



## INTRODUCTION to the 2014 Race Event Rules

Effective with the official publication of the original 2012 edition of the Race Event Rules, (RER) FCA now allows the inclusion of wheel to wheel competitive racing as separate events within the schedule and structure of regular driver development Track Events hosted by FCA and its Regions. This is FCA's current version of Club-wide procedures and rules for racing. In preparing this edition of the RER, the Track Chair has solicited input from a wide variety of subject matter experts within and outside FCA as well as reviewing rules and practices employed by a number of other racing organizations in an attempt to integrate that body of knowledge into an effective and understandable document that is tailored to the unique interests and needs of the membership of Ferrari Club of America.

### DEDICATION

This, as well as previous editions of the FCA RER is dedicated to Watts Hill and David Seibert, two great Ferrari icons.

Watts Hill was the FCA Track Chair in the 80's as well as a Racing Steward who served the SCCA racing community in many ways, ultimately receiving the Woolf Barnato Trophy, SCCA's highest honor. Denny Austin (the original author of this document) came to know Watts in 1987 when Denny was Chief Instructor for Mid-Atlantic Region preparing for their Annual Meet. Though Watts has since passed, his friendship and coaching remain invaluable.

David Seibert served FCA and the North American Ferrari community in so many ways over the years that an entire book would be needed to recount his contributions. Denny came to know David as the driving force, the patron saint, of the North American Ferrari Challenge series. During the years Denny coached in the Challenge, David was the constant, benevolent but firm presence. In preparing the RER, David proved to be a gracious and generous font of knowledge without whom the task could not have been completed.

For all of us to follow, Watts, David, and Denny represent a commitment to straightforward, effective rules and procedures intended to provide all members with an opportunity for safe enjoyment of Ferrari automobiles in the way the Commendatore intended – being well driven on a proper race track.

It is my sincere hope that this effort will continue to do justice to the standards set by Watts Hill, David Seibert, and Denny Austin.

### ACKNOWLEDGEMENT

The venture into club racing by Ferrari Club of America at the national level represents a new course for the Club. What we are attempting would simply not be possible were it not for the dedication and foresight of my recent predecessors as Track Chair, Bob Coates, Rick Race, and Denny Austin as well as FCA members and leadership in regions throughout the north east who had the determination and fortitude to try implementing racing for vintage Ferrari Challenge cars within their regional track events.

These good people, along with others both inside and outside FCA continue as my trusted advisors, my consiglieri, in maintaining and updating this document. To the extent this venture is a success, all credit goes to them. To the extent it falls short; that rests on my shoulders.

*Bruce Hamilton*

FCA National Track Event Chair  
March, 2014



## FCA Race Event Rules A Supplement to the FCA Track Event Manual

### 1. Background and Philosophy

In response to member interest in competitive wheel to wheel racing Ferrari Club of America has decided to implement these Race Event Rules (RER) as a supplement to the Track Event Manual (TEM). FCA Race Events are an opportunity for owners of Ferrari Challenge cars to race them in events that focus more on the rich racing history of Ferrari automobiles than the finishing position of individual drivers.

Driving on a race track at high speed is inherently dangerous. Racing is even more dangerous with a higher potential for damage or destruction of cars and for grievous injury or even death to participants. While the purpose of the RER is to help mitigate these risks, nothing can make activities like racing perfectly safe. Therefore it is imperative that all parties involved; regions, drivers, crews and officials understand and freely accept the implications and potential consequences of their decisions and actions.

Safety remains a paramount concern in FCA Race Events. Compared to other sessions in a Track Event, the driving rules for Race Events are significantly relaxed; there are no speed limits, passing can happen anywhere on the track with or without a point by, etc. With a relaxing of rules for driving and in order to maintain an acceptable level of risk to safety, it becomes imperative to apply more stringent rules for car eligibility and preparation, higher qualifications for drivers and officials and more rigorous oversight of event operations.

The only rules that will be used at any FCA sanctioned race are the FCA's rules. There will be no separate race or "race within a race" with different rules. Drivers who fail to adhere to the FCA's rules shall be subject to disciplinary action as described in the RER and TEM.

While every reasonable effort has been made to be clear on the differences between a Race Event and other groups in a Track Event, if any apparent conflict exists between the RER and provisions of the TEM, the RER shall take precedence.

