



I. 2009 FERRARI CHALLENGE

The Ferrari Challenge is a series meant for the enjoyment of all its participants, and the rules are written to support that intention. Challenge drivers are expected to compete in a gentlemanly spirit of fair play, with respect for the regulations, their competitors, and the cars. Drivers are expected to be competitors rather than combatants, and to place the spirit of fair and safe competition ahead of finishing position. Drivers who fail to respect this “fair play” philosophy may be excluded from the Ferrari Challenge at any time.

The Ferrari Challenge is not a development series for those who wish to pursue a career in automobile racing. There are a number of racing series designed for that purpose, and we would ask that drivers in this group consider racing in other series which better meet their needs.

The 2009 Ferrari Challenge is organized by Ferrari North America and its authorized dealers, and is sanctioned by the Grand-American Road Racing Association (Grand-Am). A Ferrari Challenge Committee has been organized; members will be appointed by Ferrari North America, and will include members representing the teams, Grand-Am, and Ferrari North America. Issues for this Committee should be sent to the Ferrari Challenge Manager at Ferrari North America, 250 Sylvan Avenue, Englewood Cliffs, NJ 07632, FAX 201-541 8488, e-mail: mmcneil@ferrariusa.com.

II. REGISTRATION PROCEDURES AND REQUIREMENTS

A. The Ferrari Challenge is not open to drivers whose primary occupation is competing in any professional racing series or instructing race drivers, or who are engaged in the purchase and/or sale of Ferrari vehicles, parts, service, and/or other products as a livelihood. Drivers who are considered professional drivers, on the basis of experience or past history (in the sole judgment of the Challenge Committee) will not be permitted to race in the Challenge. At each event, only one driver may be entered and compete in each car.

B. All drivers, Crew members, and all driving coaches participating in the Ferrari Challenge must hold a current Grand-Am license. Non-U.S. drivers holding only an FIA license may not participate in Challenge events which are not listed on the FIA Calendar.

C. Entries for the Challenge must be through an authorized Ferrari dealer with whom the driver intends to race.

D. Submission of an entry application for the Challenge shall be considered as an implicit undertaking by the Competitor that he is familiar with and undertakes to comply with the contents of the Grand-Am Rules, these Regulations, and any other rules or regulations under which the Challenge may be run. This includes any communications referring to the actual race event that might be distributed to teams in the Paddock. Further, the competitor agrees that he or she recognized Grand-Am as the sole competent jurisdiction, subject to the right of Appeal set forth in the Grand-Am Rules and these Regulations, and that he or she thus undertakes not to submit suits to arbitrators or other jurisdictions on the basis of circumstances deriving from the organization of the event and the running of the race itself; and that he or she relieves Grand-Am, Ferrari North America, its authorized dealers, the Organizers, the Promoter, the Race Officials and the owner of the circuit from any third-party liability for injury and damage suffered by himself or herself as Competitor, or by his or her drivers, passengers, employees and property. Competitors will be asked to sign waivers to this effect.

E. All drivers new to the Challenge and any driver finishing outside the top ten positions in the final 2008 Championship standings must attend the Driver Orientation held on March 19th in Homestead, Florida, prior to the first race of the season.

F. If in the sole judgment of Grand-Am and Ferrari North America a driver is determined to need additional driver training, any or all of the following may be required:

1. Use of a Grand-Am and FNA approved driver coach during a prescribed probation period. Cost of the coach will be the sole responsibility of the driver.
2. Participation in a Grand-Am/FNA approved racing school. Cost of this school will be the sole responsibility of the driver.

G. A driver who, in the sole opinion of Grand-Am and Ferrari North America, is unsuitable for competition in the Ferrari Challenge will be restricted from participation until completion of sufficient training and proof of suitability.

H. Drivers who have not previously competed in the North American Ferrari Challenge and who do not attend the Homestead Driver's Orientation must submit an application to the Challenge Manager at Ferrari North America, completely detailing their previous racing experience. Decisions regarding eligibility of drivers will be made by the Ferrari Challenge Committee, whose decisions will be made for safety reasons and in the spirit of the series, and whose decisions are final. Entry forms for the Ferrari Challenge, information on series registration fees, and schedules will be available from the Challenge Manager at Ferrari North America and at the Challenge website, www.ferrarichallenge.com.

III. ELIGIBILITY OF VEHICLES

A. The Ferrari Challenge is open to the Ferrari F430 Challenge model in accordance with specifications stated in the Technical Regulations and the specific technical approval Fiche. Each car must be prepared in accordance with the Technical Regulations.

B. All cars must be registered with the Ferrari Challenge Series Manager prior to participation in any Challenge activity. Participants must register on line at www.ferrarichallenge.com. A series registration fee will be charged all entrants at the beginning of the season.

C. All preparation, maintenance, and service of Ferrari Challenge cars must be provided exclusively by authorized Ferrari dealers in North America.

D. CLASSES

Ferrari North America may add additional classes or awards at their sole discretion and/or split the grid into two groups.

E. IDENTIFICATION AND MARKINGS

1. All cars must carry race numbers, facing forward, on the hood and both doors, with (preferably) black numbers on a white background. Numbers must be at least 9" in height, with a 1.5" minimum stroke, and must be legible to the Chief of Timing and Scoring. (These number panels may be supplied by a series sponsor, in which case their use is required on each competing vehicle.) In addition, the race number, no less than three inches in height and in a contrasting color, must be displayed on the rear of the car, under the left tail lights. To ensure maximum visibility, race numbers must not be a part of the paint scheme or design of the car.

2. Numbers will be assigned by the Series Manager, giving priority to those participants from the 2008 Ferrari Challenge who wish to retain their same number. Requested numbers will be assigned if available on a first-received first-assigned basis. Assignments will be valid for the 2009 season. The Ferrari Challenge Champion from 2008 shall be entitled to use the number "1" if he or she so chooses; that number will not otherwise be assigned to a competitor.

