



# FERRARI CLUB CLASSIC

A FERRARI OWNERS' CLUB OF  
GREAT BRITAIN RACING SERIES

## 2025 – Superformance Ferrari Club Classic Series SPORTING & TECHNICAL REGULATIONS DRAFT COPY

### INTRODUCTION

The **Superformance Ferrari Club 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 through the field.



Promoted by

## 1. SPORTING REGULATIONS - GENERAL

### 1.1 TITLE & JURISDICTION:

The Superformance Ferrari Club Classic Series is organised and administered by the Ferrari Owners' Club of Great Britain (FOC) ("**the Organiser**") in accordance with the **National Competition Rules (NCR)** of Motorsport UK ("**the ASN**") (incorporating the provisions of the International Sporting Code of the FIA) and these Series Regulations.

**ASN** Series Registration No. **RS2025/xxx**

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](mailto: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](mailto: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 **current** paid up members of the Ferrari Owners' Club of Great Britain and be in possession of a valid current **ASN** Entrants Licences, where applicable.

#### 1.3.2 Drivers and Entrant/Drivers must:

(a) be a current paid up member of the Ferrari Owners' Club of Great Britain, and

(b) be Registered for the Series, and

(c) be in possession of valid current **ASN** Competition Race Club Status Licence, as a minimum. Note; **NCR Chp.12 App.4 Art.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 **if the holder of a foreign ASN Competition licence** be in possession of the highest grade of national Race licence or valid FIA International Licence, together with their ASN's written consent (**NCR Chp.6 App.3 Art.1.6** 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 **Events** when signing-on.

1.3.4 Guest competitors, **Elite drivers or those considered by the FOC to be professional drivers** may be invited to race concurrently with cars racing in the Series, but their results shall be disregarded for the purposes of the Series. Guests may compete with Ferraris not necessarily complying with **all** these Regulations.

### 1.4 REGISTRATION:

1.4.1 All drivers must register as competitors for the Series by returning the **Series** Registration Form to the Co-ordinator prior to the Final Closing Date for the first **Event** 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 **£395.00**.
- 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. **Applications from professional drivers will not normally be accepted.**
- 1.4.5 Following acceptance of registration, the Series Organiser reserves 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 **NCR Chp.7 App.12 Art.1.9**. The cost of the test will be born by the Series Organiser. Transportation to/from the nominated Rolling Road facility and any transportation costs incurred will be the responsibility of the Entrant. Cars may also be required to undertake additional power tests during the season.
- 1.4.6 Following power testing the Series Organisers reserve the right to specify the fitting of ballast (Art. 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 Organiser reserves the right to nominate and use an alternative facility in the event of force majeure.

**1.5 SERIES EVENTS / RACES:**

The Series will be contested at the following events;

| Date:                | Venue:                      | Grade:    | Event Organiser: |
|----------------------|-----------------------------|-----------|------------------|
| 2/3/4 May 2025       | Donington Park (National)   | Interclub | MSVR             |
| 21/22 June 2025      | Thruxton                    | Interclub | BARC             |
| 25/26/27 July 2025   | Oulton Park (International) | Interclub | HSCC             |
| 10 August 2025       | Brands Hatch (Indy)         | Interclub | MSVR             |
| 20/21 September 2025 | Castle Combe                | Interclub | CCRC             |

**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 RACE  
Trophies to 1<sup>st</sup>, 2<sup>nd</sup> & 3<sup>rd</sup> 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 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) **will** 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 **Event** 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 **Event** Organiser in writing. **NCR Chp.3 App.11 Art.1.1l** applies.
- 2.1.4 The Entry Fee for each Event shall be specified in the **Official Documents**.
- 2.1.5 Reserves will be listed in the Final List of Entries published **in an Official Document**.

### 2.2 BRIEFINGS:

Organisers should notify Competitors of the times and locations for all briefings in **Official Documents** for the **Events**. 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 **In order to Qualify** each driver shall complete a minimum of 3 laps in the car to be raced, and in the correct session, in order to qualify (**NCR Chp.12 App.6 Art.3.2**).
- 2.3.3.1 When **two (2) Races are scheduled** at an Event and only one qualifying session is scheduled, the grid for Race 1 will be determined by the fastest qualifying times. The grid for Race 2 will be determined by the finishing order in Race 1 with any non-finishers and non-starters placed at the back of the grid in reverse order of retirement.
- 2.3.3.2 When **three (3) Races are scheduled** at an Event and only one qualifying session is scheduled, the grid for Race 1 will be determined by the fastest qualifying times. For Race 2, the grid will be determined by the second fastest qualifying times. The grid for Race 3 will be determined by 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 (**NCR Chp.12 App.6 Art.9.1**).

### 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 Art. 2.5.6 applies.  
The minimum Countdown procedures/audible warnings sequence shall be:-  
1 minute to start of Green **Signal** Lap - Start Engines/Clear Grid.  
30 Seconds - Visible and audible warning for start of Green **Signal** Lap.

