

PIRELLI

Ferrari
Hillclimb Championship

2010
Sporting & Technical
Regulations

Promoted by



2010 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: CHS2010/033 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 2010 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 MSA Competition National B Speed or appropriate higher grade Speed or Race Licence. The FOC reserves the right to refuse to issue an invitation and/or accept the registration of any applicant without necessarily providing any reason for such refusal.

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 a Pre-Registration form (forms available from the Championship Co-ordinator) and subject to the subsequent issue 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 £70.00 payable to the Ferrari Owners' Club.

1.5 Championship Rounds

Rnd	Date	Day	Event	Licence Type	Event Organiser
1	March 14	Sun	North Weald	B Speed	Borough 19 MC
2	April 24	Sat	Goodwood	B Speed	Bognor Regis MC
3	May 8	Sat	Harewood	B Speed	BARC (Yorks)
4	May 9	Sun	Harewood	B Speed	BARC (Yorks)
5	May 29	Sat	Prescott	B Speed	Bugatti OC
6	June 5/6	Sat/Sun	Shelsley Walsh	A/B Speed	Midland AC
7	June 19/20	Sat/Sun	Doone	A/B Speed	Lothian CC
8	July 10	Sat	Loton Park	B Speed	Hagley & DLCC
9	July 11	Sun	Loton Park	B Speed	Hagley & DLCC
10	July 18	Sun	Gurston Down	B Speed	BARC (SW)
11	August 8	Sun	Hethel	B Speed	Borough 19 MC
12	August 14	Sat	MIRA	B Speed	Midland AC
13	August 15	Sun	Curborough	B Speed	Reliant S&SCC
14	September 19	Sat	Shelsley Walsh	B Speed	Midland AC
15	October 3	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 points total counting towards the competition results will be the aggregate of their best Eight event scores. 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. 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.

1.6.1.1 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	Minus 6.5%
(b)	V12 pre-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%
(k)	360 Challenge Stradale, F430, F50	Plus 2.0%
(l)	430 Scuderia	Plus 3.0%
(m)	Group 2 cars - see special note 3.2.2	Plus 1.5%
(n)	List 1B Tyre Tariff	Plus 2.0%

- 1.6.1.2 Champion PEP - The previous year's overall Championship winner will carry a one per cent positive PEP for the 2010 season.
- 1.6.2 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 or alternatively the tied contestants' relative placings against each other through the season.
- 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 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.

1.8 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 2010 MSA Yearbook.

2.2 Championship

In accordance with Section C (Judicial) of the 2010 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 2010 MSA Yearbook and of Ferrari manufacture, excluding cars built specifically for racing by the manufacturer. 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, 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/caster settings as specified in 3.1(c)

- (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% PEP factor (see 3.2.2 special notes).
- (b) Transmission – No changes to the manufacturer's original specification 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 Special Notes 3.2.2 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.
- (f) Tyres – to be manufacturers' treaded regular road-going production items as per MSA 2010 Yearbook List 1A or List 1B. The use of List 1B tyres must be notified at the time of registration and the appropriate PEP factor will be applied. Changing from List 1B to List 1A and back on an event by event basis will not be permissible. 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.
- (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. Also on the F40 where the original body panels may be replaced by glass fibre items for cost replacement reasons, providing these match the originals dimensionally and cosmetically.
- (i) Interior – trim may not be removed, excepting floor carpets.
- (j) Exhaust – must conform to normal public highway requirements in respect of noise level and meet latest MSA speed hill climb and venue noise regulations. Cars registered in the UK after 1st January 1993 must be fitted with functioning catalytic converters, removal of which is not permitted.
- (k) Electronic Devices of a kind likely to give an advantage such as launch control and data logging are not permitted. Shift lights however are acceptable.
- (l) Permitted Fuels – Pump Fuel as defined in the MSA Yearbook "Terminology"..
- (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 beyond 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 anti-roll bar 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.

3.3 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).