F. ADVERTISING AND LOGOS

1. Any right relating to the name, trade mark and image of Ferrari Challenge and events of Ferrari Challenge belong to Ferrari S.p.A. and Ferrari North America who shall be able to use them at their own discretion, in compliance with the applicable laws, including, without limitation, the following:

a. Production and/or transmission rights are sole property of Ferrari S.p.A. and Ferrari North America, who shall use them at their own discretion, in compliance with the applicable laws without any time and/or territory limit, e.g. (1) Radio-television, (2) via Internet, (3) general "wireless" rights and relative technologies (also where they are not currently acknowledged), (4) "home video" rights; and (5) any right of use and/or exploitation of still and motion image of the competitions and events of the Ferrari Challenge, by any means and distance

spreading/diffusion (current or future), using any technical earth or space means of transmission and reception (current or future).

b. Promotional-advertising exploitation rights relating to the name, the trade marks and the image of the Ferrari Challenge and the events of the Ferrari Challenge are sole property of Ferrari S.p.A. and Ferrari North America, who shall be able to use them at their own discretion, in compliance with the applicable laws without any time and/or territory limit.

c. Teams and drivers therefore acknowledge and accept that Ferrari S.p.A. and Ferrari North America reserve the right of (1) using, both in the United States and abroad, even for commercial, promotional and/or advertising reasons, without notice and/or compensation or payment, the names, the images (both motion and still) and the results (classifications) of the drivers competing in the Ferrari Challenge, as well as (2) authorizing its own official sponsors as well as those of the Ferrari Challenge to use names and images relative to the drivers competing in the Ferrari Challenge for similar purposes and activities.

d. Ferrari S.p.A. and Ferrari North America reserve the right of using the names, the images, the results of the drivers competing in the Ferrari Challenge, as well as images of the vehicle as it appeared in any Challenge event, the driver's suit, and the relevant means of support/equipment, together with sponsors' name/logo (both official of the Ferrari Challenge and personally related to the driver), for any economical and commercial exploitation (including, as mere title, the make of electronic games and model cars) and promotional-advertising title.

e. Team logos may not include or be combined with Ferrari trademarks or logos, including the Ferrari Challenge logo. Team logos should not in any way damage the image or reputation of Ferrari or the Ferrari Challenge. Team logos may not carry any other name than the official Ferrari Dealer name

f. Drivers and their teams are expressly prohibited (directly or by means of third parties, or by their sponsor participation/involvement) from the manufacture of merchandising items or other promotional articles which reproduce and/or have names and/or trade marks and/or logos of Ferrari S.p.A. and/or Ferrari North America and/or of the Ferrari Challenge, or to allow third parties to think the article or the material is manufactured with the authorization of Ferrari S.p.A. and/or Ferrari North America and/or Ferrari Challenge.

g. Should the manufacturing of merchandising articles be of any interest to Ferrari S.p.A. and/or Ferrari North America and should Ferrari S.p.A. and/or Ferrari North America authorize the drivers and their team making the request, such request shall be solely carried out according to the terms and conditions and through Ferrari license owners specifically indicated by Ferrari and/or Ferrari North America.

h. Any promotional activity of the drivers and/or their teams and/or sponsors shall be subject to the prior written authorization of Ferrari S.p.A. and/or Ferrari North America, who shall decide in their sole discretion.

i. All Ferrari Challenge cars must carry advertising for the series sponsors, which will be supplied by Ferrari North America. These stickers or decals must be

applied as provided, in the exact locations shown on the attached diagrams. Competitors shall be responsible for immediately replacing any damaged advertising.

j. Ferrari Challenge team trucks, equipment and clothing and/or uniforms must use the official Challenge logo and those of the series sponsors. Teams who do not meet the requirements of this section may be excluded from Challenge participation by the Challenge Manager.

k. Challenge cars must be presented at the Technical Scrutineering at the beginning of each race event properly prepared, must display all sponsor decals properly attached and must not show any significant body damage. Cars that do not comply with this paragraph may be rejected the Technical inspection sticker and thus are excluded from participation until properly prepared.

l. All technical updates/campaigns published and released by Ferrari must be completed before the event. In cases where the updates are done at the track, all updates must be done before the car returns to the track unless approved by a Ferrari North America Official.

m. Ferrari Challenge cars may carry other advertising, provided that such advertising does not intrude on the series-required advertising, and that the competitor advertises no product or service which competes, directly or indirectly, with either the organizers or the sponsors of the series. The determination as to competing sponsors will be solely determined by the Challenge Committee. Advance approval from the Challenge Manager, Ferrari North America, 250 Sylvan Avenue, Englewood Cliffs, NJ 07632, mmcneil@ferrariusa.com is strongly recommended.

n. The Team and the Team's or Driver's sponsor shall be entitled to use images of the Team car taking part to the Ferrari Challenge Championships, in race livery, inside its own institutional website. In no case may the word "Ferrari" be used in the URL (first as well as second level) and the use of Ferrari trademarks and logos as well as the use of trademarks and logos of the Ferrari Challenge Championships inside the website.

o. Any authorization for the use by third parties of the images of cars participating in the Challenge may only be given in accordance with the rules contained in this section.

2. No commercial or charitable solicitation is permitted by drivers or others at any time.

G. PRIVATE PRACTICE

Private practice or pre-event testing is forbidden on the track where an event is held within two weeks prior to the start of practice for the event itself. Private practice or pre-event

testing is the driver practicing in the same car type as in the event. Drivers are encouraged to participate in professional driving school programs using school cars prior to any series event. Practice sessions open to everyone entered for the Challenge may be organized by the Ferrari Challenge.

IV. AT THE EVENT

A. OFFICIALS

1. Conduct of each Ferrari Challenge event will be under the control of the Race Director, whose duties include overseeing all on-track activity as described in paragraphs 9-1 through 12-3 of the Grand-American Road Racing Rule Book (hereafter the "Grand-Am Rule Book"). He may assess penalties as required under these rules and the Grand-Am Rule Book, if appropriate. The Race Director's decisions are not subject to appeal except as noted in the Grand-Am Rule Book. The Race Director need not consider videotape from a driver's personal on-board camera in making his decisions. Furthermore the Race Director will not consider reports from individual non-official observers.

2. Timing and Scoring. Ferrari will appoint an Official scorer who is responsible for timing and scoring the event. Results posted by the Official Scorer are provisional until approved by the Race Director. A competitor may request that the Race Director have the timing and scoring and results rechecked by the Official Scorer. Such recheck will be final, subject to Appeals covered in Paragraph 11-2 of the Grand-Am Rule Book.

3. Ferrari North America may require the installation of a specific video camera system in each 430 Challenge car. This system will be provided by, and the installation will be directed by, Ferrari North America and Grand-Am. The location and operation of this camera will be mandated by Grand-Am, and is to be used exclusively by Grand-Am officials. The camera and storage media may not be viewed, adjusted, erased, downloaded, handled, or controlled by anyone except at the specific direction of a Grand-Am official. The system, images, and content of the device is the property of the series, and will be used as needed to review on-track activity.

B. SCHEDULE

Ferrari will post an official schedule for each event. Included will be times for registration, technical inspection, drivers meetings, practice, qualifying, and racing. It is the competitor's responsibility to be prepared to participate in the correct session at the time specified in the official event schedule.

C. DRIVERS MEETINGS

1. Drivers Meetings will be held at the time and place specified in the official schedule. Official information may be given to all competitors, either verbally or in writing, at official Drivers Meetings.

