



**2010**  
**Sporting & Technical**  
**Regulations**

Promoted by



## **1 SPORTING REGULATIONS - GENERAL**

### **1.1 Title and Jurisdiction**

The **PIRELLI FERRARI OPEN** [Open] is a Series of races organised and administered by the Ferrari Owners' Club [FOC].

### **1.2 Officials**

Series Co-ordinator: Mrs Anne Swift, Chevy Chase, 145B Leeds Road, SELBY, North Yorkshire YO8 4JH Tel: 01757-702 053 Fax: 01757-290 547

Email: [annemswift@btinternet.com](mailto:annemswift@btinternet.com)

Licensed Eligibility Scrutineer: John May, 21 Rogers Close, Elsworth, Cambridgeshire CB23 4JJ Tel: 01954-267 354 E-mail: [jmay322680@aol.com](mailto:jmay322680@aol.com)

### **1.3 Competitor Eligibility**

Entry to the 2010 Series will be by invitation of the FOC. Drivers and Entrants of Ferrari cars must be fully paid-up members of the Ferrari Owners' Club. All competitors must be registered for the Series, and be in possession of a valid MSA Competition Licence (Racing) of minimum National B status. For overseas races the minimum grade of licence is currently National A.

The FOC reserves the right to refuse to issue an invitation and/or accept the registration of an applicant without necessarily providing any reason for such refusal.

### **1.4 Registration and Entries**

Applicants must submit a fully completed Registration form or, in the case of new applications, a Pre-Registration form (forms available from the Series Co-ordinator) together with the Registration Fee. Following approval an invitation will be issued on behalf of the FOC.

The Registration Fee will be £200.00 which includes the annual subscription to the Club's competition newsletter. For competitors who have also registered for the Club's Pirelli Ferrari *formula classic* series, the Registration Fee will be reduced to £100.00.

Registered competitors will be given a permanent competition number which they will retain for all races in the Series.

Entry forms for each race in the Series will be sent to all registered competitors by the Series Co-ordinator. Competitors are responsible for submitting correct and complete entries to the Organising Club by the closing date stipulated on the form.

### **1.5 Awards**

Awards will be presented to the first three competitors in each Class, subject to a minimum number of entries.

### **1.6 Rounds**

The calendar of events will be published following completion of negotiations with race organisers.

## **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.

### **2.2 Timing Modules**

All vehicles shall be fitted with a timing module installed in an approved position.

### **2.3 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 or explanation of any incident or occurrence where it is considered there may have been (a) a breach of driving standards, (b) behaviour either on or off the track such as to bring the Club and 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, the Eligibility Scrutineer will notify the Series Co-ordinator and a written account of the occurrence shall 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 the date of the 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.

A competitor placed under observation may be required to have a functioning video recording device fitted to his/her car to record during all qualifying sessions and races, and which will be fitted prior to the car being presented for scrutineering. This device, together with the data captured by it, shall be the property of the Organisers but the competitor shall be responsible for its security and for ensuring that it is functioning at all relevant times in accordance with the instructions given.

Any competitor who receives more than one Warning during the season shall 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 and the awards.
- (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, at the competitor's expense, specially devised by the FOC in conjunction with that school.

## 3 TECHNICAL REGULATIONS

### 3.1 Introduction

In the following Technical Regulations, it should be 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 vehicle model 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 to have accepted them in full. Vehicles must comply with these Regulations at all times and conform to the previously approved (or as subsequently amended) details on the Registration form.

Appearance is an important aspect of the Series and all vehicles must be turned out to a standard that does credit to the marque and to the organising club. Any car which, in the opinion of the Eligibility Scrutineer, fails to comply with this requirement shall not be permitted to take part. 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.

