



2022 – Pirelli Ferrari *formula classic* Series
SPORTING & TECHNICAL REGULATIONS
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INTRODUCTION

The **Pirelli Ferrari *formula classic*** is run as a race series and not a formal championship with prizes being awarded to class winners on a race by race basis.

The race series is open to cars built before 1999 and the classes are intended to encourage close racing between as many types of Ferrari as possible.

The individual classes are decided on the engine size and whether the cars are standard or have been modified from the original specification.

This class system is intended to get as many types of Ferrari as possible on the grid and also to encourage close racing for a class win all through the field.

Promoted by



1. SPORTING REGULATIONS - GENERAL

1.1 TITLE & JURISDICTION:

The Pirelli Ferrari formula classic 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. RS2022/069

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 Club Status Licence, as a minimum. Note; Motorsport UK General Regulation Q.11.6.2 – Any driver competing in a vehicle of 0.34bhp/kg or higher (excluding driver weight) and measured at the driven wheels must be the holder of a Race National 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.

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. Guests may compete with Ferraris not necessarily complying with these Regulations, and their results will be disregarded for the purposes of 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.
- 1.4.5 Following acceptance of registration, the Series Organisers reserve the right to instruct that the car is power tested at the Series nominated 'Rolling Road' and to seal the engine and components in accordance with Motorsport UK General Regulation J.3.1.6. The cost of the test will be born by the Series Organisers. Transportation to/from the nominated Rolling Road facility and any transportation costs incurred will be the responsibility of the Entrant.
- 1.4.6 Following power testing the Series Organisers reserve the right to specify the fitting of ballast (5.14.2) and/or specify a minimum ride height measurement in the interest of balancing performance.
- 1.4.7 The nominated Rolling Road for power testing is: DK Engineering, Little Green Street Farm, Chorleywood, Hertfordshire, WD3 6EA Tel. 01923 287687. The Series Organisers reserve the right to nominate and use an alternative facility in the event of force majeure.

1.5 SERIES ROUNDS:

The Series will be contested at the following events;

Date:	Venue:	Grade:
6/7 May 2022	Oulton Park (International)	Interclub
28/29 May 2022	Snetterton (300)	Interclub
25/26 June 2022	Donington Park (National)	Interclub
23/24 July 2022	Anglesey (International & Coastal)	Interclub
14 August 2022	Brands Hatch (Indy)	Interclub
3/4 September 2021	Brands Hatch (Indy & GP)	Interclub
17/18 September 2021	Silverstone (GP)	Interclub

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

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 a 1x1 formation as specified on the grid sheet.
- 2.5.2 The start will be via Standing start, unless 2.5.6 applies.
The minimum Countdown procedures/audible warnings sequence shall be:-
1 minute to start of Green Flag Lap - Start Engines/Clear Grid.
30 Seconds - Visible and audible warning for start of Green Flag Lap.
A five second board will be used to indicate that the grid is complete.
The red lights will be switched on five seconds after the board is withdrawn.

- 2.5.3 Any car removed from the grid after the 1 minute signal or driven into the pits on the Green Flag lap shall be held in the pitlane and may start the race after the last car has passed the startline or pitlane exit, whichever is the later to take the start from the grid.
- 2.5.4 Any driver unable to start the Green Flag 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 Green Flag Lap, to the extent that ALL other cars are ahead of them, may complete the Green Flag lap but MUST remain at the rear of the last row of the grid but ahead of any cars to be started with a time delay.
- 2.5.5 In the event of any starting lights failure the Starter will revert to use of the National Flag.
- 2.5.6 At certain events a Rolling Start may be used. In this case a bulletin will be issued to all drivers detailing the procedure.

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: Competitors must ensure that the Motorsport UK, Circuit Management 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

2.13.1 All competitors are required to carry an on board camera for the primary purpose of safety. Footage should be retained until such time as the results are declared final. The decision to review any such video footage is at the discretion of the Clerk of the Course, the Stewards of the Meeting or the Series Co-ordinator.