2. All drivers entered in a Challenge event, the Team Manager for each dealer team, and private Driver Coaches are required to attend each Drivers Meeting. Any driver who does not attend a Drivers Meeting, as proven by the driver's signature on an official sign-in sheet, may be penalized by having the length of his or her qualifying session shortened by ten (10) minutes for a first offense, or by moving the driver to the rear of the starting grid for subsequent offenses.

3. The Team Manager for each dealer team is responsible for acquiring all official posted communications, for informing all team members of such communications, and for ensuring that any actions required by the communication are taken by the team.

4. Each Dealer Team must be represented by an officially appointed Dealer Representative.

D. SAFETY EQUIPMENT

Each driver must wear the following mandatory safety equipment during all on-track activities:

a. Helmet; helmet of recognized high quality, approved by the Snell Foundation, with a 2000 (or later) sticker); "full face" helmets are strongly recommended.

b. A HANS (Head and Neck Support) device attached to the helmet.

c. Nomex or equivalent approved fire resistant driving suit of at least two layers. Similar fire-resistant underwear is strongly recommended. Ferrari may have a contract with an official supplier of driving suits. In this case drivers are required to wear this official race attire supplied as part of the entry package.

d. Gloves, shoes and socks made of fire resistant material. Drivers with facial hair who wear open face helmets must wear a balaclava of the same material.

e. All driver's safety apparel must be shown to the Technical Scrutineer at the Technical Scrutineering.

E. TIRES

1. A driver will nominate eight (8) Pirelli racing slicks (as specified by Pirelli for the Series) for each race weekend which includes two races, and six (6) Pirelli racing slicks for an event which includes only a single race. These tires will be suitably marked by Pirelli. Only these tires may be used exclusively during official qualifying sessions and races. In the event that there is

a practice session between the first and the second race, these must not be used for that session. In the event of damage (not excessive use), however caused, which in the opinion of Pirelli makes the tire unsuitable for further use, the Race Director may authorize Pirelli to supply or sell an additional suitably marked tire to the competitor. More than one such replacement per car corner will not be permitted except in the case of a tire manufacturing or similar fault as determined by Pirelli.

2. Pirelli will supply one set of "rain" tires per car. In the event of a wet race (as declared by the Race Director) these tires must be mounted.

3. The Challenge Committee with the concurrence of Pirelli and the Race Director may increase the number of tires supplied to each Competitor by an equal amount if conditions make this necessary for reasons of safety.

4. The use of tire warmers or any other means of artificially varying the temperature of a tire is prohibited, as is any modification of the tire compound by chemical modification, or any similar method.

5. All competitors must use the same tire type (i.e. slick or rain) in all races and qualifying sessions. The Race Director shall determine the required tire type prior to the start of the race or qualifying session. Should conditions change during the race or qualifying session, the Race Director will order the cars into the pits and all competitors will be required to change to the appropriate tire. Tire selection for practice session is free.

6. The eight tires must be returned to Pirelli no later than 90 minutes after the final race of the weekend; the wheels on which these tires are mounted must be cleaned prior to delivery to Pirelli.

F. FUEL

1. A specific 93 octane fuel (supplied by a series sponsor) may be made available at all Ferrari Challenge events, and if available must be used for all sessions. This or other supplied fuel must be used exactly as supplied without additives or modifications. Violation may result in a fine of \$10,000 to the team.

2. Ferrari may supply a special valve and coupling for the purpose of fuel sampling, which must be fitted if supplied. Fuel may be tested at any time during an event. Ferrari North America may arrange to take a fuel sample from a vehicle and have the sample sent to an independent laboratory for testing.

G. INSURANCE

1. Grand-Am will provide Participant Accident Insurance and provide or ensure Liability Insurance is in place as specified in the Grand-Am Rule Book.

2. The Ferrari Challenge Committee strongly recommends that each participant (drivers, crew, and officials) in the Ferrari Challenge consider the purchase of appropriate insurance to cover situations which may arise in racing. In addition to personal and medical coverage, drivers should consider the purchase of on-track collision damage insurance, covering Challenge cars during competitive portions of the events. Drivers are encouraged to consider the financial implications of such coverage, and the Challenge Committee strongly recommends such coverage to all drivers, although it is not in a position to recommend any company, broker, or agent offering such coverage.

H. PADDOCK ARRANGEMENTS

1. Each team will be provided with a clearly defined area in the paddock by Challenge officials and/or the event organizers. This space will contain the facilities of the individual teams, Challenge cars, and support equipment. These spaces will be assigned by Challenge officials. Each driver will be responsible for keeping his or her own space in order, and for the behavior of any person directly or indirectly connected with the driver's participation in the Challenge.

1. A complete list of equipment with measurements must be supplied to the series Manager at Ferrari North America 2 weeks prior to each event.
3. All team trucks and support vehicles must be maintained in clean and appropriate condition at all times. Team vehicles of any type which do not meet this requirement, in the sole opinion of the Challenge officials, may be excluded from the paddock.

I. PIT ARRANGEMENTS

1. There will be a Pit Speed Limit of 36 MPH in effect at all times during an event. The Pit Speed Limit will be in effect between a marked In Line (normally with a pylon) and a marked Out Line (normally with a pylon). Speed limit will be 36 mph which is the speed of the speed limiter.

2. Each competitor will be responsible for keeping his or her own pit area in order.

3. Any person admitted to the pit area must have the appropriate credential, which must always be clearly visible. It is mandatory for all Crew to apply for the valid and current Grand-Am license. Single event non transferrable licenses may be purchased for an additional charge of \$ 150 either prior to each event or at the event itself.

4. Only essential staff will be permitted in the pit lane during the event, and only two people for each Challenge car will be permitted access to the pit wall during the time the

car is on track, and only if conditions permit in the sole opinion of the Race Director. FNA may require specific passes for each event.

5. Support personnel (mechanics, technicians, and similar) must be dressed in a rational and safe manner. No shorts or open-toed shoes or sandals will be permitted in the pit area at any time. Long sleeved shirts are strongly recommended.

6. All portable equipment must remain inside the pit area assigned to the team, or must be returned to that area after the car has been serviced and has left the pit area.