### 2. Overview

#### a. Event within an event

On a case by case basis FCA may permit its Regions to conduct competitive wheel to wheel races as a separately sanctioned event within a traditional track event. These Race Event Rules (RER) supplement the FCA Track Event Manual to describe how such events shall be conducted including the roles and responsibilities of participants, eligibility of drivers and vehicles and the continuing role of the FCA Track Committee before, during and after FCA Sanctioned Race Events.

#### b. Disclaimer

The Race Event Rules of the Ferrari Club of America are intended to assist in the orderly conduct of Race Events for the benefit of FCA members and to further the safety of participants and spectators. They are a guide and are in no way a guarantee against injury or death to participants, spectators or others. No express or implied warranties of safety or fitness for a particular purpose shall be intended from publication of or compliance with these rules.

#### c. Interpretation and Application of the RER

The RER shall not be given strained or tortured interpretation and shall be applied in a logical manner with the understanding that it cannot specifically cover all possible situations. The words "shall", "shall not", "will", and "will not" are mandatory. The words "may", "should" and "recommended" are permissive. The interpretation and application of the FCA RER by FCA officials shall be final and



binding. In order to promote the ideals for which Race Events are organized and in consideration of the numerous benefits that accrue to them, all members, drivers, officials and participants agree that:

- Determinations by FCA officials are non-litigable and are final;
- They will not maintain litigation of any kind against FCA or anyone acting on behalf of FCA to reverse or modify any such determinations or seek to recover damages of other relief allegedly incurred or required as a result of such determination, this provision is contractual and not a mere recital, and
- If a member, racer, official or other participant initiates litigation in violation of this provision that member, racer, official or participant agrees to reimburse FCA for all costs of such litigation including travel expenses, court costs and attorney's fees.

d. Reservation of Rights

FCA is a private, not for profit organization. It reserves the right to deny recognition of any license or refuse any entry for a Race Event for any reason or no reason except that it will not deny license recognition or refuse race entry on the basis of race, creed, color, sex or national origin.

e. Sanction

All FCA Race Events shall have a Sanction in the form of a letter issued by the FCA National Track Event Chair which will confirm that insurance and other arrangements for the Race Event meet the minimum requirements of the Club. The only sanction that will be recognized at any FCA race event is the FCA's sanction. There will be no additional or "co-sanction" by any third party. Events which do not adhere to requirements of the RER or of the Track Committee or fail to do so in a timely manner shall have their sanction revoked or denied. Race Events shall not be conducted without an active sanction from FCA and appropriate race insurance.

f. Insurance

Racing insurance for FCA Sanctioned Race Events shall only be procured through K&K, the FCA's Insurance provider as a rider to the Club's umbrella policy. The cost of race insurance shall be borne by the host Region.

g. Race Event Proposal

FCA Regions wishing to host a Race Event shall submit a detailed proposal for the event to the FCA National Track Event Chair at least 90 days in advance of the proposed event date. The FCA Track Committee shall review the proposals and coordinate with FCA's General Counsel, Insurance Committee and others as appropriate to assist the host Region in preparing for its Race Event.

The proposal shall include at a minimum:

- Draft Race Event registration and acknowledgement forms
- Draft local rules for the Race Event including schedule of events
- Proposed race and qualifying formats
- Arrangements for pre-event technical and safety inspection of race cars including approved locations and qualifications of inspectors to inspect race cars for safety and technical compliance.
- Arrangements for at-track technical and safety inspection of race cars and race driver's safety gear.
- Names and qualifications of Chief Steward, Chief Track Control, Chief Instructor-Coach, and Chief Technical Inspector.



- Name and qualifications of the worker organization.
- Detailed justification for any proposed revisions or exceptions to the RER.

Regions that anticipate hosting a Race Event are encouraged to contact the FCA National Track Event Chair well in advance of any such events. Regions that anticipate hosting several Race Events are encouraged to work with the FCA National Track Event Chair to develop Race Event proposal templates for their events; this is intended to expedite the timely approval of sanctions for their Race Events.

Failure of the Region to complete the timely coordination and approval of its plans for a Race Event with the FCA National Track Event Chair shall not be justification for any revision or exception to the RER.

