



**2021 – FERRARI CLUB RACING SERIES
SPORTING & TECHNICAL REGULATIONS
PUBLISHED COPY**

INTRODUCTION

The Ferrari Owners' Club Club Racing Series aims to provide affordable racing for owners of Ferrari Challenge & GT race cars.

Entry is open to members of the Ferrari Owners' Club of Great Britain and by invitation to members of other affiliated Ferrari Owners' Clubs.

A simple class structure caters for the various ages of Ferrari Challenge tipos with an invitation also extended to members competing in older tipos or more modified GT specification cars.

Promoted by:



1. SPORTING REGULATIONS - GENERAL

1.1 TITLE & JURISDICTION:

The Ferrari Club Racing Series is organised and administered by the Ferrari Owners' Club of Great Britain (FOC) in accordance with the General Regulations of the Royal Automobile Club Motor Sports Association [Motorsport UK] (incorporating the provisions of the International Sporting Code of the FIA) and these Championship Regulations.

Motorsport UK Series Registration No. RS2021/023

Race Status: Interclub

1.2 OFFICIALS:

1.2.1 Co-ordinator: Steve Burns

Cavallino House, 2 Church Way, Whittlebury, Northamptonshire, NN12 8XS

Tel. 07701 004694

E-mail. steve.burns@ferrariownersclub.co.uk

1.2.2 Eligibility Scrutineer: Andy Bush

24 Chequers Lane, Gressenhall, Dereham, Norfolk, NR20 4EU

Tel. 01362 869129 or 07833 592727 E-mail. andy.bush@dashsundials.co.uk

1.3 COMPETITOR ELIGIBILITY:

1.3.1 Entry to the Series will be by invitation of the FOC. Entrants must be fully paid up valid membership card holding members of the Ferrari Owners' Club of Great Britain and be in possession of a valid current Motorsport UK Entrants Licences, where applicable.

1.3.2 Drivers and Entrant/Drivers must:

(a) be current fully paid up valid membership card holding members of the Ferrari Owners' Club of Great Britain, and

(b) be Registered for the Series, and

(c) be in possession of valid current Competition Race National Status Licence, as a minimum.

(d) Or be in possession of the highest grade of national Race licence or valid FIA International Licence, together with their ASN's written consent ((H)25.2. and FIA ISC Article 2.3.7.b applies)

(e) If participation in the Series requires absence from education a driver, in full time school education is required to have the approval of their head teacher and a letter stating such approval from their school in order to fulfil registration for the Series. A driver shall not take time out of their education to participate in motor sport without the prior written approval of their education establishment.

(f) be in possession of a valid current Competition Race licence issued in accordance with 1.3.4.

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

1.3.4 Guest competitors may be invited to race concurrently with cars racing in the Series.

1.4 REGISTRATION:

1.4.1 All drivers must register as competitors for the Series by returning the Registration Form to the Co-ordinator prior to the Final Closing Date for the first round being entered (forms available from the Club office or Series Co-ordinator). Following approval, an invitation will be issued on behalf of the FOC.

1.4.2 The Registration Fee for the series is £325.00.

1.4.3 Registration numbers will be the permanent Competition numbers for the Series.

1.4.4 Acceptance or rejection of registration is entirely at the discretion of the organisers and promoters.

1.5 SERIES ROUNDS:

The Series will be contested at the following events;

Date:	Venue:	Races:	Grade:
26/27 June 2021	Croft	3 Races	Interclub
15 August 2021	Brands Hatch Indy	2 Races	Interclub
15-17 October 2021	Spa-Francorchamps	3 Races	National

1.6 SCORING:

1.6.1 This is a series of individual races with no accumulative scoring or awards.

1.7 AWARDS:

1.7.1 All awards are to be provided by the Ferrari Owners' Club of Great Britain.

1.7.2 PER ROUND

Trophies to 1st, 2nd & 3rd in each class, subject to a minimum number of starters.

1.7.3 Bonuses: The organisers/sponsors/promoters reserve the right to provide additional awards for and during the Series.

2. SERIES EVENT MEETINGS AND RACE PROCEDURES

2.1 ENTRIES

2.1.1 Competitors are responsible for sending in correct and complete entries with the correct entry fee prior to the closing date for entries before each event.