J. DRIVER COACHES

Ferrari North America may, at its sole discretion, appoint a Series Driver Coach for the Ferrari Challenge. Drivers who are new to racing or new to the Ferrari Challenge are strongly advised to consider retaining their own driver coaches as well. Dealer teams and/or individual drivers may retain their own driver coaches subject to the following rules:

1. Qualifications:

a. Any driver coach retained for the Ferrari Challenge must be an experienced coach or driver, with demonstrated credentials. Each coach must be approved in advance by Ferrari North American and by Grand-Am before any participation in the Ferrari Challenge. An application form for this purpose can be downloaded from the Ferrari Challenge web site (www.ferrarichallenge.com) The completed form must be returned to the Ferrari Challenge Manager by FAX (201-541-8488) or by e-mail (mmcneil@ferrariusa.com) at least two weeks prior to the start of the season or the first event in which a driver coach plans to participate. A driver coach will be notified when the application has been approved. Approval is good only for the current season.

b. A driver coach must hold a current Grand-Am Driver's license.

c. Every driver coach is expected to fully understand the Challenge Sporting Regulations, and to understand and support the purpose and philosophy of the series. A coach is expected to demonstrate gentlemanly or lady-like behavior at all times, and to work with drivers to ensure their conformity with the regulations and purpose of the Ferrari Challenge. Coaches whose behavior does not conform to this standard will be warned, either verbally or in writing, by the Series Driving Coach, Challenge Manager or the Race Director. Following such a warning a coach whose behavior continues to fail to conform is subject to having his or her approval revoked by Ferrari North America or Grand-Am.

d. Driver coaches must attend every scheduled Coaches' Meeting at each event, and are required to be present at the start of the meeting. Failure to attend a scheduled Coaches' Meeting at an event may result in the revocation of approval. Driver coaches are also required to attend all Drivers' Meetings.

e. In the event a driver coach cannot attend a particular event (for example, due to a conflict with a race in which the coach is driving), a Challenge driver may select a substitute coach for that event from a list maintained by Ferrari North America and Grand-Am for this purpose. Prospective coaches may request inclusion on this list by downloading and completing the form as described above.

2. Participation.

a. All drivercoaches must register at each event and sign in with the Series Driver Coach. Drier coaches will receive credentials and identification (typically a special wristband) which will permit them to be in a Challenge car.

b. Coaches will only be permitted in cars which have the appropriate roll cage, second seat, and restraints installed and approved by Ferrari Technical Inspection. These cars may carry special identification or markings, or cars without this approval may be marked. These markings will be at Ferrari North America's sole discretion. These markings may not be tampered with under any circumstances; doing so may result in the car, driver, and crew chief being removed from the event.

c. During all practice sessions leading up to the first qualifying session a driver coach may ride and/or drive a car. The coach must wear all of the required driver safety equipment, as well as the coach identifying decal on their helmet, at all times. Failure to notify the Grand-Am officials in pit lane, prior to leaving the pit lane, that a coach is either driving or riding in a car will lead to a reduction in track time in future sessions for that car. Official times will not be recorded while a coach is in the car. No coach is authorized to drive a competitor's challenge car alone unless a plausible reason is given to the Race Director, who will then authorize such activity on a case by case scenario. The Race Director in such case will authorize the number of laps a coach may drive.

K. SPARE ("T") CARS

Each driver will be permitted to bring one (and only one) additional spare car to each event. Its use will be governed by the following requirements:

- a. The spare car will be prepared in full accordance with these rules, and will be identified by the driver's assigned number plus the letter "T" in the same size and style. For example, the spare car for a driver who used the number "00" would be identified on the hood and doors as "00T".
- b. North America Technical Staff, who will record the spare car's chassis number. Other than for Technical Inspection, the spare car must remain in the team's transporter at all times.
- c. The driver may replace his primary race car with the spare car if the driver has an accident which does not involve another car, and which damages the driver's car beyond repair at the event. The determination as to whether the car can be repaired at the event will be sole decision of the Ferrari North America Technical Staff, and cannot be appealed. The spare car may not be used for any purpose until approved by the Ferrari North America Technical Staff.
- d. A driver may change cars only once per event. Once the spare car has been approved for use the primary race car may not be used during the balance of the event.
- e. If a spare car is approved for use following a qualifying session, the spare car will start at the back of the grid for the following race. A spare car may never use a grid position earned by the primary race car.

V. THE RACES

A. DRIVER CONDUCT

All drivers participating in the Ferrari Challenge are expected to demonstrate the highest levels of sportsmanship at all times, showing respect for other competitors, their cars, and the officials. Drivers who fail to demonstrate this respect may be excluded from the series at any time and with no right of appeal

1. The spirit and intent of sportsmanlike racing competition is to avoid touching or endangering the vehicles of fellow participants. The possibility of inadvertent contact is a reality of racing. If, however, in the judgment of the officials a driver is crowding, bumping, chopping, blocking, or pushing other participants in any deliberate manner, that driver shall be subject to immediate action, including the penalties listed below. Blocking is defined as deviating from the Racing Line so as to impede an overtaking driver from initiating or completing a pass for position or for lapping a competitor.

2. Drivers are always responsible for being aware of faster cars, and must yield the racing line when being lapped by a faster car. Drivers being lapped will observe the passing (blue) flag, or subject themselves to penalties listed below.

3. Each car participating in the F430 Challenge must be equipped with radio communications equipment permitting the driver and team to be in contact at all times when the car is on track. It is the team's responsibility to monitor the Race Control radio frequency, and to immediately advise their driver(s) of any instructions from the Race Director or other official. This regulation in no way replaces or overrides the requirement that every driver obey all flag signals. A team's failure to hear radioed instructions may not be the basis for any objection or protest.

B. RACE AND GRID PROCEDURES

1. The starting grid for the first race will be based on times from the official qualifying session. The starting grid of the second race will be based on times from the second official qualifying session.

2. A competitor may request the Race Director to admit a car which has not completed any practice laps to the first race, provided this does not eliminate another car which has already qualified. Any car thus admitted will start from the last place on the starting grid.

3. A competitor may ask the Race Director to admit a car to the second race which has not started in the first race. Any car thus admitted to the start of the second race will occupy the last place on the grid.

4. Where two races are held during an event, each race will be designed to be approximately 45 minutes in duration. The race length may be specified in either distance (miles) or time; this decision will be listed in the official schedule, and will be announced at the official Drivers Meeting.

5. Where a single race is held during an event, this race will be at least 45 minutes in duration whenever possible.

6. All races will use a rolling start as per the Grand-Am regulations.

C. PARC FERME

1. At the conclusion of Qualifying Sessions and all races, all drivers must drive their cars directly to the Parc Ferme', without stopping for any other purpose, except for the first three finishers in each class who may be directed to remain at the podium for a short time for trophy presentation. Those cars will then be driven directly to the Parc Ferme'. Any cars which are late in reaching the Parc Ferme' will be classified as non-finishers in that race's results. Cars must remain in the Parc Ferme' for 30 minutes after the results for the race are published, or until

directed to leave by Ferrari Challenge officials. Cars may be retained beyond the normal time for possible inspections.