#### h. Racers Not To Participate In Other Run Groups

In general drivers in FCA sanctioned Race Events are not permitted to drive in other run groups during the same track event. Specifically this means that race-qualified drivers with eligible race cars must choose what run group in which they wish to drive; they will not be permitted to switch between the race group and any of the other non-race run groups throughout the event.

There are three possible exceptions to this restriction:

1. With permission of the Chief Steward and the Track Event Organizer, drivers who enter the Race Event may withdraw from the race and transfer into one of the other track event run groups with the understanding that they will fully comply with the requirements of that run group.
2. With permission of the Chief Steward and the Track Event Organizer, race event participants may run in other run groups. In general this will only be allowed if the car is a different model than that which is entered in the race group. On a case-by-case basis, permission may be granted for certain race cars and their drivers to participate in another run group solely for the purpose of giving passenger rides. In all such cases drivers will fully comply with the requirements of that run group.
3. Drivers entering a Race Event at an FCA Annual Meet may seek permission of the Track Event Organizer, the FCA Track Chair and the FCA Chief Judge to also compete for the Coppa GT award. If permission is granted, the driver will be permitted to drive the Coppa GT-eligible car in up to two sessions of the appropriate run group and the Coppa GT Evaluation session.

#### i. Costs

The additional costs associated with hosting a Race Event, including race insurance, any paid workers (e.g. various Chiefs or corner workers), additional Emergency Services support (e.g. ambulance, rescue, medical, professional staff) etc., shall be paid by the host region. It is recommended that Regions budget their events as break-even.

#### 3. Race Event Staffing

Race Events require a different level of oversight than regular Track Events. It is expected that key track staff including stewards, tech and grid inspectors, track control, corner workers, pit/grid workers, instructor/coaches and the track control have racing, rather than just track event, experience. At a minimum, the Chief Steward shall be an experienced Chief Steward from a recognized racing organization such as SCCA, PCA, BMW-CCA, Skip Barber Series, Bondurant, recognized Vintage Racing groups, etc., or deemed qualified by the FCA Track Committee.

In addition to the usual cadre of track workers for the driver development run groups, Race Events shall have a qualified Race Starter and one or two (depending on race format) qualified Pace Car Drivers. The Race Starter may be the any suitably qualified worker. Pace Car Drivers shall be suitably qualified Instructor-Coaches. The Chief Steward shall determine the suitability of Starters and Pace Car Drivers.



Any questions or concerns about the qualifications of proposed key track staff, including their acceptability to FCA should be directed to the FCA National Track Event Chair.

#### 4. Drivers

The only drivers in FCA sanctioned races will be FCA members with appropriate competition credentials as recognized by FCA.

##### a. Eligibility and credentials

At this time FCA is not in the business of conducting racing schools and credentialing drivers to participate in its Race Events. For purposes of participating in its sanctioned races FCA recognizes current competition licenses issued by the following organizations:

- Grand American Road Racing Association (Grand-Am)
- International Motor Sports Association (IMSA)
- United States Auto Club (USAC)
- National Association for Stock Car Auto Racing (NASCAR)
- Sports Car Club of America, Inc. (SCCA)
- Indy Racing League (IRL)
- Vintage Motorsports Council
- BMW CCA Club Racing
- PCA Club Racing
- National Auto Sports Association (NASA)
- HSR (Historic Sportscar Racing, LTD)

“Provisional”, “Novice”, “Rookie” or similar licenses that indicate the driver is new to wheel to wheel racing shall not be accepted.

The Track Committee will consider proposals to modify this list on a case by case basis. Updates will be published on the FCA website and in the monthly News Bulletin. Proposed additions received within 30 days of a Race Event will be considered on a best efforts basis with no guarantee that the Track Committee will be able to complete the due diligence and publish a decision prior to the event.

