

DISCLAIMER AND NOTICE

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For Forms and Additional Information

www.Ferrariclubracing.com

PRELIMINARY FERRARI CLUB RACING RULES

I. POLICY PURPOSE

This policy will define the requirements and procedures for participating as a driver in any Ferrari Club Racing Association (FCRA) event.

II. REQUIREMENTS

1. All participants in a FCRA event must be Ferrari Club Racing Association (FCRA) members in good standing.
2. All participants in a FCRA event must hold a current FCRA License, and be a competitor in good standing.

III. FERRARI CLUB RACING ASSOCIATION (FCRA)

1. The FCRA is an association consisting of Ferrari Challenge Drivers organized for the benefit of Ferrari Challenge Drivers.
2. The mission of the FCRA will be to act as the governing body to officiate races for Ferrari Challenge Drivers of current and previous model Ferrari Challenge cars including 430C, 360C, 355C, 348C. The object will be to promote and officiate an efficient, safe, and affordable gentleman racing series.
3. The FCRA will be a self governing body for the races and run by a board of directors elected by the members.
4. The FCRA will not be run to profit any one individual, organization, or company. The FCRA will raise funds through dues, entry fees, and sponsorship. The funds will be owned, controlled, and used for the benefit of the members or a charity selected by the members.
5. The FCRA will host the Ferrari Club Racing Championship (FCRA Championship). The FCRA Championship will consist of a minimum of six Challenge rounds per year. Each round will consist of two races. Drivers in each Challenge class (430, 360, 355/348) will compete for points in a drivers and team championship.

IV. FCR CHAMPIONSHIP RULES

1. The FCRA championship will consist of six races for drivers of Ferrari Challenge cars. Drivers compete in three classes (430, 360,355/348) and will compete for points in the FCRA drivers championship, and FCRA team

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championship.

2. Drivers earn points for the first seven finish places in each class.
3. The points for the FCRA Drivers Championship will be awarded for the first 7 positions as follows:

1st --10 points
2nd -- 8 points
3rd -- 7 points
4th -- 4 points
5th -- 3 points
6th -- 2 points
7th -- 1 point

4. The points for the FCRA Team Championship will be awarded for the first 7 positions as follows:

1st --10 points
2nd -- 8 points
3rd -- 7 points
4th -- 4 points
5th -- 3 points
6th -- 2 points
7th -- 1 point

Teams may aggregate the points of each driver identified prior to the race as racing for that team.

5. There are six events or rounds. Each round consists of two races. For the Drivers Championship, drivers aggregate points from each race toward a total for each round. Drivers may only add points from five out of the six rounds toward the championship. This allows drivers to choose to participate in only five out of six rounds for maximum points and miss a round without penalty. Or drivers may choose to run all six rounds and drop the lowest round. In the event of a tie between drivers, weight will be given to the driver placing highest at the championship finale round in New Orleans. For the Team Championship, points may be accumulated and aggregated from all six rounds.
6. Sponsors pay yearly to be present on a certain position on each car. To obtain points and run each race competitors must run sponsor logos on the assigned position on each car.
7. 2011 is a Hoosier racing tire series. In order to accumulate points and receive sponsor benefits, cars must be run on Hoosier racing tires. Hoosier

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has new race tires for the 348/355, 360, and 430.

V. LICENSING PROCEDURES

1. The application will provide for three routes to obtaining a FCR Racing License:
 - A. Via an existing competition license with experience from a recognized road racing sanctioning organization, including SCCA, PCA, PSR, USRRC, GRAND AM, ALMS, POC, NASA Racing and *any* vintage group which is a member of the Vintage Motorsport Council.
 - B. Through attendance and successful completion of a FCRA School.
 - C. Approval of temporary license application.
2. For 2011, temporary FCRA licenses will be issued. The temporary racing application needs to be completed, scanned, and emailed to melissa@ghwlegal.com. We will confirm your eligibility quickly. In order to qualify for the temporary license you must have some racing experience. You must either 1) currently hold or have previously held a racing license from another racing organization; 2) have participated in our preliminary FCRA races; 3) have a certificate from a racing school; or 4) have the recommendation of competency by a pro racing coach that is enough to satisfy the FCRA head steward that you have the ability to race safely.
3. A driver will maintain a Full License by competing successfully in four races within two years, and being current with dues; races in other approved venues can be used to fulfill this requirement by submitting result sheets to the Club Racing Program Coordinator. If a driver fails to fulfill this minimum requirement, he/she may be required to attend the Orientation Meeting and FCRA Licensing School at the next event entered in order to maintain Full License status. A driver may stay active in the FCRA Racing program by paying current dues.

