



FERRARI

HILLCLIMB CHAMPIONSHIP

FERRARI OWNERS' CLUB OF GREAT BRITAIN

2024 – CSA Service Group FERRARI HILLCLIMB CHAMPIONSHIP SPORTING & TECHNICAL REGULATIONS PUBLISHED COPY

INTRODUCTION

The **CSA Service Group** Ferrari Hillclimb Championship is open to all production road-legal cars built by Ferrari. The Sporting & Technical Regulations with all-inclusive Performance Equaliser Percentages (PEP) and **Success Equaliser Percentage (SEP) formulas** are intended to encourage close competition between as many types of Ferrari and Driver as possible.

Non-road legal and modified Ferraris are welcome to enter on an invitational non-scoring basis.

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1. SPORTING REGULATIONS - GENERAL

1.1 Title & Jurisdiction:

The **CSA Service Group** 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. **CH2024/S033** Status: Interclub
Motorsport UK Championship Grade: C

1.2 Officials:

1.2.1 Championship Co-ordinator: **Steve Burns**
Cavallino House, 2 Church Way, Whittlebury, Northamptonshire, NN12 8XS
Tel. 07701 004694 E-mail. steve.burns@ferrariownersclub.co.uk

Deputy Championship Co-ordinator: **Chris Leach**
Cavallino House, 2 Church Way, Whittlebury, Northamptonshire, NN12 8XS
Tel. 01327 855430 E-mail. chris.leach@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@dashesundials.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 **£150.00** 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:

Event	Date	Day	Venue	Organising Club
1	April 1	Mon	Bouley Bay	Jersey MLCC
2	April 21	Sun	Curborough	Sheffield & Hallamshire MC
3	May 11	Sat	Harewood	BARC (Yorks)
4	May 12	Sun	Harewood	BARC (Yorks)
5	June 15	Sat	Gurston Down	BARC (SW)
6	June 16	Sun	Gurston Down	BARC (SW)
7	July 13	Sat	Loton Park	Hagley & DLCC
8	July 14	Sun	Loton Park	Hagley & DLCC
9	August 10	Sat	Shelsley Walsh	Midland AC
10	September 14	Sat	Wiscombe Park	MG Car Club (SW)
11	October 5	Sat	Prescott	Bugatti OC
12	October 6	Sun	Prescott	Bugatti OC

1.6 Scoring:

- 1.6.1 Performance Equaliser Percentage (PEP) - To determine placings for competition point scoring a PEP factor (using the **F430** series cars as a zero reference) will be applied to competitors' course times where appropriate as indicated in the chart **below**. For any car not listed an appropriate PEP will be determined by the **Championship Organisers**.

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 **total** 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.

Success Equaliser Percentage (SEP) – To encourage close competition the driver finishing in first position at each Event (following PEP being applied) will have an additional 2% applied to their respective PEP at the next Event in which the driver participates. SEP is not accumulative and will be removed following the next Event in which the driver participates unless the driver finishes in first position in the Event. For the avoidance of doubt, SEP is not carried forward to subsequent years and therefore no driver will be subject to SEP during Event (Round) 1.

PERFORMANCE EQUALISER PERCENTAGE (PEP) TABLE	
Car Tipo	PEP Factor
206/246, V12 pre-1970	Minus 9.0%
V12 1970-1994	Minus 8.5%
Boxer 365/512, 308GTB/Si, Mondial 3.0	Minus 7.5%
308GTB/S and QV, GT4, Mondial 3.2	Minus 7.0%
328GTB/S, Testarossa, 456GT	Minus 5.5%
348tb/ts, Mondial 3.4t, 512TR, F512M	Minus 4.5%
348GTB/S, 550/575M	Minus 3.5%
348GTC	Minus 3.0%
F355	Minus 2.5%
360 Modena, F40	Minus 1.5%
California	Minus 1.0%
F50, 599	Minus 0.5%
F430, California T	Zero
Portofino	Plus 0.5%
360 Challenge Stradale, FF	Plus 1.0%
Portofino M	Plus 1.5%
458 Italia, 430 Scuderia	Plus 2.0%
488, F12	Plus 3.5%
488 Speciale, F8Tributo/Spider	Plus 4.5%
488 Pista, 296 GTB/S	Plus 6.5%
SF90	Plus 7.5%

- 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 registration 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. **A responsible person must be seated in the driving seat at all times 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. Cars must be licensed, fully conform to the Road Traffic Act **and** comply with Motorsport UK regulation S.10.11 (Public Highway).

Permitted Modifications

- (a) Engines – **must** 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 **replacement components / pattern parts to the standard specification is permitted.**
- (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 – **brake pads are free.**
- (e) Wheels – **must be** listed as original equipment or factory option, rim widths **must** not exceed 1" beyond the widest **original** rim, front and rear, and up to 1" increase in diameter. 16" diameter wheels are permitted on 246 and 308 tipo cars. 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.

- (f) Tyres – **must** be manufacturers treaded regular road-going production tyres as per Motorsport UK current Yearbook **Appendix L** 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 **during an Event** 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 – **must** not 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. **For the avoidance of** doubt bodywork conforming to original appearance means changes such as specially flared wheel arches **or rebodies and replicas** are not **permitted**.
- (i) Interior – trim **must** 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 **is permitted but** may **be subject to an additional PEP being applied** at the point of Championship registration at **the** discretion **of the Championship Organisers**.
- (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 **manufacture** 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. Vehicles with manufacturer option chassis and/or performance upgrades **and** any other performance enhancing modification **may be subject to an additional PEP being applied at the point of Championship registration at the discretion of the Championship Organisers**. Piggyback ECUs, “Race Chips” or similar methods of engine management deception are strictly prohibited.

- 4.2.2 Invitation Class – Vehicles not complying with Article 4.1 and/or vehicles prepared in accordance with Motorsport UK General Regulation S.13 (Modified cars) and S.14 (Sports Libre cars) may be accepted at the discretion of the Championship Organisers. If accepted drivers entering these cars will not qualify for any awards or be eligible to score championship points and will be ignored for the purposes of points scoring and event classification.
- 4.2.3 Deleted (moved to Article 4.1h)
- 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 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).

5. ENVIRONMENTAL CONCERNS

Motorsport UK are exceedingly concerned of the impact of single-use plastic tyre wrapping and with reusable alternatives available competitors are encouraged to reduce plastic usage in this regard. The use of these plastic wraps is prohibited.

Additionally drivers should refrain from excessively running engines and be mindful of their responsibilities towards the environment when competing.



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.