##### b. Driver Safety equipment

All Driver Safety Equipment that is recommended or required in TEM section 4.a for race-prepared cars shall be mandatory for drivers in the Race Event. Specifically:

- SA 2005 or later helmet or SFI, FIA, BSI equivalent is required. Full coverage preferred but not required.
- Nomex or equivalent one piece driver’s suit, covering the entire body from neck to ankles and wrists. Triple layer nomex suits are strongly recommended (SFI 3.2A/1 or higher or FIA 1986 Standard or FIA Standard or 8856-2000 homologation label). Any single layer Nomex or equivalent suits also require full coverage Nomex or equivalent underwear.
- Shoes of leather or fire-resistant material with nomex or equivalent socks.
- Gloves of leather or fire-resistant material.
- Nomex or equivalent hood (balaclava) required in all race cars at any time when on track.
- HANS or equivalent head and neck restraint system is required in all Challenge race cars participating in any race event session. It is highly recommended that HANS or equivalent head and neck restraint systems be used in Historic age race cars where proper installation is



possible. It is required that drivers of Historic race cars drivers participating in FCA sanctioned race events follow “best practices” of those racers participating in Shell Historic Challenge, SVRA, and similar vintage events.

5. Vehicles

a. Eligibility

FCA Race Events are an opportunity for owners of Ferrari Historic/Challenge cars to race them in events that focus more on the rich racing history of Ferrari automobiles rather than the finishing position individual drivers. At this time FCA recognizes three classes of cars for its Race Events; Legacy Challenge for 348 and 355 series cars, Contemporary Challenge for 360 and 430 series cars, and Historic Challenge for older closed-wheel Ferrari racing cars.

b. Legacy Challenge – provenance and preparation

In general, Ferrari 348TB and F355 GTB series automobiles delivered from the factory as Ferrari Challenge cars or modified to meet the preparation rules of the appropriate Challenge Series are eligible for participation in the Legacy Challenge class. Legacy Challenge cars are not street legal; street cars that were converted to compete in the Challenge waived NHTSA eligibility. Converted street cars that cannot establish that their NHTSA eligibility has been waived shall not be allowed to participate.

Vehicle safety equipment shall be at the level of the era in which the cars originally competed or greater. Mechanical preparation shall be in keeping with the level of race modifications, including reasonable modifications for reliability and availability of parts. In no case shall cars with excessive performance modification (e.g. oversize engines, superchargers/turbochargers, oversize wings, oversize tires/fender flares, etc.) be allowed to participate.

c. Contemporary Challenge – provenance and preparation

In general Ferrari F360 and F430 series automobiles delivered from the factory as Ferrari Challenge cars are eligible under the preparation rules of the appropriate Challenge Series are eligible for participation in the Contemporary Challenge class. Converted street cars are not eligible.

Vehicle safety equipment shall be at the level of the era in which the cars originally competed or greater. Mechanical preparation shall be in keeping with the level of race modifications, including reasonable modifications for reliability and availability of parts. In no case shall cars with excessive performance modifications (e.g. oversize engines, superchargers/turbochargers, oversize wings, oversize tires/fender flares, etc.) be allowed to participate.

d. Historic Challenge – provenance and preparation

In general, only authentic closed-wheel Ferrari GT cars, or Ferraris built or modified by Ferrari for racing, will be permitted in this FCA program. Ferrari GT cars will include cars such as 250 GTs, Europa GTs, Boanos, Ellenas, Lussos, and 275 GTBs and GTB/4s, which will be permitted on individual acceptance by the FCA National Track Committee. These cars must meet the safety requirements below. Replicas, conversions (such as a 250 GTE to a 250 GTO) and Ferrari-engined specials will not be permitted.

All cars will present a neat and finished appearance, with no obvious body damage. Cars which do not meet this standard will not be permitted to compete.

Non-standard body modifications, such as spoilers and fender flares (unless original to the car) will not be permitted.

Cars must have an engine of the original type, although the engine serial number need not match the chassis number.



All competing cars will be inspected for safety and compliance with these regulations by the FCA Chief Technical Inspector.

Vehicle safety equipment shall be at the level of the era in which the cars originally competed or greater. At a minimum, all race cars, regardless of era, shall have a suitable lap safety belts installed.

