



Ferrari

Hillclimb Championship

2018
Sporting & Technical
Regulations

Promoted by



2018 Pirelli Ferrari Hillclimb Championship

1 SPORTING REGULATIONS – GENERAL

1.1 Title & Jurisdiction

The Pirelli Ferrari Hillclimb Championship is organised and administered by the Ferrari Owners' Club (FOC) in accordance with the General Regulations of the Royal Automobile Club Motor Sports Association (incorporating the provisions of the International Sporting Code of the FIA) and these Championship Regulations. MSA Championship permit No: CH2018/SO33 Status: MSA Championship Grade C

1.2 Officials

1.2.1 Championship Co-ordinator: Mrs Anne Swift, Chevy Chase, 145B Leeds Road, Selby, North Yorkshire, YO8 4JH. Tel: 01757 702053

1.2.2 Eligibility Scrutineer: Mr G J Walton, Wayside Farm, Stanways Lane, Biddulph Moor, Staffordshire Moorlands, ST8 7LD. Tel: 01782 522708

1.2.3 Championship Stewards: Jeff Simpson, Sue Skinner, John Warner.

1.3 Competitor Eligibility

1.3.1 Entrants must be fully paid up valid membership card holding members of the Ferrari Owners' Club and be in possession of a valid current MSA Entrant's licence.

1.3.2 Drivers and Entrant/Drivers must be fully paid up valid membership card holding members of the Ferrari Owners' Club, be registered for the Championship and be in possession of a valid current MSA Competition Non-Race National B Licence as a minimum. The FOC reserves the right to refuse to issue an invitation and/or accept the registration of any applicant. MSA Regulation H.30.1.3 applies.

1.3.3 All necessary documentation must be presented for checking at all rounds when signing on.

1.4 Registration

1.4.1 Following receipt of an invitation from the Ferrari Owners' Club all drivers must register as competitors for the Championship by returning the Driver and Car Registration forms together with the Registration fee to the Championship Co-ordinator prior to the final closing date of the first round to be entered.

1.4.2 The Registration fee is £90.00 payable to the Ferrari Owners' Club.

1.4.3 Closing date: no later than the closing date for the first event entered.

1.5 Championship Rounds

Rnd	Date	Day	Event	Licence Type	Event Organiser
1	May 12	Sat	Harewood	B Speed	BARC (Yorks)
2	May 13	Sun	Harewood	A/B Speed	BARC (Yorks)
3	May 26	Sat	Prescott	B Speed	Bugatti OC
4	June 03	Sun	Shelsley Walsh	A/B Speed	Midland AC
5	June 17	Sun	Gurston Down	B Speed	BARC
6	July 14	Sat	Loton Park	B Speed	Hagley & DLCC
7	July 15	Sun	Loton Park	B Speed	Hagley & DLCC
8	August 11	Sat	Blyton	B Speed	L&D MC
9	August 19	Sun	Curborough	B Speed	Hagley & DLCC
10	September 01	Sat	Prescott	B Speed	Bugatti OC.
11	September 16	Sun	Shelsley Walsh	B Speed	Midland AC
12	September 30	Sun	Curborough	B Speed	Midland AC

1.6 Scoring

- 1.6.1 Points system – Results will be compiled following each event, listing the times and positions of Championship contestants relative to one another and exclusive of other competitors' results. Competitors' final Championship points total shall be the aggregate of their best eight event scores.
- 1.6.2 Championship points will be awarded on the following basis: First place scores 20 points, Second place scores 17 points, Third place scores 15 points, Fourth place scores 13 points. All subsequent places drop back one point at a time to a minimum score of one point for each starter. If there are five starters, the points shall be awarded as follows: First place scores 17 points, Second place scores 15 points, etc. If there are four or fewer starters, the points shall be awarded as follows: First place scores 15 points, Second place scores 13 points, etc. Only Championship registered competitors will count as 'starters' provided they have crossed the start line on the first practice run. Competitors entering Ferraris in two classes at one event will be excluded from place points.
- 1.6.3 Performance Equaliser Percentage (PEP) - To determine placings for competition point scoring a PEP factor (using the F355 series cars as a zero reference) will be applied to competitors' course times where appropriate as indicated in the chart. (For any car not listed an appropriate PEP will be determined by the Technical and Regulatory Committee).

