

Masters Historic Formula One

2021 TECHNICAL AND SPORTING REGULATIONS

ASN Visa Number: D021-A-001

1 FOREWORD

- 1.1 **The Series** (Masters Historic Formula One) is organised in conformity with the provisions of the FIA's International Sporting Code and its appendices (the Code), the FIA's General Prescriptions and the National Sporting Regulations of Motorsport Ireland (MI). It will be run in conformity with the Series' sporting and technical regulations, the latter being for individual cars built to the appropriate Formula One regulations between 1966 and 1985, running in their original specification.
- 1.2 **Title and Jurisdiction:** Masters Historic Formula One (MHFO), a race Series comprised of international races registered with the Masters Racing Club (MRC) and organised by Masters Historic Racing Ltd (MHR).
- 1.3 **Official binding text:** published in English, which will be the language used should any dispute arise as to their interpretation. There are no other language versions available. The Headings and Typeface used in this document are for ease of reference only and do not form part of these regulations, either Sporting or Technical.
- 1.4 **Date of Application:** 01 January 2021
- 1.5 **Future amendments to the regulations:** will be subject to approval of MI and notified in an official MHFO Bulletin to all registered Competitors.

2 ORGANISATION

- 2.1 Promoter / Organiser: Masters Historic Racing Ltd
Address: c/o Masters Historic Racing Ireland Ltd, 163 Kimmage Road Lower, Kimmage, Dublin 6W, Ireland
Telephone: +44 1234 713800
Email: team@mastershistoricracing.com
Website: www.mastershistoricracing.com
- 2.2 ASN: Motorsport Ireland
Address: 34 Dawson Street, Dublin 2, Ireland
Telephone: +353 1 6775628
Email: chris@motorsportireland.com
Website: www.motorsportireland.com
- 2.3 Composition of the **MHFO** Organising Committee:
Rachel Bailey
Ron Maydon
Chris Jolly
- 2.4 **MHFO** Delegates (Technical and Eligibility):
Chris Tee (MUK # 90250), Peter Farrington (MUK # 92591), Geoff Doe (MUK # 13957), Chris Higgs (MUK # 23582). Additional delegates may be nominated from time to time by MHR.
- 2.5 **MHFO** Officials:
Race Director - Richard Cuene-Grandidier (FIA-RD-019-000108 and MI 2429)
Chairman of Stewards - Marc van Geel (FIA # FIA-ST-019-000107 and KNAF # 9543)
(see also relevant Supplementary Regulations)

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- 2.6 Other senior officials to be designated by the ASN of the Competition concerned:
- A Clerk of the Course
 - A Chief Scrutineer
 - A Chief Timekeeper
 - Two National Stewards
- 2.7 In accordance with Article 11 of the Code, the clerk of the course and/or his deputies shall work in permanent consultation with the MHFO race director. The MHFO race director shall have overriding authority in the following matters and the clerk of the course may only give orders in respect of them with the MHFO race director's express agreement:
- A. The control of any MHFO practice and any MHFO race, adherence to the timetable and, if he deems it necessary, the formulation of any proposal to the Stewards to modify the timetable in accordance with the Code or Sporting Regulations;
 - B. The stopping of any car in accordance with the Code or Sporting Regulations;
 - C. The stopping of practice or suspension of the race in accordance with the Sporting Regulations if he deems it unsafe to continue and ensuring that the correct restart procedure is carried out;
 - D. The starting procedure;
 - E. The use of the Safety Car.

3.0 INSTRUCTIONS AND COMMUNICATIONS TO COMPETITORS

- 3.0.1 In exceptional circumstances, the MHFO MEL Race Director may give instructions to competitors by means of special Information Notes in accordance with the Code. These Information Notes will be published on the official noticeboard and will be distributed to all the Competitors.
- 3.0.2 The timing monitors are also considered as an official noticeboard (if the facilities on the circuit so permit).
- 3.0.3 All teams must be connected to the Masters Information & Messaging System (MIMS) **if the system is being used at a Competition**. Any messages given over the MIMS must be adhered to.
- 3.0.4 All classifications, starting grids and results of practices and races, as well as all decisions, **information notes** and bulletins issued by the officials, will be posted on the official notice board as well as on the MIMS notice board, **if in use**. Documents may also be made available via the MIMS.
- 3.0.5 Any decision or communication concerning a competitor should be given to him as soon as possible and receipt must be acknowledged. **If in use** MIMS may be used to send documents, and for teams to confirm receipt.