A five second board will be used to indicate that the grid is complete.  
The red **Signal** 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 **Signal** 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 **Signal** lap or start are required to indicate their situation as per **NCR Chp.12 App.6 Art.6.11**. In addition any driver unable to maintain grid positions on the Green **Signal** Lap, to the extent that ALL other cars are ahead of them, may complete the Green **Signal** 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 **which will be an Official Document** will be issued to all Drivers detailing the procedure.

## 2.6 **SESSION RED SIGNAL**

Should the need arise to stop any Race or Practice, RED LIGHTS will be switched on at the Startline and RED **SIGNALS** will be displayed at the Startline and at all Marshals Signalling Points around the **Track**.

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 **and all cars in the pit lane during a red signal period must take any restart from the pit exit**. 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 **ASN**, 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 **NCR**, the Organising Club Regulations, Circuit Management Regulations and the **Official Documents** issued for each Circuit/**Event**.
- 2.7.4 Speed Limit: Pit Lane Speed Limit **is** 60kph

## 2.8 **RACE FINISHES**

After taking the Chequered Flag **end of Race Signal** 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 **Track** 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. (NCR Chp.3 App.6 Art.1.4)

## 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 NCR Chp.12 App.6 Art.2.2.

## 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 NCR Chp.12 App.8 Art.2.

## 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 Event Stewards 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 NCR and be approved by the Chief Scrutineer in accordance with NCR Chp.7 App.9. 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 Event Stewards, 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

3.1 By registering for the Series all Competitors and their associates commit to positively promote and demonstrate the ASN 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 Series Organiser may issue warnings or require remedial actions.

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 Series Coordinator and/or Safeguarding Officer who will also relay the report to the ASN. Details of the ASN Policies and Guidelines are available at <http://www.motorsportuk.org/resource-centre> by selecting Policies and Guidelines.

#### 4. SPECIFIC SERIES PENALTIES

In accordance with [NCR Chapter 2](#).

##### 4.1 DRIVING STANDARDS

In pursuit of the encouragement of high driving standards and respect for other competitors, [then](#) the Series Co-ordinator and the Clerk of the Course (or any other appropriate [ASN](#) 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 [NCR](#). 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 two or more '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 Art. 5.7.3 engine speed may be monitored (Groups 5 & 6) 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 **NCR Chapter 2** 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 **ASN** specified format and it should be clearly understood that if the following texts do not clearly specify that you can do it you **must** 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 Superperformance Ferrari Club 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 six 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; modified older V12 cars over 3 litres.

Group 5 (Gp5): Unmodified Ferraris with an engine capacity exceeding 3.4 litres, including F355, F355 Challenge, 456GT, 550 Maranello.

Group 6 (Gp6): Lightly modified Ferraris with an engine capacity exceeding 3.4 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 [ASN](#) safety requirements ([NCR Chapter 7](#)) which include the fitting of towing eyes front and rear in accordance with [NCR Chp.12 App.13 Arts.1.3 & 1.4](#), 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 [NCR Chp.7 App.3](#) is mandatory.

### 5.4 GENERAL TECHNICAL REQUIREMENTS & EXCEPTIONS

In accordance with [NCR Chp.7 App.2 & Chp.12 App.13](#).

### 5.5 CHASSIS

In accordance with [NCR Chp.7 App.2 Art.6 & Chp.12 App.13 Art.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 [NCR Chp.7 App.2 Art.6 & Chp.12 App.13 Art.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 and Gp6: Aero devices are permitted on tipos when originally fitted by the Factory subject to the limitations prescribed by [NCR Chp.7 App.2 Arts 6.10 to 6.12](#). The original silhouette must be maintained except the rear wing may be changed. However the wing chord for F355 must conform to Challenge specification, and for cars entered into Gp5 the rear wing must only be mounted to the engine cover only. The material of the bodywork and windows may be changed, except the windscreen of cars entered into Gp5 which must be glass. 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 **NCR Chp.7 App.2 Art.8.**

- 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) The ignition system is free. If replaced it must only operate the original function.
  - (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) The ignition system is free. If replaced it must only operate the original function.
  - (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 and Gp6: Engines must be to original tipo type, specifically bore and stroke. Engine internals, specifically Crankshaft, Camshafts & Pistons must be to original specification. The **engine management** and exhaust systems **are** 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 **NCR Chp. 7 App. 2 Art.9.**

- 5.8.1 Gp1 and Gp3: For V8 Ferraris must be as original with the following exceptions:
- (a) Springs may be uprated.
  - (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 uprated.
  - (b) The original damper components may be revalved/uprated.
  - (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 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: Dampers must be original or may be replaced with single adjustment dampers. Alternative non-adjustable roll bars and springs may be fitted, but in the case of F355 & F355 Challenge roll bars must be as per original or challenge specification. All dampers, roll bars and springs must use the original configuration and mounting points. 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.
- 5.8.4 Gp6: Alternative dampers, roll bars and springs may be fitted but must use the original configuration and mounting points. 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 [NCR Chp.7, App. 2 Art.15](#).

