




FERRARI HILLCLIMB CHAMPIONSHIP

in association with 

2023 – FERRARI HILLCLIMB CHAMPIONSHIP SPORTING & TECHNICAL REGULATIONS **PUBLISHED COPY**

INTRODUCTION

The Ferrari Hillclimb Championship is open to all production road-legal cars built by Ferrari and the Sporting & Technical Regulations with all-inclusive Performance Equaliser Percentages (PEP), Champion PEP and Champion Extra Tariff (CET) are intended to encourage close competition between as many types of Ferrari and Driver as possible.



motor
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UK



**RACE
WITH
RESPECT**

1. SPORTING REGULATIONS - GENERAL

1.1 Title & Jurisdiction:

The Ferrari Hillclimb Championship is organised and administered by the Ferrari Owners' Club of Great Britain (FOC) in accordance with the General Regulations of Motorsport UK (incorporating the provisions of the International Sporting Code of the FIA) and these Championship Regulations.

Motorsport UK Championship Permit No. CH2023/S052 Status: Interclub

Motorsport UK Championship Grade: D

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 E-mail. anneswift@btinternet.com

Deputy Championship 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

- 1.2.3 Championship Stewards: Jeff Simpson, Paul 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 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 be fully paid up valid membership card holding members of the Ferrari Owners' Club of Great Britain, be Registered for the Championship and be in possession of valid current Competition RS Interclub Status Licence, as a minimum.

Or be in possession of the highest grade of national Speed 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).

A competitor shall not take time off school to participate in motor sport without the prior written approval of their school. If participation in the Championship requires absence from school, Drivers in full time school education are required to have the approval of their head teacher and a letter stating such approval from his/her school in order to fulfil registration for the Championship.

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

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

1.4 Registration:

- 1.4.1 All drivers must register as competitors for the Championship by **completing the online Driver and Car Registration forms** **and paying** the Registration fee prior to the final closing date of the first round to be entered.
- 1.4.2 The registration fee is **£120.00** 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:

Round	Date	Day	Venue	Organising Club
1	March 25	Sat	Cadwell Park	BARC (Midland)
2	May 6	Sat	Harewood	BARC (Yorks)
3	May 7	Sun	Harewood	BARC (Yorks)
4	June 3	Sat	Shelsley Walsh	Midland AC
5	June 17	Sat	Gurston Down	BARC (SW)
6	July 8	Sat	Loton Park	Hagley & DLCC
7	July 9	Sun	Loton Park	Hagley & DLCC
8	July 22	Sat	Prescott	Bugatti OC
9	August 20	Sun	Curborough	RSSOC
10	September 17	Sun	Shelsley Walsh	Midland AC
11	October 1	Sun	Curborough	Midland AC
12	October 7	Sat	Prescott	Bugatti OC

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.

Championship points will be awarded on the basis of the fastest time achieved in the official event runs and will be as follows: 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. These scores will apply regardless of the number of starters. 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.

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 (TRC).

Champion PEP - The season's Championship winner will carry a Champion's PEP of 1% for a period of 5 years. This is additional to the normal PEP imposed for Car Type according to the table which follows. If a competitor wins the Championship in the year following a victory year, a further Champion Extra Tariff (CET) of 0.5% will be added to the PEP, making 1.5%. Similarly, further successive victories will add +0.5% CET up to a maximum total of 3%. If a competitor fails to win the Championship whilst carrying a CET, a deduction of 0.5% CET will be made the following year and for each subsequent year until the CET is removed or increased on a Championship win. Registration is not a requirement for CET removal.

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	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	Plus 1.0%
(j 1)	California	Plus 1.5%
(k)	F50, 599	Plus 2.0%
(l)	F430	Plus 2.5%
(l 1)	California T	Plus 3.0%
(m)	360 Challenge Stradale, Portofino, FF	Plus 3.5%
(m 1)	Portofino M	Plus 4.0%
(n)	458 Italia, 430 Scuderia	Plus 4.5%
(o)	488, F12	Plus 6.0%
(p)	458 Speciale	Plus 7.0%
(p 1)	488 Pista	Plus 9.0%
(p 2)	SF90	Plus 11.0%
(q)	Group Two cars – see special note 4.2.2	Plus 1.5%

- 1.6.2 Resolving Ties – Where two competitors have identical fastest times **to two decimal places**, the second fastest run will determine their relevant placing. If the second run is also identical **to two decimal places**, then the fastest practice run will be **considered**. A Championship award tie will be resolved by taking account of a ninth event score. If necessary, a tenth event score will be **considered**.
- 1.6.3 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 Motorsport UK Judicial proceedings (C.6.5).
- 1.7 Awards:**
- 1.7.1 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 may be presented by **the FOC or other third parties such as sponsors** for First, Second and Third placings. Other awards and mementos will be presented at the end of the season.
- 1.7.3 Numbers and Championship Decals – **To qualify for awards** 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 Championship sponsor's decal. All decals must be in place during practice and runs. The use of any decals or advertising material, other than the Championship 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 of the current Motorsport UK Yearbook
- 2.2 **Championship:** In accordance with Section C of the current Motorsport UK Yearbook

3. SPECIFIC CHAMPIONSHIP REGULATIONS

- 3.1 By registering for the Championship all competitors and their associates commit to positively promote and demonstrate the Motorsport UK's Respect Code which is appended to these regulations (Appendix 1).
- 3.1.1 Where any reports of disrespectful conduct are judged to be well founded the Championship organisers may issue warnings or require remedial actions and/or report the matter to the Championship Stewards who may impose appropriate penalties which can include loss of Championship points and/or race bans through to Championship Expulsion and referral to Motorsport UK.