### 3.2 Classification

There will be FOUR basic Classes:

**Class C1 Challenge** for Ferrari F355 Challenge cars in accordance with the 2000 or earlier European ‘Ferrari Challenge’ specification, but with certain specific relaxations as identified in these Regulations. These relaxations are listed under the principal headings which follow. In addition to F355 Challenge cars, F355 road cars may be entered in this Class and may be modified to a specification that is equal to but not beyond Challenge specification. Tipo F355 must be subject to approval of these modifications prior to acceptance. F355 and F355 Challenge cars are not eligible to run in Class S.

**Class C2 Challenge** for Ferrari 360 Challenge cars in accordance with the 2002 or later European ‘Ferrari Challenge’ specification, but with certain specific relaxations as identified in these Regulations. These relaxations are listed under the principal headings which follow. In addition to 360 Challenge cars, 360 Modena road cars and variants of these may be entered in this Class and may be modified to a specification that is equal to but not beyond Challenge specification, subject to approval of these modifications prior to acceptance. 360 Challenge cars which have modifications beyond those permitted for Class C2 may be transferred to another Class. The Organiser’s evaluation of the modifications shall be final.

**Class C3 Challenge** for Ferrari 430 Challenge cars in accordance with the 2009 or earlier European ‘Ferrari Challenge’ specification, but with certain specific relaxations as identified in these Regulations. These relaxations are listed under the principal headings which follow. In addition to 430 Challenge cars, 430 road cars and variants of these may be entered in this Class and may be modified to a specification that is equal to but not beyond Challenge specification, subject to approval of these modifications prior to acceptance. 430 Challenge cars which have modifications beyond those permitted for Class C2 may be transferred to another Class. The Organiser’s evaluation of the modifications shall be final.

**Class S Speciale** for modified Ferraris complying with the detailed requirements listed in these Regulations. These cars will be permitted extensive modifications from standard. It should be noted that the engine of the original vehicle may be replaced by an engine from another Ferrari tipo.

In addition to vehicles specified above, the Organisers may include Ferraris in Class S which would ordinarily be classified as C2 or C3 but, in their opinion, have modifications which are beyond those permitted in these Classes.

For the purposes of these Regulations, 360 and 430 Challenge Ferraris which have been reclassified into Class S will be referred to as S[rc] whilst all other Ferraris in this Class will be referred to as 'modified'.

### 3.3 Safety Requirements

All cars must conform to the 2010 MSA safety requirements which include *inter alia* the fitting of towing eyes front and rear, an external cut-off switch, 4- or 6-point harness, rearward facing warning light(s), approved fire extinguisher. Roll cages must be in accordance with the appropriate requirements of the 2010 MSA Yearbook.

### 3.4 Chassis

The chassis of all cars must be of Ferrari origin.

### 3.5 Bodywork and Interior

**Class S:** The bodywork of modified cars must bear a strong resemblance to a recognised Ferrari tipo. The material of the bodywork and windows may be changed. The removal of passenger seats 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.

Inner wheel arch panels may be removed but if this is done it is mandatory to fit suitable protective panels to protect fuel and oil tanks from possible puncture in the event of tyre failure or the picking up of debris from the track.

Aerodynamic wings will not be permitted unless these were fitted to the tipo originally.

**Class C1, C2 and C3 and reclassified tipo 360 and 430 Class S[rc]:** Aero-packs will be permitted subject to complying with the following specification:

**Class C1 Aeropack:** Must be in accordance with the 2009 or earlier Ferrari Challenge Regulations.

**Class C2 Aeropack:** Rear wing length 1710mm; Front splitter to be in-line with front bumper; Front splitter height from ground 80mm.

**Class C3 Aeropack:** Rear wing length (including end plates) 1870mm; Wing chord (width) 300mm; Wing section (thickness) 48mm; Rear axle centre line to trailing edge of rear wing 785mm; Maximum height of rear wing (end plate) extrusion above rear boot edge 220mm; Maximum depth of front splitter (from bumper to leading edge) 90mm; Front axle centre line to front edge of splitter 1190mm.