PERFORMANCE EQUALISER PERCENTAGE (PEP) TABLE		
Section No.	Car type or Modification	PEP Factor
(a)	206/246 V12 pre-1970	Minus 6.5%
(b)	V12 1970-1994	Minus 6.0%
(c)	Boxer 365/512, 308GTB/Si, Mondial 3.0, 250SWB	Minus 5.0%
(d)	308GTB/S and QV, GT4, Mondial 3.2	Minus 4.5%
(e)	328GTB/S, Testarossa, 456GT	Minus 3.0%
(f)	348tb/ts, Mondial 3.4t, 512TR, F512M	Minus 2.0%
(g)	348GTB/S, 550/575M	Minus 1.0%
(h)	348GTC	Minus 0.5%
(i)	F355	Zero
(j)	360 Modena, F40, California	Plus 1.0%
(k)	F430, F50, 599, California T	Plus 2.0%
(l)	360 Challenge Stradale	Plus 3.5%
(m)	458 Italia, 430 Scuderia	Plus 4.5%
(n)	458 Speciale	Plus 7.0%
(o)	Group Two cars - see special note 3.2.2	Plus 1.5%

1.6.3.1 Champion PEP - The previous year's overall Championship winner will receive a one per cent positive PEP for the 2018 season. This 1% PEP will be carried by the Champion for a period of 5 years.

1.6.4 Resolving Ties – Where two competitors have identical fastest times, the second fastest run will determine their relevant placing. If the second run is also identical then the fastest practice run will be taken into account. A Championship award tie will be resolved by taking account of a ninth event score.

1.6.5 Championship Points Appeal – Should a competitor disagree with the points awarded and be unable to resolve this to his/her satisfaction in the first instance with the Championship Co-ordinator, he/she may lodge an appeal in accordance with MSA Judicial proceedings (C.6.5).

1.7 Awards

1.7.1 Details – The highest scorer overall will win the Ferrari Owners' Club FRANK BOTT TROPHY. Both Second and Third will win editions of the Essex Challenge Cup (these being perpetual trophies).

1.7.2 Non-perpetual awards will be presented by Pirelli for First, Second and Third placings. Other awards and mementos will be presented at the end of the season.

Numbers and Championship Decals

Competitors must display in unaltered form the Championship competition number door panels, excepting those cars where this is physically impossible, in which case the logo and text must be adjacent to the Competition number on each side of the car. The number plates of the competing car must also carry the series sponsor's decal. All decals must be in place during practice and runs. The use of any decals or advertising material, other than the series sponsors, will not be permitted except in exceptional circumstances in which case this must be applied for in writing to the Championship Co-ordinator. Competition numbers must be removed or completely covered before driving on public roads.

2 SPORTING REGULATIONS – JUDICIAL PROCEDURES

2.1 Rounds

In accordance with Section C (Judicial) of the current MSA Yearbook.

2.2 Championship

In accordance with Section C (Judicial) of the current MSA Yearbook.

3 TECHNICAL REGULATIONS

Introduction: The following technical regulations are set out in accordance with MSA requirements. It should be understood that if the following texts do not specify that you can do it, you should work on the principle that you cannot.

3.1 Eligible vehicles

Cars entered must be genuine road-going cars complying with S.11 of the 2018 MSA Yearbook and of Ferrari manufacture, excluding cars built specifically for racing by the manufacturer. Pre-1964 road car recreations may be accepted subject to examination by the Eligibility Scrutineer and approval by the T&RC. Cars must be licensed, fully conform to the Road Traffic Act, and be driven to the meetings. Ferrari types F355, 360 Modena and Challenge Stradale, F430 and Scuderia, 550 and 575 Maranello, 599, California, California T, 458 Italia and Speciale, F40 and F50 must be absolutely to the manufacturer's original build specification, excepting for seats as in 3.1(g), bodywork as in 3.1(h), interior 3.1(i), exhausts as in 3.1(j) below, and brake pad material.

This means the types listed above are excluded from the alterations allowed below; namely 3.1(a), 3.1(c), 3.1(d), 3.1(e). The one exception is type F355 which may have revised ride height and suspension camber settings as specified in 3.1(c) and standard magnesium wheels may be replaced but must conform to the original dimensions (diameter, width and offset) or use the original F355 Challenge wheels.