2. Cars may be weighed in the Parc Ferme' at the organizers' sole discretion. Weighing will be in accordance with Section III B of the 2008 Technical Regulations.

D. OTHER SITUATIONS

Any situation during a race which is not covered by these Regulations will be handled in accordance with the most current version of the Grand-Am Rule Book, which is available from the Grand-American Road Racing Association LLC (Grand-Am), 1801 West International Speedway Blvd., Daytona Beach, FL 32114, phone 386-947-6681, FAX 386-947-6695.

VI. PENALTIES

A. Penalties assessed by the Race Director will be based on the competitor's on- or off-track actions in violation of these rules, the Grand-Am Rule Book, and applicable laws, and will consist of "Stop and Go" penalties, time or lap penalties, disqualification or suspension from one or more events, fines, and/or forfeiture of a specified number of championship points as per the Grand-Am regulations. Where possible and appropriate, the Race Director will apply penalties following, rather than during, a session. For actions which endanger other drivers, crews, workers or spectators, the Race Director will enforce immediate penalties.

B. The following penalties will normally be applied by the Race Director for specific violations. The Race Director may increase or decrease these penalties depending on the severity of the violation.

1. On track:

a. Single car contact:

For single car to barrier contact (not as a result of car to car contact) during practice, qualifying, or race a driver must see the Race Director immediately following the session. Failure to do so may mean loss of next session; practice or qualifying. The Race Director will determine severity of the incident and will penalize ranging from loss of session to exclusion from event.

b. Car to car contact:

i. In practice: all drivers involved must see the Race Director immediately following the session. Failure to do so means automatic total loss of next session; practice or qualifying.

ii. In practice or qualifying, the driver determined to be at fault for “avoidable contact” will receive a black flag and a timed penalty (served in the pit lane).

iii. A driver determined to be at fault for “avoidable contact” during a race may be penalized an amount of time or number of laps by the Race Director following the race.

iv. A driver determined to be at fault for a second offense of “avoidable contact” during a race may receive a Black Flag, with a minimum of a 30 second penalty and a maximum of exclusion from the race.

v. All drivers involved in car to car contact during qualifying or a race must see the Race Director immediately following the session. Failure to do so may result in further exclusion from the event.

vi. For any two offenses on a single event weekend a driver will be placed on probation; for a third offense a driver may be excluded from the following event.

vii. Ordinarily the overtaking driver is responsible for making a safe pass, however in cases where both drivers are at fault, or the driver being overtaken has attempted an inappropriate blocking maneuver, either both drivers or the driver being overtaken may be penalized for “avoidable contact”.

c. In any of above cases, if the car cannot be repaired at the track, penalties will be enforced at the driver’s following event.

2. Technical issues

a. Items that directly contribute to the performance of the car; underweight, low ride height, addition or substitution of performance related components (brake pads, gears, fuel, exhaust system, engine size or specification)

i. After qualifying; loss of qualifying time.

ii. After race: the driver may be disqualified including a loss of position and points.

- b. Items that are wrong but do not directly contribute to performance of car;
 - i. After qualifying; reprimand, must be fixed by race, and a time penalty may be assessed.
 - ii. After race; a time penalty may be assessed.
 - iii. Any evidence of tampering with engine seals should be grounds for exclusion from the event at a minimum.

C. Any competitor whose car fails technical inspection at two events for improper preparation or violation of the Technical Regulations, or any competitor who is twice disqualified as a finisher for violation of the Grand-Am Rule Book or these Sporting Regulations, may be penalized by suspension from a specific number of future events, forfeiture of all points gained, and/or ineligibility to compete further in the Challenge. These penalties will be determined by the Race Director and the organizers.

VII. PROTESTS AND APPEALS

A. Protests against the actions of another competitor, or against another competing vehicle, must be filed in accordance with Section 13 of the Grand-Am Rule Book.

B. Appeals will be heard in accordance with Section 14 of the Grand-Am Rule Book, with the exception that the Appeals Board will be jointly appointed by Grand-Am and Ferrari North America.

C. Protests and appeals will not be accepted on any decision of an official not specifically provided for in these rules. These subjects would include (but would not be limited to) Timing and Scoring decisions, inspection decisions, and race procedure decisions.

D. Drivers, Team Managers, or team personnel are strictly forbidden from appearing in Race Control while race sessions of any group are still in progress.

E. It is expected the drivers and Team Managers will maintain a respectful and polite attitude towards Officials and their fellow drivers at all times.

VIII. TROPHY PRESENTATION

A. Drivers who finish in the first three positions in each race at each event will receive trophies. Those drivers will proceed to the podium as directed, without delay, to participate in the trophy presentation. The time and place of trophy presentations will be stated at the Drivers Meeting, but will normally be held at the end of the day.

"Guest" drivers and "celebrity" drivers finishing within the first three positions will be considered not to exist for purposes of awarding trophies at the podium. A "special achievement" award may be presented to them at the conclusion of the official podium ceremonies.

B. Where practical, drivers to whom trophies will be awarded will be directed to drive their cars to the podium area, where their cars will be displayed during the presentations.

C. The organizers may present additional trophies and awards at their sole discretion. These awards may or may not be announced in advance.

D. Trophies and awards may not be available for drivers who do not attend the Trophy Presentation.

E. In the spirit of the nature of Racing it is expected that Drivers will remain at the podium until ALL podium ceremonies are finished.

IX. AWARDING OF POINTS

A. In order to score any points, a driver must be officially classified as having started a race, that is, having taken the green flag at the start. "Guest" drivers and celebrity drivers will not be awarded points, and will be considered as not existing for purposes of awarding points. (Their finishing places will be vacated, and all who finish behind them will be moved up in placing and points.) Guest and celebrity drivers will be clearly identified as such on all entry lists and results.

B. Points will be awarded according to the following tables for both one and two race weekend completed for a class during an event weekend.

C. On the basis of the finishing order, the following points will be awarded:

1st Place: 200 Points

2nd Place: 175 Points

3rd Place: 155 Points

4th Place: 140 Points

5th Place: 130 Points

6th Place: 120 Points

7th Place: 110 Points

8th Place: 100 Points

9 th Place:	90 Points
10 th Place:	80 Points
11 th Place:	75 Points
12 th Place:	70 Points
13 th Place:	65 Points
14 th Place:	60 Points
15 th Place:	55 Points
16 th Place:	50 Points
17 th Place:	45 Points
18 th Place:	40 Points
19 th Place:	35 Points
20 th Place:	30 Points
21 st Place:	27 Points
22 nd Place:	24 Points
23 rd Place:	21 Points
24 th Place:	18 Points
25 th Place:	15 Points
26 th Place:	12 Points
27 th Place:	9 Points
28 th Place:	8 Points
29 th Place:	7 Points
30 th Place:	6 Points
31 st Place:	5 Points

32nd Place: 4 Points

33rd Place: 3 Points

34th Place” 2 Points

35th Place and following finishers will receive 1 point.