Mechanical preparation shall be in keeping with the level of race modifications, including reasonable modifications for reliability and availability of parts. In no case shall cars with excessive performance modifications (e.g. oversize engines, superchargers/turbochargers, oversize wings, oversize tires/fender flares, etc.) be allowed to participate.

e. Historic Challenge Classes

Cars competing in the Historic Challenge will be divided into the following classes:

- DRUM BRAKE GROUP:
  - DRUM1: All 166, 195, 225
  - DRUM2: All 340, 375
  - DRUM3: 250 GTs: Bodied by Pininfarina; Boano or Ellena; Tour de France
  - DRUM4: 500 Mondial, 750 Monza, 500 TRC, 250 TR, 860 Monza, 121 LM
- DISC BRAKE GROUP:
  - DISC1: 250 GT SWB, GTO, Lusso, 275
  - DISC2: Front-Engined Sports Racing Cars
  - DISC3: 365 GTB/4 Competition, 308 GTs built or modified by Michelotto
  - DISC4: Rear-Engined Sports Racing Cars: 250-275-330-365 412 P/P2/P3/P4, 196-206-246 S/SP
  - DISC5: 512 BB/LM
  - DISC6: 512 S, 512 M; 512, 712, and 350 CanAm cars on individual approval by FCA

In addition there is a Professional Class for any Historic Challenge car driven by a Professional Driver as determined by FCA.

f. Vehicle Safety Equipment

Except as noted below for certain Historic Challenge race cars, all Vehicle Safety Equipment that is recommended or required for race prepared cars in TEM section 4.b for race-prepared cars shall be mandatory for the Race Event. Please note that racing-type seat belts deteriorate with age even though they may not show outward signs of wear. It is highly recommended that owners replace these belts at least every 5 years; more often in open cars or where they are exposed to sun and weather.

- Fuel Cells – For cars equipped with racing-type fuel cells it is highly recommended that the fuel cell foam and bladder be replaced at least every 5 years.
- If, in an approved driver/coach situation, there is to be a passenger then the passenger shall have protection equal to or greater than the driver, including HANS or equivalent head and neck restraint system.

In addition for Historic Challenge all cars must be fitted with:

- A power circuit breaker
- A 5 lb. or greater fire extinguisher, securely mounted in the driver's compartment. A fire system which discharges into the engine compartment is required for all cars built after January 1, 1961, and strongly recommended for all.
- Two (2) rear view mirrors
- Two external return springs on the throttle system



- Securely attached towing eyes front and rear, or towing straps of suitable length and strength to permit the car to be towed. These straps must be suitably stored in the vehicle so as not to cause a safety problem. Drivers are cautioned that the use of towing straps is more likely to cause damage to the towed vehicle.
- Any hood hinged at the rear in a front-engined car or rear body panel in a rear-engined car must be fixed by two or more fastening devices which are satisfactory to the Chief Technical Inspector as being capable of retaining that panel under racing conditions. For front-engined cars with hoods hinged at the front, one retaining system is required, with a second (e.g. hood pins) recommended.
- Historic Challenge cars 1980 and newer shall have roll over protection meeting SCCA roll bar specifications for the era in which they were originally raced or better. Race-Prepared cars prior to 1980 shall have roll over protection appropriate to the era in which they were originally raced or better.
- All Historic Challenge cars fitted with roll bars must be fitted with an approved five- or six-point harness system. Drivers of cars which are approved without roll bars must use approved seat belts, but may not use shoulder harnesses.

g. Vehicle Safety Equipment

All Vehicle Safety Equipment that is recommended or required for race prepared cars in TEM section 4.b for race-prepared cars shall be mandatory for drivers in the Race Event. In addition:

- Full roll cage as originally fitted for the Challenge Series or better is required.
- An on-board fire system meeting SFI specification 17.1 and/or FIA Technical List No. 16 as originally fitted for the Challenge Series or better is required. Hand held fire extinguishers do not meet this requirement.
- 5 point or greater competition-type restraint system with single release including 3" lap belts and all others belts at least 2" as originally fitted for the Challenge series is required. Restraint systems meeting SFI 16.1 or 16.5 and less than 2 years old or meeting FIA 8853/98 and 8854/98 that are within the expiration date are highly recommended. In all cases, restraint systems shall be in good working order with no wear or fraying and shall be securely mounted as originally fitted for the Challenge Series.
- 348TB and F355 GTB series automobiles shall have window safety nets meeting SFI 27.1 securely fitted with a quick release mechanism.
- F360 and F430 series automobiles shall have the original Plexiglas side windows in place or shall have window safety nets meeting SFI 27.1 securely fitted with a quick release mechanism.

If, in an approved driver/coach situation, there is to be a passenger then the passenger shall have protection equal to or greater than the driver.