- 3.1.2 It is imperative that we promote the safety and wellbeing of young people and adults at risk. In addition to this all participants must be aware of their behaviour and conduct at all times and abusive language and harmful behaviour will not be tolerated. Any such incidents must be reported to the Championship Coordinator and/or Safeguarding Officer who will also relay the report to Motorsport UK. Details of the Motorsport UK Policies and Guidelines are available at <http://www.motorsportuk.org/resource-centre> by selecting Policies and Guidelines.

3.2 Due to both safety and environmental concerns, vehicles **must not** be left unattended under any circumstances when the engine is running.

4. TECHNICAL REGULATIONS

Introduction: The following technical regulations are set out in accordance with Motorsport UK 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.

4.1 Eligible Vehicles

Cars entered must be genuine road cars complying with S.12 of the current Motorsport UK Yearbook and of Ferrari manufacture, excluding cars built specifically for racing by the manufacturer. Chassis number and tipo must be in accordance with Ferrari official records, and specifications must be in accordance with the factory build sheet in all major regards. The organisers reserve the right to subject the car to examination by the Eligibility Scrutineer and approval by the Technical and Regulatory Committee (TRC). Cars must be licensed, fully conform to the Road Traffic Act, comply with Motorsport UK regulations at S.10 (public highways) and be driven to the meetings. All Ferrari types F355 and more recent tipos together with tipos F40 and F50 must be absolutely to the manufacturer's original build specification, excepting for seats as in 4.1(g), bodywork as in 4.1(h), interior 4.1(i), exhausts as in 4.1(j) below, and brake pad material.

This means the types listed above are excluded from the alterations allowed below; namely 4.1(a), 4.1(c), 4.1(d), 4.1(e). Ferrari F355 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, porting or matching of internal components will carry a 1.5% PEP factor (see 4.2 Special Notes).
- (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 3cm 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 5cm.
- (d) Brakes – no restrictions. See 4.2 Special Notes.

- (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 Motorsport UK current 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 (reference Motorsport UK General Regulation S.9.3.1 & S.9.3.1.1).
- (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 Motorsport UK speed hill climb and venue noise regulations. Cars manufactured with catalytic converters must have them fitted and removal is not permitted. A lightweight or performance aftermarket/factory option exhaust may reclassify a car as Group Two at the point of Championship registration at TRC discretion.
- (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 Motorsport UK Yearbook “Nomenclature & Definitions, Section B”.
- (m) Chassis – must be of Ferrari origin and bear the Manufacturer's Chassis Number.

4.2 Special Notes

- 4.2.1 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. Piggyback ECUs, “Race Chips” or similar methods of engine management deception are strictly prohibited.

- 4.2.2 Cars listed in 4.1, Eligible vehicles with manufacturer option chassis and/or performance upgrades are Group Two. Any other performance enhancing modification except as listed below will also categorise the car 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).

- 4.2.3 Bodywork conforming to original appearance means changes such as specially flared wheel arches are not allowed.
- 4.2.4 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.
- 4.2.5 Competitors must comply with event organisers' regulations and instructions including the timing programme of the competition.

4.3 Safety Requirements

Car and driver must meet fully the requirements of the Motorsport UK regulations for these disciplines. Your attention is drawn specifically to the Motorsport UK 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, is strongly recommended).



A socially-minded standard of behaviour is expected from everyone within the motorsport community.

By participating in a Motorsport UK event in any capacity you agree to follow the values of the Respect Code:

Motorsportuk.org/racewithrespect
#RaceWithRespect

The Values

- Respect
- Integrity
- Self-Control
- Fair play
- Good Manners

I pledge to #RaceWithRespect and:

- Contribute to a welcoming and friendly environment that ensures the safety and welfare of all participants.
- Always behave with integrity and uphold fairness in the sport; play your part in keeping the sport safe through your actions
- Treat everyone with respect, regardless of their gender, ethnic or social background, language, religious or other beliefs, disability, sexual identity or other status
- Recognise that we all represent the sport and therefore have a duty to be polite and respectful to all staff, officials, fellow competitors, volunteers, as well as fans and supporters
- Respect the rules, regulations and authority of the officials and Motorsport UK

Any breach of these obligations may result in disciplinary action.