2.1.2 Incorrect or incomplete entries (Including Driver to be Nominated Entries) are to be held in abeyance until they are complete and correct and the date of receipt for acceptance of entry purposes shall be the date on which the Meeting Organiser receives the missing or corrected information or fee.

2.1.3 Any withdrawal of Entry or Driver/Car changes made after acceptance of any entry must be notified to the Meeting Organisers in writing. D25.1.12. applies.

2.1.4 The Entry Fee for each event shall be specified in the SRs and on the entry form.

2.1.5 Reserves will be listed in the Final List of Entries published with Final Instructions or in a Bulletin.

2.2 BRIEFINGS:

Organisers should notify Competitors of the times and locations for all briefings in the Final Instructions for the meetings. Competitors must attend all briefings.

2.3 QUALIFICATION PRACTICE:

2.3.1 Should any Practice session be disrupted the Clerk of the Course shall not be obliged to resume or re-run the session; the decision of the Clerk of the Course shall be final.

- 2.3.2 Each driver shall complete a minimum of 3 laps in the car to be raced, and in the correct session, in order to qualify (Motorsport UK Regulations Q.12.4).
- 2.3.3 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.

2.4. RACES:

Should any race be disrupted the Clerk of the Course shall not be obliged to resume or rerun the race (Q.12.15).

2.5 STARTS:

- 2.5.1 All cars will be released to form up on the grid prior to the start in formation as specified on the grid sheet. The Formation/Pace lap will be controlled by a Lead Car. Competitors will be signalled off on the Formation/Pace lap, behind the Lead Car with yellow lights on, by a waved green flag. Towards the end of the lap the Lead Car will slow the field and competitors should form up in their 2 x 2 grid formation. The red start lights will be switched on once the Lead Car has left the circuit and will be extinguished to signify the start of the race. Competitors must hold their grid position in a 2 x 2 formation until the start of the race signal is given. Once the Lead Car has left the circuit the pace must be maintained by the lead vehicle until the race starts.
- 2.5.2 The start will be via Rolling start.
The minimum Countdown procedures/audible warnings sequence shall be:-
1 minute to start of Green Flag/Pace Lap - Start Engines/Clear Grid.
30 Seconds - Visible and audible warning for start of Formation/Pace Lap.
- 2.5.3 The Pit Lane exit will be closed 30 seconds after the last of the assembled cars has left the Pit Lane (Motorsport UK General Regulation Q.12.11.12 (iv)). Any car in the Pit Lane at this time may, with the permission of the Clerk of the Course, join the rear of the grid after all other cars have departed on the first racing lap.
- 2.5.4 Any driver unable to start the Formation/Pace lap or start are required to indicate their situation as per Motorsport UK Regulation Q.12.11.2. In addition any driver unable to maintain grid positions on the Formation/Pace Lap, to the extent that ALL other cars are ahead of them, may complete the Formation/Pace lap but MUST remain at the rear of the last row of the grid.
- 2.5.5 In the event of any starting lights failure the Starter will revert to use of the National Flag.
- 2.5.6 Aborted start – If the start is aborted before the Lead Car leaves the circuit, it will stay on the circuit with yellow lights on and either bring the field to a stop on the grid or take it round for one more lap before repeating the start procedure. If the start is aborted after the Lead Car has left the circuit, the start lights will remain on red and the pole position competitor should bring the whole field round for one more lap, slowly and in formation, back to the grid.

2.6 SESSION RED FLAG

Should the need arise to stop any race or practice, RED LIGHTS will be switched on at the Startline and RED FLAGS will be displayed at the Startline and at all Marshals Signalling Points around the Circuit.

This is the signal for all drivers to cease circulating at racing speeds, to slow to a safe and reasonable pace and to return to the pit lane, during practice, and to the starting grid area, during a race, unless otherwise directed by officials.

Cars may not enter the Pits unless directed to do so. Work on cars already in the Pits must cease when a race is stopped.