X. THE CHAMPIONSHIPS AND YEAR-END AWARDS

A. There will be a Drivers Championship, based on total points following the last race of the series. Each driver will count the best 12 of 14 races. The driver with the highest point total shall be declared the Ferrari Challenge champion. The driver with the second highest point total shall be the runner up in the class, with all competing drivers being ranked by point totals.

B. In the event of a tie for a Challenge Champion, the tie shall be broken by comparing wins, second places, third places, and so on, with the higher finishing driver being awarded the Championship. In the event this comparison still produces a tie, competitors' Pole Positions (based on qualifying times) will be compared, with the driver having the higher number being declared the Champion. If this comparison still produces a tie, the fastest race laps for each tied driver will be compared, with the driver having the higher number of fastest laps will be declared the Champion. If this comparison still produces a tie, the Championship shall be declared a tie. Ties will be recognized for all other positions in the Championship.

C. There will be a Team Championship , based on total points accumulated by each dealer team following the last race of the series. Each dealer team will receive points from each event based on the formula: (Total points scored by all that team's drivers in both races / number of that team's drivers entered for the event). All events will be included. The dealer team with the highest number of points will be declared the Team Champion. In the event of a tie for the championship, the team entering the larger number of drivers during the season will be declared the Team Champion.

D. Ferrari North America will organize a ceremony for the presentation of the year-end awards and trophies. The Challenge Committee may present additional awards at its sole discretion. Notice will be given to each dealer team as to the time and place of this ceremony, and all drivers who win awards or trophies agree to make every effort to be present at this ceremony. Trophies may not be available for drivers who do not attend the ceremony.

XI. CHANGES TO THESE REGULATIONS:

Ferrari S.p.A., Ferrari North America, the Ferrari Challenge Committee, and Grand-Am reserve the right to modify any of the rules and regulations of the Ferrari Challenge at any time to

ensure the safety, fairness, and success of the contest, or to cancel a portion of an event, an entire event, or the series should it become necessary.

2008 TECHNICAL REGULATIONS

I. CARS ADMITTED:

Cars admitted to the 2008 Ferrari Challenge will be the F430 Challenge as manufactured by Ferrari S.p.A.

II. GENERAL PRINCIPLES:

A. Anything not expressly authorized by these regulations or by the technical approval fiche is prohibited.

B. The only operations which may be carried out are those necessary for routine maintenance or for the replacement of worn parts or those damaged through accident. The limits to the modifications and assemblies allowed are specified in these regulations. Unless provided for by these authorizations, any part altered through wear or accident may only be replaced by a part of identical origin to the damaged piece. Additions to parts or materials are forbidden unless expressly authorized by these regulations or by the fiche.

C. Cars must always be recognizable by the following: technical approval fiche; technical manual; parts catalogue; comparison with series characteristics; latest construction designs and categorically up-to-date as per Technical bulletins.

D. Conformity of the car to its original characteristics is the responsibility of the Ferrari dealer who enters the car in the Challenge; the competitor is responsible for the conformity of the car and the parts assembled therein, and is therefore obliged to ensure that they are in order before each race.

E. Ferrari North America, in conjunction with the Race Director, reserves the right to replace any component or assembly in the vehicle at any time during the event.

III. MINIMUM WEIGHT:

A. The finishing weight of the 430 Challenge car shall be no less than 2706 pounds.

B. The finishing weight shall be defined as the weight of the car as it leaves the track, weighed without the driver and his/her personal equipment such as crash helmet and HANS device. Accessory devices approved by the FNA technical staff which are attached to the car and which were carried during the race will be included in the finishing weight. These devices would include (but not be limited to) cool suit packs, and video cameras and mounts.

C. Any cars not reaching this weight are authorized to affix ballast which must be declared before the race and punched by the Race Director. Checking of weights may be carried out. The ballast must be positioned on the passenger seat side (on the floor of the vehicle), securely fixed with bolts, but able to be removed for inspection, if necessary, by the technical officials.

IV. ENGINE:

A. The engine must be strictly series production. For this reason engines will be sealed directly by Ferrari at the beginning of the event so that no work can be carried out on them. Any maintenance work on the engine must be carried out under the direct responsibility of the Dealer and/or Importer who shall have to:

1. Send to Ferrari (addressed to the attention of the Technical Assistance Service) a report on the work carried out using the special form provided by Ferrari for this purpose including all photos documenting before and after the repair all components replaced, damaged, re-machined, or cleaned relating to the reason for the repair.

2. Affix new seals different to the original Ferrari ones, or to those used up to that point by the Dealer/Importer. The new seals will be sent specially by Ferrari for that specific job and their type/material may be replaced at any time during the season.

3. For further jobs the procedure as per points 1) and 2) must be followed.

B. The competitor will not be allowed to start the race if, at the time of technical scrutinizing performed before each event on the part of the Race Director with the technical support of Ferrari, the documentation and seal do not conform to the above.

C. The retouching of any part of the engine is prohibited; material may not be removed or added unless envisaged by these regulations and/or the Fiche.

D. Repair work made necessary through overheating which involves the disassembly of the heads will result in the latter being subjected to Ferrari's metallurgical test to ensure their re-use. Consequently, no leveling work is allowed. Abrasive materials may not be used for cleaning the heads.

E. Injection-ignition system:

1. The socket for connecting diagnosis equipment must always be operational so that tests can be conducted upon Ferrari's request, in agreement with the Race Director.
2. Tampering with or modifications to any of the sensors and/or wiring resulting in the alteration of the signals to the ECU is prohibited.
3. Ferrari North America, in conjunction with the Race Director, reserves the right to replace and/or swap the Engine ECU at any time during the event.

V. GEARBOX:

- A. The gearbox must remain the one prescribed by Ferrari S.p.A.
- B. Ferrari North America, in conjunction with the Race Director, reserves the right to replace the gearbox ECU at any time during the event.

VI. LIMITED SLIP DIFFERENTIAL:

There are no restrictions on the layout of the plates of the limited slip differential. Calibration may be performed using only the original parts.

VII. WHEELS AND TIRES:

- A. Only Pirelli slick or rain tires in the following sizes may be used:

Front slick tires	235/645 - R19
Rear slick tires	295/680 - R19
Front rain tires	235/645 - 19
Rear rain tires	295/680 - 19
- B. All heat and chemical treatments on tires are forbidden.
- C. In case of rain only one (1) rain tire package will be used. It must be assembled in respect to the direction stamped on each single tire.
- D. Wheel rims used will be from BBS in the following dimensions:
8" x 19" Front, 10.5" x 19" Rear.