- (a) Engines – to be to manufacturer's original specification. It is accepted that due to normal wear and tear on older cars some engine overhaul may be necessary. Under these circumstances the use of non-standard pistons, re-programmed engine management systems and including machining, lightening, polishing and matching of internal components will carry a 1.5%

- (b) **Transmission** – No changes to the manufacturer’s original specification are permitted.
- (c) **Suspension** – no alterations to basic system and pick up points and positions thereof. Changes to damper, spring and roll bar specifications permissible. Camber settings not to exceed minus 2 degrees front and minus 3 degrees rear. The ride height of the car shall be within 3 centimetres of the original manufacturer’s specification, excepting earlier cars where original tyre equipment was 70 profile and above, in which case it is to be within 5 centimetres.
- (d) **Brakes** – no restrictions. See 3.2 Special Notes below.
- (e) **Wheels** – no restrictions, excepting rim widths not to exceed 1” beyond the widest rim, front and rear, listed as original equipment or factory option, and up to 1” increase in diameter. 16” diameter wheels are permitted on 246 and 308 tipo cars.
- (f) **Tyres** – to be manufacturers’ treaded regular road-going production tyres as per MSA 2018 Yearbook List 1A, except for tipos that were fitted by Ferrari SpA with List 1B tyres as original equipment at time of manufacture. For these tipos tyres of the original make, type and size may be fitted. Tyres may not be changed at a meeting except in instances of damage or deflation. Static tyre warming or application of tyre softening treatments are not permissible.
- (g) **Seats** – not to be removed, but the front seats may be replaced by ones of competition type of similar dimensions to the original.
- (h) **Bodywork** – must conform precisely to original appearance, and not have any panels or other items substituted with a non-standard lightweight material excepting those offered by Ferrari SpA as production or retro-fit options. Where the original body panels have been replaced by glass fibre items for cost replacement reasons, providing these match the originals dimensionally and cosmetically competitors may apply to the Championship Organisers for consideration of a waiver.
- (i) **Interior** – trim may not be removed, excepting floor carpets. Steering wheels may be changed to allow for adjustment to suit the driver.
- (j) **Exhaust** – must conform to normal public highway requirements in respect of noise level and meet the latest MSA speed hill climb and venue noise regulations. Cars manufactured with catalytic converters must have them fitted and removal is not permitted.
- (k) **Electronic Devices** of a kind likely to give an advantage such as launch control and data logging are not permitted unless installed as original equipment. Shift lights however are acceptable.
- (l) **Permitted Fuels** – Pump Fuel as defined in the MSA Yearbook “Nomenclature & Definitions, Section B”.
- (m) **Chassis** – must be of Ferrari origin and bear the Manufacturer’s Chassis Number.

3.2 Special Notes

- 3.2.1 Specially rebuilt or altered engines including reprogramming of engine management systems, together with any chassis changes from the manufacturer's original specification must be declared with full details on the car(s) Registration form.
- 3.2.2 Cars listed in 3.1, Eligible vehicles with manufacturer option chassis upgrade are Group Two. On other cars where any changes have been made to improve performance other than the following they too will be categorised as Group Two:
Fuel mixture and ignition timing adjustments, electronic ignition, replacing points/circuit breaker systems, uprated standard dampers, uprated road springs, larger diameter anti-roll bars, uprated suspension bushes, camber, caster and ride height adjustments, non-standard brake pad material, brake cooling ducts (providing these meet with the related regulations).
- 3.2.3 Bodywork conforming to original appearance means changes such as specially flared wheel arches are not allowed.
- 3.2.4 Appearance is an important aspect of the Championship 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 competitive meeting.

3.3 Safety Requirements

Car and driver must meet fully the requirements of the MSA regulations for these disciplines. Your attention is drawn specifically to the MSA Yearbook General Technical Regulations Section (J) and specific requirements for hillclimbs Section (S), with which the car must comply. All appropriate regulations should be taken into account to ensure the car will satisfactorily pass event scrutineering. (Please note that a full safety harness, whilst not mandatory according to MSA requirements, is strongly recommended).