensed Eligibility Scrutineer: **Andy Bush**, 24 Chequers Lane, Gressenhall, DEREHAM, Norfolk NR20 4EU Tel: 01362-869 129 Mob: 07500-608 549
alternative Mob: 07833-592 727 Email: andrew.bush129@btinternet.com

1.3 Competitor Eligibility:

Entry to the **2017** 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 & Entries:

Applicants must submit a fully completed Registration form (forms available from the Club office or 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 **£275.00**.

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.

Guest competitors may be invited to race concurrently with cars racing in the Series. Guests may compete with Ferraris not necessarily complying with these Regulations, and their results will be disregarded for the purposes of the Series. There will be no Registration Fee for guest drivers.

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 calendar 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 **or as specified in the Circuit Track Licence**. In combined races with invited Ferrari entries from outside the Series, the start procedure may be changed to a rolling start.

Qualifying:

When more than one race is held at an event and only one qualifying session is scheduled, the grid for Race 1 will be based on the fastest qualifying times. For Race 2, the grid will be based on the second fastest qualifying times. In the case of a third race, the grid for Race 3 will be based on the finishing order in Race 2 with any non-finishers and non-starters placed at the back of the grid in reverse order of retirement.

2.2 Driving Standards:

In pursuit of the encouragement of high driving standards and respect for other competitors, the Series Co-ordinator and the Clerk of the Course (or any other appropriate MSA Official) will consider any incident or occurrence prior to the issue of the results. As a result of their consideration if (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, the Clerk of the Course may take any action as prescribed in the MSA Regulations. In addition to any such action, the Series Co-ordinator may issue a Series 'Yellow Card' warning to any competitor for action or driving deemed to be detrimental to other participants and/or the interests of the Series.

In the event of any external damage sustained during the competition, regardless of how it may have been caused, the Eligibility Scrutineer will, following examination, notify the Series Co-ordinator. After such notification the Series Co-ordinator will request from those involved a written account of the incident, such account to be provided within 7 days.

Following enquiries into the incident, the Series Co-ordinator may issue a Series 'Yellow Card' to any competitor deemed to be (a) in 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 any other breach of these Regulations. More than one 'Yellow Card' may be issued for any incident. Each competitor will be notified of the outcome of such inquiry, whether action is taken or not.

Notwithstanding the above, where a competitor is involved in incidents on multiple occasions, whether action is taken for each incident or not, their driving conduct will be reviewed by the Series Co-ordinator and any competitor deemed to be in (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 any other breach of these Regulations may be issued with a 'Yellow Card'.

If a competitor is issued with a 'Yellow Card' they will be placed under observation by the Clerk of the Course at the following two events in which they take part. If any competitor receives more than two 'Yellow Cards' that competitor may be subject to any of the following:

(a) Exclusion from one or more subsequent rounds of the Series and placed under observation for the remaining rounds of the season.

(b) Be required to attend a specified ARDS certified race school to satisfactorily complete a course specially devised by the FOC in conjunction with that race school. The course will be at the competitor's expense.

(c) **Withdrawal of the Invitation to take part in the Series.**

'Yellow Cards' are cumulative and are cancelled at the end of the season.

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 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 introduced by the factory prior to 1997 (i.e. before the introduction of the tipo 360 Modena) but excluding turbo-charged cars, and may be entered in one of five Groups:

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

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

Group 3 (Gp3): Unmodified V8 Ferraris with an engine capacity exceeding 3 litres. Cars in this Group will be 328 GTB/S, Mondial t, **unmodified 348 tipos**, and unmodified older V12 cars over 3 litres.

Group 4 (Gp4): Lightly modified V8 Ferraris with an engine capacity exceeding 3 litres including 328 GTB/S and Mondial t, **lightly modified 348 tipos and 348 Challenge**, 456GT, 550 Maranello, and modified older V12 cars over 3 litres.

Group 5 (Gp5): Modified Ferraris with an engine capacity exceeding 3 litres, including F355, F355 Challenge, 456GT, 550 Maranello.

