

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 built prior to 1990 (i.e. before the introduction of the tipo 348) but excluding turbo-charged cars, and may be entered in one of four Groups:

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

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

Group 3 (**Gp3**): Unmodified V8 Ferraris with an engine capacity exceeding 3 litres.

Group 4 (**Gp4**): Lightly modified V8 Ferraris with an engine capacity exceeding 3 litres.

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 2012 MSA safety requirements which include *inter alia* the fitting of towing eyes front and rear, 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:

Gp1 and **Gp2**: For older V6 and V12 cars must be of Ferrari origin and bear the Manufacturer's Chassis Number. For V8 Ferraris must be original.

Gp3 and **Gp4**: Must be as 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

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. The centre console must remain as original. There must be a minimum of 2 seats. Seats may not be removed but front seats may be replaced by ones of competition type.

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.
- (b) Any proprietary exhaust system may be fitted although the 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.

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.
- (c) There is no restriction on pistons, valves and/or camshafts.
- (e) An alternative dry oil sump system may be fitted.
- (f) Any proprietary exhaust system (including manifolds and silencers) may be fitted.
- (g) An alternative radiator may be fitted provided it occupies the original position.
- (h) The provision of engine oil coolers within the original bodywork is allowed.

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

- (h) The provision of engine oil coolers within the original bodywork is allowed.

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**: All 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.

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 90 x 90 x 90mm 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 90 x 90 x 90mm high placed in front of the car and moved as far back as the rear of the driver's seat.
- (d) Adjustable spring platforms are permitted.

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.

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 may have a diameter up to but not exceeding 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 2012 MSA Year Book.

Steering must be as original including the steering rack ratio.

Gp2 and Gp4: The wheels for cars in these Groups may have a diameter up to but not exceeding 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 2012 MSA Year Book..

Steering is free.

3.10 Tyres:

All Groups: Must be **PIRELLI** treaded tyres as MSA List 1A or 1B (P Zero C or P Zero Corsa).

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

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. In combined races with the Club's Pirelli Ferrari Open series, the start procedure may be changed to a rolling start.

2.2 Driving Standards:

In pursuit of the encouragement of high driving standards and respect for other competitors, the Series Co-ordinator may instruct any competitor to provide a written account of any incident or occurrence where it is considered there may have been (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.

In the event of any damage sustained during the competition, regardless of how it may have been caused, and following examination by the Eligibility Scrutineer, he will notify the Series Co-ordinator and a written account of the occurrence will be provided by the relevant competitor(s).

Any competitor the subject of a request to provide an incident report shall respond in writing within 7 days of that request.

Following an enquiry into any alleged breach of these Regulations the Series Co-ordinator may be required to issue a written Warning to that competitor that he/she may be placed under observation by the Clerk of the Course for the following two events in which the competitor takes part. More than one Warning may be issued at any one time in instances of misconduct or breach of these Regulations.

Any competitor who receives more than one written Warning during the season may be placed under observation for the remainder of the season.

In circumstances where a penalty is deemed appropriate, the following penalties may be applied:

- (i) Exclusion from the results.
- (ii) Withdrawal of the invitation to take part in one or more subsequent rounds of the Series with immediate effect.
- (iii) In certain circumstances the competitor may be referred to a specified ARDS certified race school to satisfactorily complete a course specially devised by the FOC in conjunction with that school and at the competitor's expense.

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.