6. Conducting the Race Event

a. Event within event – different rules apply

FCA Race Events are officially sanctioned separate events operating within the overall structure of a traditional driver development Track Event. The RER supplements the TEM with some rules being relaxed (i.e. passing, wheel to wheel racing, awarding of trophies, etc.) while other rules are more stringent (i.e. car and driver eligibility, safety standards, qualifications of officials, etc.). Questions or concerns should be directed to the FCA National Track Event Chair in advance of the event. During the event, FCA will rely upon the judgment and discretion of the Chief Steward to interpret and apply the TEM and the RER.



b. Drivers and cars for Race Event to be clearly and uniquely identified

Drivers running in the Race Event shall generally be ineligible for participation in the driver development run groups of the Track Event (see 2.h above for details and possible exceptions) and shall receive a wrist band unique to the Race Event. If, a race event entrant is also granted permission to participate in any other run group that participant must have received and wear a wrist band for that additional run group. Further, drivers who have been issued multiple wrist bands must wear all issued wrist bands at all times when entering the track, regardless of which session.

Cars being run in the Race Event have very specific standards for eligibility and safety preparation (see 5 above for details) and shall receive a tech sticker unique to the Race Event. It is recognized that from time to time some Race Event eligible cars may be driven by a second driver in one of the driver development run groups. In this case the car shall be prepared and inspected to the more stringent Race Event standards (see 5.b and .c above as well as sections 5 and 6 of the TEM) and will receive both a Race Event tech sticker and one for the appropriate driver development run group.

c. Separate driver meeting

The Chief Steward or designated Assistant shall conduct a separate meeting for drivers in the Race Event prior to the first Race Event on-track session and at other times during the Race Event as appropriate. The first meeting shall at a minimum reinforce the applicability of the TEM, RER and Local Rules in addition to any other relevant information the Chief Steward wishes to convey to the drivers. Subsequent driver meeting(s) will cover subjects at the discretion of the Chief Steward. It is recommended that a driver meeting be conducted prior to the start of every race session.

d. Race Event group not to be combined with any other run group.

The Race Event, including race event practice and qualifying sessions, shall be run as separate and additional run groups within the overall schedule of the Track Event. The Race Event run group shall not be combined with any driver development run group at any time for any reason. Typically this will require a 4<sup>th</sup> (or 5<sup>th</sup>) run group exclusive to the Race Event sessions.

The schedule (i.e. number, frequency, length and type) of Race Event run group sessions are at the discretion of the host region and shall be identified in the Race Event proposal (see 2.f above). It is expected that the host region organizers will consult with the Chief Steward and/or the FCA Track Chair in preparing a schedule for the Race Event run group. In general it is expected that at least two practice sessions will be scheduled prior to any race sessions. During the event FCA will rely upon the judgment and discretion of the Chief Steward to make any appropriate adjustments to the Race Event schedule.

e. Standards of Conduct – Rules of the Road

All participants in FCA Race Events shall conduct themselves to the highest standards of ethical sportsmanship. All FCA sanctioned races are vintage races where highly sportsman-like behavior is the expectation. Overly aggressive behavior including weaving, bumping, etc. as well as attempts to gain inappropriate competitive advantage by exploiting loopholes in preparation rules shall be considered violations of the Standards of Conduct. When on track, drivers shall adhere to the following:

- Drivers are responsible for avoiding physical contact between cars on the race track.
- Each competitor has a right to racing room, which is generally defined as sufficient space on the marked racing surface that under racing conditions, a driver can maintain control of the car in close quarters.
- Drivers must respect the right of other competitors to racing room. Abrupt changes in direction that impede or affect the path of another car attempting to overtake or pass may be interpreted as an effort to deprive a fellow competitor of the right to racing room.



- The overtaking driver is responsible for the decision to pass another car and to accomplish it safely. Overtaken drivers are responsible for awareness that they are being passed and not to impede or block the overtaking car. A driver who does not use the rear view mirror or who appears to be blocking another car attempting to pass may be black flagged and/or penalized.
- FCA Flag Standards (TEM Section 11) shall be in force for all Race Event sessions. Drivers shall adhere to flag signals immediately and without question.