VI. FCRA SCHOOL PROCEDURES

1. Attendance at the School will be approved by application as noted above.
2. FCRA School attendees will be required to have all the personal and car safety equipment as required by the FCRA Program Rules and Equipment Regulations; pre-School inspections will be for personal and car safety equipment.
3. The FCRA School will be conducted in conjunction with the first practice day of a FCRA event and will be organized as follows:
 - A. Registration and safety equipment inspection.
 - B. Club Racing Orientation Meeting, conducted by the FCRA for the race,

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which will focus on procedures for the School and detailed discussions of race driving etiquette, techniques, and on-track safety procedures. The class room session will be held in the evening before the first day of the Club Race.

- C. Open practice sessions. License candidates will practice with the regular race groups.
- D. Review of open practice session comments with each license candidate.
- E. Practice rolling start session, with at least three starts, with the last practice start allowed to continue to a short practice race. These sessions will be for all race groups if time permits.
- F. Review of performance results with each license candidate.

VII. GENERAL RULES

1. The FCRA Racing Program is designed to be fun, safe and competitive. Good sportsmanship, honesty, and a sense of fair play should exist at all times.
2. Only FCRA Program "licensed" drivers are eligible to compete and only registered drivers may participate in the car in which they were registered in during the event. Violations of this rule will result in the disqualification of both drivers.
3. Any modification not specifically listed is not allowed. In other words, if the rules don't say you can do it - DON'T.
4. Only Ferrari Challenge cars are eligible.
5. All cars must display easily readable numbers (1- 3 digits only) for identification. The numbers must be displayed on each side, the front and the rear of the vehicle on a contrasting background. Numbers shall be at least 8 inches high with 1-1/2 to 2 inch strokes on the sides and front and 4 inches high with a 1 inch stroke on the rear. Magnetic numbers must be securely taped in place. The FCRA Racing logo must be displayed on both sides of the race car.
6. Any decisions of the FCRA Board concerning safety, eligibility, acceptance, etc. are binding. Vehicles entered in the program must, in addition to meeting safety and classification rules and regulations, be presented in an attractive and eye pleasing manner. The FCRA Board reserve the right to refuse to accept any vehicle which they feel does not "conform to the spirit" of the FCR Program.
7. All cars must carry sponsor logos on designated areas of the car.
8. For FCRA 2011, the FCRA is a Hoosier spec. race series. This means that to obtain points and sponsor benefits, all cars must race and practice on Hoosier

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brand tires. The only exception is when rain tires are required. When rain tires are chosen, rain tires can be manufactured by any brand.

9. Drivers are responsible for a Technical Inspection that certifies compliance with the FCRA Rules before the race. Technical Inspections can be performed by several approved FCRA race teams.

VIII. FCRA CHALLENGE CLASSES

1. Ferrari Challenge cars must be kept stock as prepared for the Ferrari Challenge factory series unless otherwise specified to run in a designated class. Any modifications beyond those specified below may result in reclassification.
2. The following modifications are deemed acceptable without reclassification:
 - A. 348/355: (For 2010, 348 and 355 Challenge cars will be run and classed together.) Cars may be lightened. Exhaust is unrestricted. Any modifications that increase reliability or safety are allowed.
 - B. 360: Exhaust is unrestricted. Aerodynamic improvements such as a front splitter, rear diffuser, and/or addition of rear wing are allowed. Front and rear bumpers may be made of carbon.
 - C. 430: Exhaust is unrestricted. Conversion to steel brakes is allowed. Aerodynamic improvements such as front splitter, rear diffuser, and/or addition of rear wing are allowed. Front and rear bumpers may be made of carbon.