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

3.2 Safety Requirements:

All cars must conform to the **2017 MSA** safety requirements which include *inter alia* the fitting of towing eyes front and rear **in accordance with Q.19.1.3 of the 2017 MSA Year Book**, 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:

All Groups: Older V6 and V12 cars must be of Ferrari origin and bear the Manufacturer's Chassis Number. More recent Ferraris must be original.

3.4 Bodywork and Interior:

Gp 1 and Gp3: The bodywork and glass work 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 must be retained although carpets may be removed. Seats may not be removed but front seats may be replaced by ones of competition type and similar in dimensions to the original. The bulkhead between the engine bay and the boot area must remain as original and all surfaces of the boot must be devoid of non-standard holes or apertures. The boot area must not contain any tanks or mechanical items. Engine covers must be fully closed to ensure the car's original silhouette is maintained. It is not permitted to form additional holes or apertures in the bodywork.

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. There must be a minimum of 2 seats. Seats may not be removed but front seats may be replaced by ones of competition type and similar in dimensions to the original. The centre console may be modified in width (but not in length) and the trim may be changed for an alternative material. The appearance of the modified console must be similar in style to the original and be approved by the Eligibility Scrutineer. The bulkhead between the engine bay and the boot area must remain although holes and sections may be removed. Engine covers must be fully closed to ensure the car's original silhouette is maintained. It is not permitted to form additional holes or apertures in the bodywork. Oil coolers, catch tanks, header tanks and Accusumps may be fitted in the boot area.

Gp5: Aero packs are permitted within the limitations prescribed by MSA J.5.2.7. The original silhouette must be maintained except the rear wing and front splitter may be changed. **However the wing chord for F355 must conform to Challenge specification.** The material of the bodywork and windows may be changed. The removal of the passenger seat is optional and the driver's seat is not required to be of Ferrari origin. There is no restriction on the removal of interior trim, carpets, etc. Dashboards and fascia panels need not be original but the instrument panel must bear a strong resemblance to the original tipo. A non-original steering wheel may be fitted.

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. Carburettor air boxes must be retained with a maximum of two air inlets.
- (b) Any proprietary exhaust system may be fitted although the exhaust manifolds must remain of the original pattern.
- (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.

- (e) All ignition systems must remain as originally fitted including coil packs with the exception of the following: **308GT4, 308GTB/S and Mondial tipos** (other than Mondial t) originally fitted with points ignition may be substituted with an electronic alternative with either distributor or crank trigger to determine the timing of the spark. **328GTB/S** cars: the original ECUs and coil packs may be replaced by units approved by the FOC Race Committee and specified in the appropriate Bulletin.
- (f) Engine mounts must remain as original.

For older V6 and V12 must be of Ferrari origin and be 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. Carburettor air boxes must be retained with a maximum of two air inlets.
- (c) There is no restriction on pistons, valves and/or camshafts.
- (d) An alternative dry oil sump system may be fitted.
- (e) Any proprietary exhaust system (including manifolds and silencers) may be fitted.
- (f) An alternative radiator may be fitted provided it occupies the original position.
- (g) The provision of engine oil coolers within the original bodywork is allowed.
- (h) All ignition systems must remain as originally fitted including coil packs with the exception of the following: **308GT4, 308GTB/S and Mondial tipos** (other than Mondial t) originally fitted with points ignition may be substituted with an electronic alternative with either distributor or crank trigger to determine the timing of the spark. **328GTB/S** cars: the original ECUs and coil packs may be replaced by units approved by the FOC Race Committee and specified in the appropriate Bulletin.
- (j) Engine mounts are free.

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

Gp5: Engines must be to original tipo specification. The ignition system and exhaust system is free.

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 must be of Ferrari origin and compatible with the engine, chassis and bodywork of the vehicle.

Gp5: Must be original. A competition clutch may be fitted.

3.7 Suspension:

Gp1 and Gp3: For V8 Ferraris must be as original with the following exceptions:

- (a) Springs may be updated.
- (b) The original damper components may be revalved/updated.
- (c) The ride height may be adjusted but the vehicle must at all times be able to clear a block 75 x 75 x 75mm high placed in front of the car and moved as far back as the rear of the driver's seat.

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

- (a) Springs may be updated.
- (b) The original damper components may be revalved/updated.
- (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 75 x 75 x 75mm high placed in front of the car and moved as far back as the rear of the driver's seat.
- (f) Adjustable spring platforms are permitted.