- 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 and Gp6: Must be original. A competition clutch may be fitted.

## 5.10 ELECTRICS

In accordance with [NCR Chp.7 App.5 & Chp.12 App.13 Art.10](#).

- 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, Gp5 and Gp6: 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 [NCR Chp.7 App.2 Art.10 & Chp.12 App.13 Art.5](#). 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. The standard brake discs may be replaced with a drilled and grooved alternative.
- 5.11.2 Gp2 and Gp4: The braking system in all respects is free.
- 5.11.3 Gp5: The braking system in all respects is free except on F355 & F355 Challenge cars on which discs and callipers must remain as original or to Challenge specification. ABS as original or may be replaced with non-adjustable alternative.
- 5.11.4 Gp6: The braking system in all respects is free except on F355 & F355 Challenge cars on which discs and callipers must remain as original or Challenge specification. ABS is free.

## 5.12 WHEELS/STEERING

In accordance with [NCR Chp.7 App.2 Arts.11-12 & Chp.12 App.13 Art.6](#). Where non-steel wheel nuts are fitted as standard to 348 and 355 tipos as permitted in accordance with [ASN Technical Exemption CTE-2024-072](#) these must be Ferrari part number 163370 with a torque setting of 10 Kgm (98 Newton Meters). On request of an ASN licenced Scrutineer Competitors must be able to demonstrate the torque setting applied at any time during the Competition.

- 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 [NCR Chp.7 App.2 Art.12.2](#). Steering must be as original including the steering rack ratio. A detachable steering wheel is permitted.
- 5.12.2 Gp2, Gp4, Gp5 and Gp6: 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 [NCR Chp.7 App.2 Art.12.2](#). Steering is free. A detachable steering wheel is permitted.

## 5.13 TYRES

- 5.13.1 Any tyre listed in [NCR Chp.8 App.4](#) Lists 1A or 1B. Tyre sizes must be in accordance with those specified by Ferrari for the particular Ferrari tipo and the tyre must be E-marked.
- 5.13.2 The minimum depth of tread measured immediately prior to the start of all qualifying sessions and races 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

|  |        |
|--|--------|
| 308 all GTB/S/GT4 including Mondial 8 / Mondial QV | 1215kg |
| 328 all GTB/S including Mondial 3.2                | 1235kg |
| 365 GT4 BB   | 1325kg |
| 512 BB; 512 BBi                                    | 1440kg |
| Testarossa   | 1480kg |
| All 348 and Mondial T                              | 1270kg |
| All F355 (Group 5)                                 | 1340kg |
| All F355 (Group 6)                                 | 1400kg |
| All 456 GT and 550                                 | 1470kg |

5.14.2 Where ballast is required to achieve the specified minimum weight this shall be securely fixed in accordance with [NCR Chp.7 App.2 Art.19](#) 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 Success ballast may be applied to the top three overall classified finishers in Groups 5 & 6 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;

1<sup>st</sup> overall: 65kg

2<sup>nd</sup> overall: 25kg

3<sup>rd</sup> 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.

5.14.4 The Organiser reserves the right to review and amend (by publication of a Series Bulletin) minimum weight limits and success ballast during the season in order to equalise performance.

## 5.15 FUEL TANK/FUEL

The fuel tank(s) must be located in the original location and must conform to the [requirements of NCR Chp.7 App.4](#). The original fuel tank(s) may be replaced with [an FIA specification](#) safety fuel cell ([NCR Chp.7 App.4 Art.4](#)). Only [Fuel defined in NCR Chp.8 App.1 Art.1.7 a\) or b\) is permitted](#) and in accordance with [NCR Chp.12 App.13 Art.9](#). It is not permitted to refuel during official Qualifying or Races.

## 5.16 SILENCING

In accordance with [NCR Chp.7 Apps.8 & 13 \(Chart 1](#) 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 [NCR Chp.7 Apps.10 & 13 Diagram 1 and NCR Chp.12 App.4 Art.5.](#)

- 5.17.1 Competitors will be issued with competition number backgrounds which must be affixed in unaltered form to the outside of their cars. Competitors must also display in approved positions on a flat surface any Series decals that the FOC may supply in the positions indicated on the diagram which will be issued to competitors prior to the first race in the Series. [One set of decals will be supplied free of charge by the Series Organiser. The Series Organiser reserves the right to charge for replacement decals.](#)
- 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 the ASN NCR.

### 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](mailto: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.
- (c) Please note NCR Chp.6 App.1 Art.8 regarding advertising restrictions.
- (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.

#### 6.2.3 HOSPITALITY

At certain events hospitality may be provided by the Series Organiser and the cost may be included within the entry fee. The Series Organiser reserves the right to retain such hospitality costs where entries are cancelled in accordance with Art. 2.1.3.

### 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.



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

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.