IX. PASSING RESPONSIBILITY

1. In the Race, one line change is allowed when appropriate to defend position, however, multiple line changes, weaving and other forms of deliberate blocking are not allowed and shall result in black flag and possible exclusion from the race.
2. The responsibility to pass safely lies with the overtaking driver, unless the car being overtaken comes off line, that is, off the normal racing line.
3. The passing driver must realize that he has an advantage over the lead driver. The passing driver has a better view of the car in the lead, than the driver in the lead car has of the overtaking car.
4. The driver of the car in the lead has an obligation to remain as aware as possible of passing vehicles and conduct himself in a safe and sportsman like manner. All things being equal, it is the responsibility of the lead driver to maintain his line.

5. If a defensive line is used, it must be established well in advance of the approaching car.
6. On a straightaway, the overtaken driver shall remain aware of all passing vehicles and shall not attempt to block or impede the progress of passing car(s). USE YOUR MIRRORS.
7. If a car establishes position (equal side by side) with another car before the "turn in point", then the cars share the corner. They coexist and give racing room to each other.
8. If a car establishes a partial side position (less than nose to nose) with another car before the "turn in point", then the lead driver will leave enough room for the other car to safely get through the corner.
9. Most corners and most situations allow for coexistence when the overtaking car has established reasonable, but not complete, position. However, the overtaking driver is responsible to know which corners and which situations are reasonable for coexistence and which are not. The overtaking driver must be cautious and understand the potential risk of the driver in the lead not seeing him.
10. Coming into a turn the overtaking driver must realize if he does not have any part of his car along side the lead car and he cannot complete a safe pass he needs to be ready to "back out" if necessary to avoid contact. USE YOUR MIRRORS.
11. If a slower car is being lapped or passed by faster traffic, it is courteous for the driver in the slower car to point the faster cars by and stay on the race line and give racing room in the corners. The overtaking driver must be cautious and understand the potential risk of the slower driver not seeing him or misjudging the speed differential.
12. Passing under a Yellow flag requires a black flag for the offending driver, and the penalties, in the sole judgment of the CS, may be a time/distance penalty or exclusion from the race.

X. THE 13/13 NO CONTACT RULE

1. Conduct that is inappropriate to the intent and spirit of the FCRA Program, jeopardizes safety or results in dangerous or damaging situations will not be tolerated. In addition to the normal discretion of the FCRA to deal with inappropriate and unsafe conduct during all Club Race sessions, the 13/13 rule will be in effect at all FCRA events and will be imposed for such conduct. Under this rule, any incident which results in car damage will cause the following:

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- A. The FCRA will collect and review all information relating to the incident, including corner worker and other observer reports, driver statements, and damage and incident reports from the FCRA. In the case of an incident involving more than one car, the FCRA Board will make a determination of fault.
- B. Drivers involved in an incident shall immediately exit the track during the session and report to the Black Flag Station and then to the 13/13 impound area, as directed. Drivers will then report to Medical and then to the FCRA Board and shall not be allowed on the track until being cleared by the FCRA Board.
- C. Any driver who is found to be at fault in an incident involving more than his or her car will be:
 - 1) Excluded from competition for the remainder of the event at which the incident occurs.
 - 2) Placed on probation for a thirteen (13) month period by the FCRA Board. If during this probation period the driver is involved in another "at fault" incident, his competition privileges will be suspended for thirteen (13) months. Suspended drivers must petition for reinstatement to the FCRA Board. Reentry into the program will be at the discretion of the FCRA Board and the driver may be required to return on probation.
 - 3) Subject to more severe penalty should the seriousness of any incident warrant it.
- D. Any competitor, after having been in an incident, who fails to immediately exit the track and report to the Black Flag Station or leaves the event without talking to the FCRA Board, shall be presumed to be at fault.
- E. Any driver who has received a 13/13 must attend the Orientation Meeting at the next race in which they compete.
- F. Any competitor who has been determined to be at fault and has received a 13/13 may request a review of the determination by written (or e-mail) request to the FCRA Board within thirty (30) days of the determination. Said request shall provide all documentation and/or justification as to why the determination should be reviewed.

XI. TIMING EQUIPMENT

- 1. All drivers must purchase and install a transponder. The FCRA has chosen the AMB Tran X 260 Direct Powered Transponder, which can be purchased directly from www.pegasusautoracing.com.