Violations of these Standards of Conduct – Rules of the Road shall subject the driver to disciplinary action as described in the TEM and RER.

f. Role of Coaches

It is recognized that all track drivers, including the experienced and qualified race drivers eligible to participate in FCA Race Events, can benefit from the services of a qualified driving coach. Per the TEM, the Chief Instructor-Coach is responsible for providing a pool of qualified Coaches (see 7.a.vii of the TEM).

Coaches assigned to support Race Event drivers shall have racing credentials equal to or greater than those of the Race Event drivers (see 4.a. above). During the event, the Chief Instructor-Coach may make exceptions on a case-by-case basis with the approval of the Chief Steward.

In the case of Race Event drivers wishing to employ their personal driving coach the Chief Instructor-Coach shall be informed sufficiently in advance of the event to validate the qualifications of the proposed personal coach. Failure of the Race Event driver to provide the Chief instructor-Coach with any needed information about the proposed personal coach sufficiently in advance shall not be justification to waive the validation process.

In general, coaches shall not participate as driver or passenger during a Race Event session. At the discretion of the Event Chair and with the approval of the Chief Steward and/or FCA Event Chair, certain practice sessions may be designated to allow the participation of coaches either as driver or passenger. In all cases where driver and coach are in the car during a Race Event session, each of them shall have the same level of vehicle of personal safety equipment, including the use of a HANS or equivalent head and neck restraint system.

FCA will rely upon the judgment and discretion of the Chief Instructor-Coach as approved by the Chief Steward in all matters relating to the role(s) of coaches during the Race Event.

g. Pit Crew

Local rules for the event included in the Race Event Proposal shall speak to the number of crew members, their location in the pits and any rules about behavior, golf carts, tool carts, etc. (e.g. how many “over the wall”, required safety equipment, signaling, etc.). Drivers are responsible for the behavior and actions of their crew at all times. Failure of any crew member to adhere to the applicable rules may result in penalties against the Driver.

h. Race Event format

As noted in section 5.a of the RER, FCA Race Events are an opportunity for owners of Ferrari Historic/Challenge cars to race them in events that focus more on the rich racing history of Ferrari automobiles rather than the finishing position individual drivers. The FCA Track Committee is prepared to entertain a range of event formats that support this objective with the following restrictions:

- At least two practice sessions before any race sessions
- Maximum session length of 30 minutes
- Rolling starts will be used for all FCA races and will typically be a two-by-two grid. Single file starts may also be used at the discretion of the Track Event Organizer and the Chief



Steward. At no time will a race start be allowed with more than two cars side by side. Re-starts will typically be started in single file. These and all other applicable rules will be covered in the Local Rules and the race event driver's meeting.

- Recognitions (i.e. trophies, awards, podium ceremonies, race reports etc.) focus at least as much on sportsman-like promotion of Ferrari racing history as they do on finishing order
- No cash or high dollar value awards

In planning the Race Event format, the following should be considered:

- Qualifying – options include: officially timed, “honor” times, drawing lots, qualifying heats, order of entry, split by class, etc.
- Race duration – options include: number of laps, timed race, time plus 1 lap among others.
- Grid formation – somewhat dependent on qualifying approach. Once the overall order is determined, options include; a single grid (one pace car), split grid (one pace car but with a gap between classes), split start, (pace car for each class or group)
- Pace laps – The Pace Car Driver operates at the direction of the Chief Steward as relayed by the Chief Track Control and therefore needs to be in constant radio contact with the Chief Track Control throughout the pace lap and race start period. The Pace Car Driver should adjust speed to allow the field to form up smoothly at the beginning of the pace lap, pick up pace slightly in the middle of the pace lap and be smoothly gathered into a well formed grid at a slow uniform speed at the end of the lap in order to receive a Green flag to start the race. In general it is not necessary to exceed highway speeds anywhere on a pace lap. In preparation for the start a uniform speed of 30 to 40 miles per hour is generally appropriate. It is expected that certain corner stations will communicate the status of the field to the Chief Track Control, the Starter and the Pace Car Driver. The pace car should be running with 4-way flashers on. At the end of the pace lap(s) in anticipation of the start, the Pace Car Driver should be directed to turn the flashers off, maintain a safe steady speed and enter the pit lane.
- Starts – The decision to start the race is at the discretion of the Starter who is expected to be well qualified and experienced at the task and have discussed expectations for starts, wave-offs and false starts with the Chief Steward.
- Wave offs – If the start is waved off, there should be a clear indication from the Starter (e.g. shaking head from side to side but no other movement) as well as a full course Yellow condition. If safely and reasonably possible, the Pace Car should be re-deployed to the front of the field for another Pace lap. If that is not possible, a protocol for Pace lap without a Pace Car should be in place and explained to the Race Event Drivers during the drivers' meeting.
- False Starts – This is a condition where the Starter decides to start the race despite one or more cars being out of line or “jumping” the start. In such a case the Chief Steward should be informed immediately. Penalties such as Black Flag, exclusion etc., are at the discretion of the Chief Steward.
- End of the Race – After the prescribed time, number of laps or at the direction of the Chief Steward the Starter will display the checkered flag at the Start-Finish line. Drivers are expected to stop racing, complete a cool-down lap and enter pit lane at a slow uniform speed. It is recommended that Pit and Grid workers be stationed in the pit lane to help enforce a slow uniform speed and direct the drivers through the pits and back to the infield where they should proceed to their paddock space, impound (if any) or the podium ceremony (if any) as appropriate.