2.13.2 It is the competitor's sole responsibility to ensure safe installation and effective operation of the camera equipment. At all times cameras must be fitted in accordance with Motorsport UK Regulations and be approved by the Chief Scrutineer in accordance with Motorsport UK General Regulation J.5.21. Cameras must be mounted in a central position with the steering wheel and front windscreen in clear view.

2.13.3 In the event that no data is available on request (other than due to a proven defect with the equipment) sanctions may be applied by the Clerk of the Course and/or Stewards of the Meeting, which can include but are not limited to a fine of up to £500. The burden of proof to establish the cause of such failure will lie with the competitor.

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.

4.2 ENGINE SPEED RPM MONITORING PENALTY

In accordance with 5.7.3 engine speed may be monitored (Group 5) using data recorders supplied by the Ferrari Owners' Club. Competitors are responsible for installing the data recorder in accordance with the supplied fitting instructions. Data will be retrieved by the Series Eligibility Scrutineer after each session. Infringements will be reported to the Clerk of the Course who may penalise the competitor in accordance with Motorsport UK General Regulation C.2.1.1. as follows;

(a) a reprimand for infringements recorded during Free Practice

(b) a 10 position grid place penalty for infringements recorded during Qualifying, and

(c) a time penalty of up to 10 seconds for infringements recorded during Races

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.

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.

5.2 GENERAL DESCRIPTION

The Pirelli Ferrari *formula classic* Series is for competitors participating in Ferrari production tipos introduced by the factory prior to 1999 (i.e. before the introduction of the tipo 360 Modena) but excluding turbo-charged cars, and may be entered in one of five Groups. Where there are less than 3 entries the organisers reserve the right to amalgamate 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. Specifically lightly modified 328 GTB/S; lightly modified Mondial t; lightly modified 348 tb/spider; lightly modified 348GTB/S; 348 Challenge, unmodified F355, unmodified 456GT; unmodified 550 Maranello; 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.

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. The fitting of a full roll cage as defined in Motorsport UK General Regulation K.1.6.1 is mandatory.

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. 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.

5.6 BODYWORK

In accordance with Motorsport UK General Regulation J.5.2 & Q.13.2.

5.6.1 Grp 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. The original trim must be retained although carpets may be removed. Passenger seats may be removed. The Driver's seat may be replaced by one 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, with the exception of fitting an Accusump. 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.

5.6.2 Gp2 and Gp4: Bodywork as for Gp3 but the material for the windows may be changed. The original interior door trim may be removed and changed for an alternative material. Passenger seats may be removed. The Driver's seat may be replaced by one 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 may be added 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.

5.6.3 Gp5: Aero devices are permitted on tipos when originally fitted by the Factory subject to the limitations prescribed by Motorsport UK J.5.2.7. The original silhouette must be maintained except the rear wing 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.

5.7 ENGINE

In accordance with Motorsport UK General Regulation J.5.4.

5.7.1 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.

5.7.2 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.

5.7.3 Gp5: Engines must be to original tipo type, specifically bore and stroke. Engine internals, specifically Crankshaft, Camshafts & Pistons must be to original specification. The ignition system and exhaust system is free. Maximum RPM must not exceed 8,500 at any point during competition. In the interest of balancing performance the Organisers reserve the right to amend this limit at any time during the season by issuing a bulletin.

5.8 SUSPENSIONS

In accordance with Motorsport UK General Regulation J.5.5.

5.8.1 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/uprated.

(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.

5.8.2 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/uprated.

(c) Alternative dampers using the original configuration and mounting points may be fitted. (In the case of 348 Challenge cars only single adjustment dampers are permitted).

(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.

- 5.8.3 Gp5: Alternative dampers, roll bars and springs may be fitted using the original configuration and mounting points. (In the case of F355 Challenge cars only single adjustment dampers are permitted). 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.