Gp4 and 5: Must be original (in the case of **348 Challenge** and F355 Challenge cars, must conform to the appropriate factory Challenge Regulations) except that dampers, roll bars and springs are free.

3.8 Brakes:

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

Gp2 and Gp4: The braking system in all respects is free **except on 348 Challenge cars discs and callipers shall remain as Challenge specification.**

Gp5: The braking system in all respects is free **except on F355 Challenge cars discs and callipers which shall remain as Challenge specification.**

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

3.9 Wheels & 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 must have a diameter of 16in or 17in and rim width up to a maximum of 8in front and 9in rear. Proprietary wheels may be fitted but these must comply with the offset requirements of J.5.2.6 of the **2017 MSA Year Book.**

Steering must be as original including the steering rack ratio. A detachable steering wheel is permitted.

Gp2 and Gp4: 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 328 GTB/S cars in these Groups the wheels must have a diameter of 16in or 17in and rim width up to a maximum of 8in front and 9in rear. For other V8, and V12 cars, wheel sizes must be as original. Proprietary wheels may be fitted but these must comply with the offset requirements of J.5.2.6 of the **2017 MSA Year Book.**

Steering is free. A detachable steering wheel is permitted.

Gp4 and Gp5: Wheels sizes must be original except for 348 Challenge and F355 Challenge cars, which must conform to the appropriate factory Challenge Regulations. A detachable steering wheel is permitted.

3.10 Electrics:

Gp1 and Gp3: Must be fitted with lighting and indicator equipment in working order although the original spot lights and indicators may be replaced with units that are similar in style and character to the original.

For older (V6 and V12) cars the lighting equipment (not necessarily original) must be in working order.

Gp2, Gp4 and Gp5: Front lights and indicators may be removed but the aperture so formed must be covered by a solid blanking plate.

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.

3.11 Tyres:

All Groups: There will be three optional Pirelli control tyres. No other Manufacturer's tyres will be permitted.

Option 1 is an **MSA List 1B PIRELLI PZero Trofeo** tyre supplied by Pirelli size 225/50 R16 (front) and 245/45 R16 (rear) in a control compound.

Option 2 is an **MSA List 1B PIRELLI PZero Trofeo** tyre supplied by Pirelli size 225/45 R17 (front) and 255/40 R17 (rear) in a control compound.

Option 3 (for cars in Gp5 only): is an **MSA List 1B PIRELLI PZero Trofeo** tyre supplied by Pirelli. Tyre sizes must be in accordance with those specified by Ferrari and Pirelli for the particular Ferrari tipo.

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

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.

3.12 Weights:

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

Entrants of cars that are not included in the table 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 accordance with MSA requirements so 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.

Table of Minimum Weight Limits

308GTB/S (fibreglass body)	1210kg
308GTB/S (steel body)	1210kg
308GT4	1235kg
Mondial (all versions except Mondial t)	1340kg
328GTB/S	1255kg
365GT4BB	1425kg
BB512; BB512i	1540kg
Testarossa	1580kg
Mondial t	1385kg
348 tb/ts, GTB/S	1390kg
348 Challenge	1340kg
F355	1390kg
F355 Challenge	1340kg
Unmodified 456GT and 550 Maranello in Gp4	1690kg
Modified 456GT and 550 Maranello in Gp5	1570kg

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 in the form of a Bulletin prior to its implementation.

3.14 Numbers & Championship Decals:

Competitors will be issued with competition number backgrounds which must be affixed in unaltered form to the outside of their cars in the positions indicated on the diagram which will be issued to competitors prior to the first race in the Series.

Competitors must also display in approved positions **on a flat surface** any Series decals that the FOC may supply. These decals will include Pirelli stickers which must be affixed to the front and rear **on a flat surface** in the correct position. The Club will supply blank plates for this purpose subject to the competitor making prior arrangements.

Group identification stickers must be displayed in an approved position.

Competitors must also 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 the policy competitors may apply to the Series Co-ordinator for permission to display up to two decals or stickers of size not exceeding 350mm x 210mm. Such permission will not ordinarily be refused unless there is some clear conflict of interest with the Series promoters.