VIII. BODYWORK AND INTERIOR

- A. The brake and accelerator pedal surfaces may be customized.

- B. The seat supplied by Ferrari must be retained along with its relative fixing screws for securing it to the body. Any modifications made for physical or other reasons must be authorized beforehand by Ferrari North America.
- C. Steering wheel and hub: any type and size may be used and fitted with shims to suit the driver's requirements.
- D. The car door plexi-windows must be replaced by an approved and homologated window net which must be installed as per the appropriate technical bulletin. For the International Finals in Italy the original plexi-windows must be reinstalled as per original status of the car.
- E. No part of the car body may be retouched or modified. All parts must correspond in size, appearance and material to those originally fitted. The original position of car body parts may not be altered, nor adhesive tape affixed nor bonnets, bumpers or doors, etc., modified to improve the car's aerodynamics.

IX. FUEL:

- A. All competitors must use the fuel provided by Shell at all times at the racing circuit or if Shell fuel is not available, the official fuel as authorized by FNA officials will be used. No other type of fuel or additive is allowed.
- B. During each race upon fueling a sample may be taken to make comparative tests on the fuels used by the competitors during practice sessions and/or the race itself. Ferrari will transport the fuel samples, taken by the Race Director in the presence of the Competitor or his representative, to the test labs.
- C. All fueling devices must have handles (e.g. see Ferrari drawing 183914).

X. LUBRICANTS:

- A. All Competitors must only use Shell lubricants, namely:
 - 1. Engine oil: 5W - 40
 - 2. Gearbox oil: Shell Transaxle Oil SAE 75W-90
 - 3. Brake/clutch oil: Shell Donax UB Brake fluid DOT4 Ultra
 - 4. Gearbox oil:F1: Shell Donax TX
 - 5. Hydraulic steering oil:Shell Donax
- B. During the Championship lubricant samples will be taken for testing.

XI. SAFETY DEVICES:

The following are obligatory, according to current regulations in force:

1. Roll bar. All parts of the roll cage which any part of a properly restrained driver's body might contact must be covered with the Ferrari specific energy-absorbing padding.
2. Approved 6-point seat safety belts;
3. Fire extinguisher;
4. Tow eye-bolts (front and rear);
5. Electric circuit breaker;
6. Sabelt seat

All the aforementioned safety devices must be original as supplied with the car.

XII. CHANGES TO TECHNICAL REGULATIONS:

Ferrari S.p.A. and Ferrari North America reserve the right to change the technical specifications and regulations at any time as required for the success of the Ferrari Challenge.

Questions on these regulations, and requests for approval for specific modifications or exceptions, should be directed to:

Maria McNeil, Challenge Manager
Ferrari North America
250 Sylvan Avenue
Englewood Cliffs, NJ 07632
201-816-2681
FAX 201-541-8488
mmcneil@ferrariusa.com

SUPPLEMENTAL REGULATIONS FOR THE SHELL HISTORIC CHALLENGE

I. ABOUT THE SHELL HISTORIC CHALLENGE

The Ferrari Historic Challenge is a racing series for Ferraris, Maseratis, and Scuderia Ferrari Alfa Romeos, held at race tracks in North America. The Historic Challenge was created to offer owners of these historic racers the opportunity to compete against other owners in a controlled racing series. It is a series meant for the enjoyment of all its participants, and the rules are written to support that intention. Historic Challenge drivers are expected to compete in a gentlemanly spirit of fair play, with respect for the regulations, their competitors, and the cars. Drivers who fail to respect this “fair play” philosophy may be excluded from the Historic Challenge at any time.

The 2009 Shell Historic Challenge (hereafter the “Historic Challenge”) is organized by Ferrari North America, hereafter the “Organizers,” and is sanctioned by the Grand-American Road Racing Association (Grand-Am).

II. REGISTRATION PROCEDURES AND REQUIREMENTS

A. All drivers participating in the Historic Challenge must hold a current Grand-Am license. Non-U.S. drivers holding only an FIA license may not participate in Historic Challenge events which are not listed on the FIA Calendar.

B. Entries for the Challenge must be filed with and approved by the Organizers. The Organizers may in their sole judgment refuse any entry for any reason.

C. Submission of an entry application for the Historic Challenge shall be considered as an implicit undertaking by the Competitor that he is familiar with and undertakes to comply and ensure compliance with the contents of the Grand-Am Rules, these Regulations, and any other rules or regulations under which the Historic Challenge may be run. Further, the competitor agrees that he or she recognizes Grand-Am as the sole competent jurisdiction, subject to the right of Appeal set forth in the Grand-Am Rules and these Regulations, and that he or she thus undertakes not to submit suits to arbitrators or other jurisdictions on the basis of circumstances deriving from the organization of the event and the running of the race itself; and that he or she relieves Grand-Am, Ferrari North America, its authorized dealers, the Organizers, the Promoter, the Race Officials and the owner of the circuit from any third-party liability for injury and damage suffered by himself or herself as Competitor, or by his or her drivers, passengers, employees and property. Competitors will be asked to sign waivers to this effect.

III. CONDUCT OF COMPETITION

All events in the Shell Historic Challenge will be conducted under the rules and regulations of the North American Ferrari Challenge (above), except as noted in these regulations.

IV. ENTRIES

Entries for the Shell Historic Challenge must be filed through the Organizers, using forms provided for that purpose. Entries may be filed on the Ferrari Challenge website, www.ferrarichallenge.com. An entry fee will be charged for each event.

V. ELIGIBILITY OF VEHICLES

A. With very limited exceptions, only authentic closed-wheel Ferraris built (or modified by Ferrari) for racing, Maseratis built (or modified by Maserati) for racing, or pre-war Alfa Romeos, either open or closed wheel, of the types raced by the Scuderia Ferrari will be permitted in this series. Only front-engined Grand Prix or Formula cars will be permitted. Replicas, conversions (such as a 250 GTE to a 250 GTO), replica 450S Maseratis, and Ferrari- or Maserati-engined specials will not be permitted.

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

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

D. Every Ferrari competing in the Shell Historic Challenge must have a completed application for a Certificate of Authenticity filed with Ferrari North America, and must be approved for participation by the organizers. At their discretion the organizers may permit drivers who have not previously competed in the Shell Historic Challenge to enter a car for which an application has not been filed in no more than two events so long as (1) the organizers believe that the car entered would be eligible for a Certificate, and (2) the owner begins the application process following the first event.