5.9 TRANSMISSIONS

In accordance with Motorsport UK General Regulation J.5.11.

- 5.9.1 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.
- 5.9.2 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.
- 5.9.3 Gp5: Must be original. A competition clutch may be fitted.

5.10 ELECTRICS

In accordance with Motorsport UK General Regulation J.5.14 & Q.13.9.

- 5.10.1 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.
- 5.10.2 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.

5.11 BRAKES

In accordance with Motorsport UK General Regulation J.5.6 & Q.13.4. In all Groups it is permissible to install brake cooling ducts providing no additional apertures are introduced into the bodywork.

- 5.11.1 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.
- 5.11.2 Gp2 and Gp4: The braking system in all respects is free except on 348 Challenge cars discs and callipers shall remain as Challenge specification.
- 5.11.3 Gp5: The braking system in all respects is free except on F355 Challenge cars discs and callipers which shall remain as Challenge specification.

5.12 WHEELS/STEERING

In accordance with Motorsport UK General Regulation J.5.7, J.5.8, Q.13.5.

- 5.12.1 Gp1 and Gp3: For 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 Motorsport UK General Regulation J.5.2.6. Steering must be as original including the steering rack ratio. A detachable steering wheel is permitted.
- 5.12.2 Gp2, Gp4 & Gp5: For 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, except for 348 Challenge and F355 Challenge cars, which must conform to Challenge Regulations. Proprietary wheels may be fitted but these must comply with the offset requirements of Motorsport UK General Regulation J.5.2.6. Steering is free. A detachable steering wheel is permitted.

5.13 TYRES

- 5.13.1 Grp1 to Grp4: Any tyre listed in Motorsport UK List 1B. Tyre sizes must be in accordance with those specified by Ferrari for the particular Ferrari tipo and the tyre must be E-marked. At each event once qualifying has begun it is not permitted to change tyres to an alternative brand or type, however replacing tyres with those of the same brand and type is permitted.

Gp5: Motorsport UK 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.

- 5.13.2 The minimum depth of tread measured immediately prior to the start of the race shall be 1.6mm.
- 5.13.3 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.

5.14 WEIGHTS

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

Table of Minimum Weight Limits

308GTB/S, GT4	1215kg
Mondial (all versions except Mondial t)	1320kg
328GTB/S	1235kg
365GT4BB	1405kg
BB512; BB512i	1520kg
Testarossa	1560kg
Mondial t	1365kg
348 tb/ts, GTB/S	1370kg
348 Challenge	1320kg
F355	1370kg
F355 Challenge	1340kg
Unmodified 456GT and 550 Maranello in Gp4	1590kg
Modified 456GT and 550 Maranello in Gp5	1470kg

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 indicated to the Eligibility Scrutineer when the car is examined and will be sealed by the Scrutineer prior to the race.

5.14.3 Gp5: Success ballast may be applied to the top three overall classified finishers in each race, which (if issued) must be carried for the next race at that event. Ballast will be supplied by the FOC and fitted in accordance with the specified fitting instructions.

Ballast may be applied as follows;

1st overall: 65kg

2nd overall: 25kg

3rd overall: 10kg

Success ballast must be removed at the end of the final race of each event and returned to the Series Eligibility Scrutineer or Series Co-Ordinator. No success ballast will be applied for Qualifying or the first race of any event.

5.15 FUEL TANK/FUEL

The fuel tank(s) must be located in the original location and must conform to the current Motorsport UK safety requirements (Motorsport UK General Regulation Appendix K. The original fuel tank(s) 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.13.8. 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 'A').
Maximum 105dbA 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. 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.

5.17.2 Group identification stickers must be displayed in an approved position.

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

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. The position, size and colours of any personal advertising (if approved) will be at the discretion of the Organisers. Advertising of any tyre manufacturer other than Pirelli is prohibited.
- (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.