XII. SAFETY EQUIPMENT

- 1. All cars must be comprehensively prepared and inspected prior to arrival at the

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track. It is the responsibility of the driver to insure that his vehicle is safe and track worthy. At the track all cars are subject to a tech inspection of all safety equipment and meet all the safety requirements of the FCRA Program.

2. All required safety equipment must be installed and used in accordance with the manufacturer's instructions. Any vehicle deemed unsafe by the FCRA Board will not be allowed to compete.
3. Helmets must be certified in accordance with one of the following standards: SA2005, FIA 8860-2004, SFI 31.1, or BS6658-85 type A/FR. Helmets must have the driver's name on the rear and have the approved FCRA Inspection sticker displayed on the left side. It is recommended that helmets be replaced or relined after 5 years of actual use.
4. A 2-1/2 lb. or larger fire extinguisher capable of extinguishing B/C type fires, securely metal-to-metal mounted in the cockpit in a safe location convenient to the driver while seated and restrained is required. An on-board fire suppression system is strongly recommended.
5. A one piece fire retardant driving suit is required. Two layer or one layer plus fire retardant underwear is the minimum requirement - two or 3 layer suits meeting specifications of SFI 3.2A/5 or FIA 8856-2000 are strongly recommended. Military flight suits are not acceptable substitutes for fire retardant driving suits. Fire retardant socks and gloves are required. Driving shoes of fire retardant material are required. Drivers with mustaches, beards or long hair extending below the helmet must wear a balaclava.
6. A head and neck restraint certified as meeting the standards of either SF 38.1 or FIA 8858 is required. There is no expiration date for head and neck restraints; HANS devices manufactured before establishment of the SFI or FIA standards must be inspected by the manufacturer and issued a sticker if it passes. Before replacing a HANS device that does not have a certification sticker, racers should check the HANS serial number with the manufacturer and determine if it is eligible for an SFI certification sticker.
7. No one under 16 years of age is allowed in the hot pit area. Long pants, short sleeve shirts, and closed shoes are required in the hot pits.

XIII. FLAG RULES

1. The following flags will be standard in FCR:
 - A. **Green:** Start of session or race, course is clear.

- B. **Yellow:** Caution. Stationary - hazard ahead, no passing. Waving - Danger, slow down safely, no passing. NOTE: You may not pass after the yellow flag until after the reason for the flag has been passed and you are sure that there are no further incidents between that point and the next flag station which is not displaying a yellow flag.
- C. **Double Yellow:** Caution. No passing, full course yellow. Form up on the lead car and resume racing with green flag at start/finish in single file.
- D. **White:** Emergency, service or slow moving vehicle on the course.
- E. **Blue/Yellow Diagonal:** Information flag. Competitor may be trying to pass you. Check your mirrors.
- F. **Black/Orange Disc:** Your car may have a mechanical fault. Stop at the Black Flag impound and see the National Scrutineer.
- G. **Yellow/Red Stripes:** Slippery surface or debris on the track.
- H. **Black:** (closed/furled - from starter's stand and/or Black Flag station) Warning. You are driving over-aggressively or unsafely.
- I. **Black:** (open - from starter's stand and/or Black Flag station) - Stop at Black Flag impound and see scrutineer.
- J. **Black:** (open - from all corners) - Session is halted. Reduce speed safely, no passing, stop racing. Pull into hot pits and follow directions.
- K. **Red:** Pull safely to the side of the track and await directions.
- L. **Checkered:** Finish of session or race.
- M. Any racer, who passes under a Yellow Flag condition or ignores a Black Flag, during practice, qualifying or warm up, will be black flagged and removed from the track for the remainder of that session. During a race, drivers passing under yellow will be black flagged and assessed a stop and go penalty. If the infraction occurs on the last lap or two, and it is not possible to assess the stop and go penalty, the racer shall be penalized one lap. Any racer who ignores a Black Flag during a race shall be assessed a one minute penalty for each Black Flag passed, During a race, any driver passing under Black Flag All will be assessed a stop and go penalty under green flag conditions. If the infraction occurs on the last lap or two, and it is not possible to assess the stop and go penalty, the racer shall be penalized one lap.

XIV. PASSENGERS

1. No passengers are allowed in ANY race session. This includes instructors or stewards.
2. There shall be no one in the car during the race except the driver.