E. All competing vehicles will be inspected for safety and compliance with these regulations by the Historic Challenge Technical Staff.

VI. PREPARATION OF VEHICLES

A. All vehicles 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.

B. Safety requirements:

1. Approved roll bars will be required in all Disc Brake cars, and are very strongly recommended for all cars. Closed cars in Class DK4 may request an exception to this requirement.

2. All 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.

3. All cars must be fitted with:

a. A power circuit breaker

b. 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.

c. Two (2) rear view mirrors

d. Two external return springs on the throttle system

e. 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.

4. 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 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.

5. All drivers must wear a crash helmet with a Snell 2000 or later sticker. A full-face helmet is required for drivers of all open cars, and recommended for all.

6. All drivers must wear an approved driver's suit, socks, gloves, and shoes. Nomex or equivalent balaclavas (which may be part of the helmet) are required.

7. It is recommended that all vehicles be prepared and maintained by authorized Ferrari dealer technicians.

C. Permitted Modifications

No engine modifications (from original Ferrari, Maserati, or Alfa specifications, such as camshaft timing and duration, displacement, engine component weights) are permitted. Carburetors must be of the original manufacturer and type, but jetting is free. Auxiliary fuel pumps may be fitted, but the original fuel pump must remain and be functional. The number of forward speeds in the transmission or transaxle must be as original.

D. Wheels and Tires

1. Wheels must be of the same type and size (width, diameter, and offset) as originally fitted to the car. Alloy wheels may not be substituted for wire wheels on cars not originally so equipped.

2. Tires: All Drum Brake cars and cars in Class DK1 must use Dunlop L-series tires with a 204 compound or equivalent bias-ply treaded racing tires. Cars in Class DK2 and higher may use Avon, Michelin, Pirelli, or Goodyear racing slicks. In every case the size must approximate the size tire originally fitted to the vehicle. (The organizers reserve the right to approve or disapprove any particular tire to meet the spirit of the regulations.)

3. In the event of rain, appropriate treaded rain tires must be used on all competing vehicles.

E. Advertising.

1. In general, only advertising which duplicates the appearance of the cars as originally raced is preferred. Small, tasteful (in the sole opinion of the Organizers) advertising will be permitted so long as it does not compete with any series sponsor or Ferrari North America or its authorized dealers.

2. Advertising displays by competitors at an event (for instance, of cars for sale or Ferrari-related services) will not be permitted.

VII. DRIVER QUALIFICATIONS:

All drivers must hold a current Grand-Am competition license. There can be no exceptions to this requirement except for non-resident drivers holding an FIA license if the event is listed on the FIA calendar.

VIII. CLASSES

A. Cars competing in the Historic Challenge will be divided into the following classes:
DRUM GROUP

Class DM1 -- Prewar cars

Class DM2 -- Postwar Closed Cars under 2.9 liters

Class DM3 -- Postwar Closed Cars 2.9 liters and over

Class DM4 -- Postwar Open Cars 2 liters and under

Class DM5 -- Postwar Open cars over 2 liters

Class DM6 -- Postwar Grand Prix Cars

Class DMS -- Celebrity or guest drivers not competing for points

DISC GROUP

Class DK1 -- Front-Engined GT Cars under 4 liters

Class DK2 -- Front-Engined GT Cars over 4 liters

Class DK3 -- Front-engined Sports Racing cars

Class DK4 -- Rear-engined Sports Racing cars

Class DK5 -- V8-engined GT cars

Class DK6 -- 512 BB/LMs

Class DK7 -- 512 (612, 712) S, M, and CanAm Cars

Class DKS -- Celebrity or guest drivers not competing for points

B. If any class has fewer than three entries, the organizers may, at their sole discretion, combine classes in a logical manner.

C. The organizers reserve the specific right to change the displacement limit for Class DK1 from four to three liters at any time, based on their sole criteria. This change may be transmitted to the affected drivers in written form, electronically, or verbally.

D. The Organizers reserve the authority in exceptional circumstances to reclassify a particular car/driver combination into a different class than shown above where this reclassification will be in the best interests of the series.

IX. AWARDS, POINTS AND CHAMPIONSHIPS

A. Awards will be presented to the top finishers in each class for each race.

B. Points toward the Drivers' Championships will be awarded as follows, based on the driver's finish in class: (There will be no points awarded for overall finishes)

1st Place	10 Points
2nd Place	9 Points
3rd Place	8 Points
4th Place	7 Points
5th Place	6 Points
6th Place	5 Points
7th Place	4 Points
8th Place	3 Points
9th Place	2 Points
10th Place and below	1 Point

Drivers who are the only competitor in their class will be awarded 2nd Place points.

In addition to the points gained from the table above, a driver will be awarded one point for each competitor in his or her class who is classified in a lower finishing position.

C. A driver must complete two laps in a race to be awarded any points or trophies.

D. There will be Drivers' Championships in two Categories, for Drum Brake cars (Classes DM1-6) and Disk Brake cars (Classes DK1-7). A driver will count his or her best five event totals toward the Championship. (If fewer than six events are conducted, drivers will count one fewer than the number of events conducted.) An event is considered to be a single weekend, which may consist of one or two races in each Category. Points gained in one Category may not be transferred to the other Category.

E. Ties in the Drivers' Championships will be broken by comparing the number of class wins, with the driver having the most wins declared the Champion. If wins are equal, second places will be compared, then third places and so on until a Champion is determined. The same procedure will be used for settling ties for other positions.

X. CHANGES TO THESE REGULATIONS

Questions on these regulations, and requests for approval for specific modifications or exceptions, should be directed to:

Maria McNeil, Ferrari Challenge Manager
 Ferrari North America
 250 Sylvan Avenue
 Englewood Cliffs, NJ 07632
 Phone 201-816-2681
 FAX 201-541-8488
 mmcneil@ferrariusa.com

David Seibert, Shell Historic Challenge Project Manager

990 Mountain Creek Trail
Sandy Springs, GA 30328
Phone 404-309-6090
FAX 404-847-0118
E-mail: david@davidseibert.com

Ferrari North America, the Series Organizers, and Grand-Am reserve the right to modify any of the rules and regulations of the Ferrari Challenge at any time to ensure the safety, fairness, and success of the contest, or to cancel a portion of an event, an entire event, or the series should it become necessary.

DRIVER ACKNOWLEDGEMENT:

I have read and understood these supplementary rules and regulations and agree to abide by them.

Driver (print name)

Date / Signature

Witness (print name)

Date / Signature

TEAM MANAGER ACKNOWLEDGEMENT:

I, as the Team Manager have read and understood these rules and agree to have all the Team members read and understand them as well.

Team Manager (print name)

Date / Signature

Witness (print name)

Date / Signature