2.7 PITS, PADDOCK & PITLANE SAFETY

- 2.7.1 Pits & Paddock: Management Competitors must ensure that the Motorsport UK, Circuit And Organising Club Safety Regulations are complied with at all times.
- 2.7.2 Pitlane: The outer lane or lanes are to be kept unobstructed to allow safe passage of cars at all times. The onus shall be on all Drivers to take all due care and respect the pit lane speed limits.
- 2.7.3 Refuelling: May only be carried out in accordance with the Motorsport UK General Regulations, the Organising Club Regulations, Circuit Management Regulations and the SRs or Final Instructions issued for each Circuit/Meeting.
- 2.7.4 Speed Limit: Pit Lane Speed Limit will be 60kph

2.8 RACE FINISHES

After taking the Chequered Flag drivers are required to:

- I. progressively and safely slow down
- II. remain behind any competitors ahead of them,
- III. return to the Pit Lane Entrance/Paddock Entrance as instructed,
- IV. comply with any directions given by Marshals or Officials
- V. keep their helmets on and harnesses done up while on the circuit or in the pitlane.

2.9 RESULTS

All Practice Timesheets, Grids, Race Results are to be deemed Provisional until all vehicles are released by Scrutineers after Post Practice/Race Scrutineering and/or after completion of any Judicial or Technical Procedures. (Motorsport UK regulation (D)26.3.)

2.10 TIMING MODULES

At all times throughout the event, competing vehicles shall be fitted with a working timing identification module (i.e. transponder) in accordance with Motorsport UK General Regulation Q.12.8.1.

2.11 QUALIFICATION RACES

If any event is oversubscribed the Organising Club may at their discretion run Qualification Races or separate races to accommodate all entries.

2.12 OPERATION OF SAFETY CAR

The Safety Car will be brought into operation and run in accordance with Section Q, Appendix 3 of the Motorsport UK General Regulations

2.13 ONBOARD CAMERAS

Any in-car camera should be fitted and used in accordance with Motorsport UK General Regulation J.5.21.

3. SPECIFIC SERIES REGULATIONS

None.

4. SPECIFIC SERIES PENALTIES

In accordance with Section C of the current Motorsport UK Yearbook.

4.1 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 Motorsport UK 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 Motorsport UK 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 may 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.

5. TECHNICAL REGULATIONS

5.1 INTRODUCTION

The following Technical Regulations are set out in accordance with the Motorsport UK specified format and it should be clearly understood that if the following texts do not clearly specify that you can do it you should work on the principle that you cannot.

5.2 GENERAL DESCRIPTION

The Ferrari Club Racing Series is for competitors participating in Ferrari tipos entered in one of eight classes;

Class 1: Cars eligible for the Pirelli Ferrari *formula classic* Series. Entries from other suitable Ferrari tipos may also be considered at the invitation of the Ferrari Owners' Club of Great Britain.

Class 2: 360 in road or challenge version.

Class 3: 430 in road or challenge version.

Class 4: 458 in road or challenge version.

Class 5: 488 in road or challenge version (excluding 488 Challenge EVO)

Class 6: Modified 360 and 430.

Class 7: Modified 458 and 488 (excluding 488 Challenge EVO)

Class 8: Ferrari vehicles, which are homologated according to current or expired GT regulations, excluding 488 Challenge EVO.

5.3 SAFETY REQUIREMENTS

All cars must conform to the current Motorsport UK safety requirements (Motorsport UK General Regulation Appendix K) which include the fitting of towing eyes front and rear in accordance with Q.13.1.3 of the Motorsport UK yearbook, 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.

5.4 GENERAL TECHNICAL REQUIREMENTS & EXCEPTIONS

In accordance with Motorsport UK General Regulation J.5 & Q.13.

5.5 CHASSIS

In accordance with Motorsport UK General Regulation J.5.2 & Q.13.1. The chassis must remain as original.

5.6 BODYWORK

In accordance with Motorsport UK General Regulation J.5.2 & Q.13.2. Aero packs are permitted within the limitations of Motorsport UK General Regulation J.5.2.7.

5.7 ENGINE

In accordance with Motorsport UK General Regulation J.5.4.

5.8 SUSPENSIONS

In accordance with Motorsport UK General Regulation J.5.5. Must be original and conform to the appropriate factory Challenge Regulations except that dampers, roll bars and springs are free.

5.9 TRANSMISSIONS

In accordance with Motorsport UK General Regulation J.5.11. Must be original or of Ferrari origin. A competition clutch may be fitted.

5.10 ELECTRICS

In accordance with Motorsport UK General Regulation J.5.14 & Q.13.11. Front lights and indicators may be removed but the aperture so formed must be covered by a solid blanking plate.

Pit-Car radio communication equipment is not permitted and if fitted must be disabled during all official Free-Practice and Qualifying Sessions and Races.