Qualification and selection of Pace Car Drivers and Starters is discussed in Section 3 in the RER.

In all cases, the Chief Steward shall inform Race Event drivers of the event rules and expectations regarding the Race Event format.



Details of the Race Event format should be discussed with the FCA Track Chair prior to submission of the Race Event Proposal.

i. Racing Incidents

In all racing, even fully within the spirit and letter of FCA's Race Event Rules, it is inevitable that incidents will from time to time occur. These can range from incidental contact during a close race to major accidents with personal injuries and heavy damage to vehicles and other property.

FCA Race Event drivers shall behave and drive in a manner that is consistent with the highest ideals of safe courteous sportsmanship and the promotion of the racing history of Ferrari automobiles. Incidental contact is to be avoided at all costs and repeated incidents may be determined to be in violation of this requirement.

Drivers involved in on-track incidents including 2 or 4 wheels off course and any car-to-car contact shall report to the Chief Steward immediately after the session. All on-track incidents shall be evaluated by the Chief Steward or designated alternate with a written report of findings and recommendation for any actions. The purpose is to understand the cause of the incident and take reasonable steps (including driver disciplinary actions if appropriate.) to prevent future occurrences. The purpose is not to determine fault in the sense of assessing any form of liability.

Refer to RER 7.b (below) and TEM Sections 6.e (Disciplinary Hearings and Actions) and 9.i (Report of Incidents) for additional details.

7. Protests, Discipline and other actions by the Chief Steward

a. Mechanical protests (cheating)

Allegations of mechanical illegality shall only be made by a Race Event driver or entrant in writing and delivered to the Chief Technical Inspector who shall inform the Chief Steward and make a recommendation about handling of the protest. If appropriate, the Chief Steward may choose to appoint a disciplinary hearing committee to act under the provisions of section 6.e. of the TEM.

b. Driver discipline

Driving protests citing the specific alleged violation(s) of the TEM or RER shall be made by Race Event drivers, entrants or officials in writing to the Chief Steward within 30 minutes of the end of the session in which the alleged violation took place. The Chief Steward shall determine if the driving protest is in order (i.e. is not arbitrary, vexatious, or vengeful and is received timely) and if so a disciplinary hearing committee shall be appointed to act under the provisions of section 6.e. of the TEM.

In the event of driving protests FCA relies upon the judgment and discretion of the Chief Steward to make sound decisions in the best interests and safety of the Club, its members and track event participants.

c. Appeals

The decision of any event official may be appealed to the Chief Steward who may choose to handle of the matter directly or refer it to the FCA Track Committee after the event.

Appeals decided by the Chief Steward may be further appealed to the FCA Track Committee; however it should be noted that FCA relies upon the judgment and discretion of the Chief Steward to make sound decisions in the best interests and safety of the Club, its members and track event participants and is not likely to reverse those decisions.

In general the FCA Track Committee will not consider appeals originating after the event that could have been handled by the Chief Steward during the event. Decisions of FCA in these matters are final and



**FERRARI CLUB  
OF AMERICA**

participants are reminded that per 2.c. of the RER, they are final and binding. The lodging of an appeal will not have the effect of staying (delaying) action by the Chief Steward.