**Class C1:** Rear windows (only) may be glazed with non-glass material.

### 3.6 Engine:

All cars must be silenced to the standard required by the MSA as specified in the 2010 Year Book.

**Class S:** The engine of modified cars in Class S must be of Ferrari origin but not necessarily from the original tipo. There are no restrictions on modification except that turbocharging or supercharging will not be permitted unless the original Ferrari tipo was so fitted.

There are no restrictions on the oil and water cooling systems. The exhaust system is free.

**Class C1, C2 and C3 and reclassified tipo 360 and 430 in Class S[rc]:** It is permitted to fit a replacement exhaust system provided that the following criteria are met:

- a. No alteration or modifications are made to the standard exhaust manifolds.
- b. The standard catalytic converter(s) remain.
- c. The replacement exhaust shall always remain interchangeable with the standard system.
- d. No additional apertures are permitted in the bodywork although the exhaust tailpipes may pass through the rear bumper.

### 3.7 Transmission

**Class S:** The gearbox and final drive casings of cars of modified cars in Class S in must be of Ferrari origin although the internal components may be changed.

### 3.8 Suspension

**Class S:** For modified cars in Class S there are no restrictions on suspension modifications. Dampers, springs and anti-roll bars are free.

**Class C1, C2 and C3 and reclassified tipo 360 and 430 in Class S[rc]:** Dampers, springs and roll bars are free.

### 3.9 Brakes:

**Class S:** For modified cars in Class S there are no restrictions on any brake components.

**Class C1, C2 and C3 and reclassified tipo 360 and 430 in Class S[rc]:** It is permissible to change the brake discs for ones of non-Ferrari origin providing the dimensions remain the same as the original components. Where carbon material was originally specified by the Manufacturer it is permissible to change to steel material. Brake pads are free.

### 3.10 Wheels and Steering:

**Class S:** For modified cars in Class S the steering mechanism is free. Wheels need not be of Ferrari origin and are free in respect of rim width and diameter. It should be noted that wheel dimensions must be compatible with the availability of suitable Pirelli competition tyres since no alternative manufacturer's tyres are permitted.

### **3.11 Tyres:**

In all classes tyres must be of PIRELLI manufacture, whether Slick or Rain type, supplied directly from Pirelli's Motorsport Department. No other Manufacturer's tyres will be permitted. It is important that competitors satisfy themselves that the tyres chosen are available in the size(s) required. A list of these tyres will be issued to competitors as soon as available from the Manufacturers.

### **3.12 Weights:**

**Class S:** For modified cars in Class S there are no minimum weight limits.. For the purposes of applying ballast, weights of vehicles may be checked at any time by the Eligibility Scrutineer and the information recorded.

**Class C1:** The minimum weight of F355 Challenge and F355 cars is 1320kg.

**Class C2:** The minimum weight of 360 Challenge is 1200kg.

**Class C3:** The minimum weight for 430 Challenge is 1250kg.

Where ballast is required this shall be securely fixed in accordance with J.15.2 of the 2010 MSA Yearbook. If ballast is applied 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.

### **3.14 Fuel:**

Only Pump Fuel, as defined by the MSA Technical Regulations and commercially available, may be used. Nitrous oxide and water injection systems will not be permitted.

### **3.15 Numbers and Series Decals:**

Competitors must display, in unaltered form, on the outside of their car such Promoters' stickers and decals as the FOC supply. Prior to the first race in the Series competitors will be issued with details of the preferred positions of these decals. These will include a background plate for the permanent competition number which must be displayed on the front and both sides of the vehicle.

Stickers indicating the competition Class of the vehicle must be displayed on the sunstrip and the rear bumper of the vehicle in specified positions.

The name of the driver must be displayed on the rear quarterlights of the vehicle.

Permission to display other advertising material must be first obtained from the Series Co-ordinator; such permission will not normally be refused unless there is a clear conflict of interest. In this respect it will not be permitted to display any advertising material relating to any tyre manufacturer other than PIRELLI.