5.11 BRAKES

In accordance with Motorsport UK General Regulation J.5.6 & Q.13.5. The braking system is free in all respects but discs and callipers must remain as the appropriate factory Challenge Regulations. Replacing carbon ceramic discs with steel equivalents is permitted.

5.12 WHEELS/STEERING

In accordance with Motorsport UK General Regulation J.5.7, J.5.8, Q.13.6 & Q.13.7. Must conform to the appropriate factory Challenge Regulations. A detachable steering wheel is permitted.

5.13 TYRES

5.13.1 In accordance with Motorsport UK General Regulation J.5.9 & Q.13.8.

5.13.2 The use of any heating/heat retention devices, tyre treatments and compounds is prohibited. Tyre cooling is also prohibited other than by natural convection.

5.14 WEIGHTS

5.14.1 In accordance with Motorsport UK General Regulation J.5.15 & Q.13.12. Must conform to the appropriate factory Challenge Regulations. Entrants of cars where there are no applicable factory Challenge Regulations should contact the Series Co-ordinator to establish the applicable minimum weight limit for their vehicle.

5.14.2 Where ballast is required to achieve the specified minimum weight this shall be securely fixed in accordance with Motorsport UK requirements so as to prevent it from becoming a safety hazard in racing conditions. If ballast is used the position of it must be identified to the Eligibility Scrutineer when the car is examined and will be sealed by the Scrutineer prior to race.

5.14.3 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.

5.15 FUEL TANK/FUEL

The fuel tank must conform to the current Motorsport UK safety requirements (Motorsport UK General Regulation Appendix K. The original fuel tank may be replaced with a safety fuel cell (Motorsport UK General Regulation K.4). Only Pump Fuel defined in Motorsport UK General Regulation B (Pump Fuel) and in accordance with Motorsport UK General Regulation J.5.13 & Q.13.10. It is not permitted to refuel during official Qualifying or Races.

5.16 SILENCING

In accordance with Motorsport UK General Regulation J.5.17, J.5.18 (Section 'B') & Q.13.13. Maximum 108dbA measured at $\frac{3}{4}$ maximum revs at 0.5m from the exhaust pipe.

5.17 NUMBERS AND SERIES DECALS

Competition numbers must be displayed in accordance with Motorsport UK General Regulation J.4.1.

5.17.1 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

6. APPENDICES

The Following Commercial Undertakings are not subject to the Judicial Procedures of Motorsport UK/MSK.

6.1 RACE ORGANISING CLUBS AND CONTACTS

Ferrari Owners' Club of Great Britain
Cavallino House
2 Church Way
Whittlebury
Northamptonshire
NN12 8XS
Tel. 01327 855430
info@ferrariownersclub.co.uk

6.2 COMMERCIAL UNDERTAKINGS

6.2.1 VEHICLE PRESENTATION

The presentation of the car is fundamental to the profile of the Series its sponsors and its audience. Therefore in considering whether to permit any car to participate, at any point during the season, the organisers will regard as paramount the presentation of the car. In taking into account its appearance inherent in which is the standard of its presentation (including interior) they may exclude any car which they consider may prejudice the reputation of the Series or is otherwise unacceptable. This will include where the car is presented at an event bearing accident damage sustained at a previous event and which has not been subject to the completion of a full and proper repair.

6.2.2 ADVERTISING / GLASS

- (a) All glass areas must remain clear and unobstructed by decals/advertising or any other obstruction unless these regulations specify different or are approved by the Ferrari Owners' Club of Great Britain / Series Co-ordinator.
- (b) All surfaces, which have not been claimed for stickers by the Organisers, the Series sponsors or used for the application of starting numbers, are free for use. The Series Co-ordinator must approve conflicting sponsor's stickers in advance and the position, size and colours (if approved) will be at the discretion of the Series Co-ordinator.
- (c) Please note Motorsport UK General Regulation H.28.1.2 – The display must not be offensive.
- (d) Competitors may be required to display Series sponsors stickers / decals in locations determined by the Organisers. Display of these stickers is mandatory for participation in the Series.

6.3 TRADE SUPPORT

The organisers reserve the right to obtain support sponsorship for the Series, usually by means of product for competitors. To qualify, this may require fixing support sponsors' logos on either side of the car.

6.4 PROMOTIONAL ACTIVITIES

Drivers may be required to participate in promotional activities at certain events.