3.1 ELIGIBILITY – Cars (General)

- 3.1.1 All cars should comply with their period specification as well as the specification in their FIA Historic Technical Passport (HTP).
- 3.1.2 MHR reserves the right to accept entries from cars that may comply with the correct specification and Appendix K to the Code but have yet to acquire a valid HTP under the condition that the HTP application has been submitted to the appropriate ASN.
- 3.1.3 Any car that is accepted on the basis of 3.1.2 will be accepted to run in an 'Invitation' Class.

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3.2 Eligible cars

- 3.2.1 Cars must comply with the requirements of the current FIA Technical Regulations for Formula One cars (see Appendix X of Appendix K to the Code).
- 3.2.1 Cars using Cosworth DFV engines must have an engine rev limiter set at 10,000rpm. This regulation will be checked by a Series Permanent Delegate using the Masters rev limit checker. Original style connections must be used on the Ford DFV spark box to permit rev limiter checking.

3.3 Condition Testing

- 3.3.1 Cars must comply with the FIA Condition Testing procedure of the current year (Appendix III of Appendix K to the Code) and the certificates relating to the Condition Testing must be available for inspection at each Competition.
- 3.3.2 Certificates for the FIA Condition Testing of fuel tanks (Article 9, Appendix X of Appendix K to the Code) must be available for inspection at each Competition.
- 3.3.3 Cars that cannot comply with the requirements in 3.3.1 and 3.3.2 above must seek advice from the Series Permanent Delegates prior to submission of entry.

3.4 Classes

Jackie Stewart	Formula One cars built and raced prior to 31/12/1972
Emerson Fittipaldi	Post-1972, non-ground effect Formula One cars
Patrick Head Class	Post-1972, ground effect Formula One cars
Niki Lauda Class	Post-1972, flat bottomed Formula One cars

4 ELIGIBILITY – Drivers (General)

- 4.1 For the purpose of these regulations, the driver will be referred to as the "Competitor".
- 4.2 Every Competitor must be a full 2021 racing member of MRC.
- 4.3 An FIA Race International Grade C or above licence is required. The Competitor must be at least 18 years old at their first MHFO Competition.
- 4.4 Foreign Competitors (**those not in possession of a licence issued by the ASN organizing the Competition**) must present an authorisation from **their** parent ASN to compete **abroad**.
- 4.5 Commercial Entrants Licences are not accepted nor required.

5 ENTRIES

- 5.1 Opening date for Entries: 01 January 2021.
- 5.2 Closing date for entries is 7 calendar days prior to the date of each Competition.
- 5.3 A Competitor may only enter one car as his official entry.
- 5.4 A Competitor may enter a car either for all the Competitions in the Series or on a Competition by Competition basis.
- 5.5 Entry forms are available online at www.mastershistoricracing.com

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- 5.6 Entry forms must be correctly completed and accompanied by full payment of the Race Entry Fee. Entry forms received without payment will be processed only after all paid entries have been considered. Entry forms that have not been signed by the Competitor will not be accepted.
- 5.7 A full refund of the Race Entry Fee will be offered to Competitors who notify MHR in writing at least 14 calendar days prior to the Competition that they are withdrawing their entry.
- 5.8 Competitors who withdraw their race entry within the 14 calendar days period but before the first day of the Competition to which the withdrawal pertains will receive a credit of that entry fee which will be held on account for 12 months from the date the cancellation is received by MHR.
- 5.9 If during a Competition the original car entered becomes unusable due to accident damage or mechanical malfunction then a written request to change the car may be made by the Competitor to the stewards of the meeting (hereafter 'the stewards'). Should this request be approved after qualifying practice but before the race the car, subject to the prior approval of the series technical delegate, will start the Race behind all other cars. If more than one Competitor changes the car under this article and receives permission to start the Race, then the order of each of these Competitors shall be based on the time when the Competitors' request was registered by the stewards, earliest to latest.
- 5.10 A Competitor must nominate his representative in writing if at any time during a Competition he is unable to be present.

6.0 CALENDAR AND FORMAT OF THE COMPETITIONS

6.1 COMPETITION SCHEDULE

6.1.1 The calendar for 2021 is as follows:

DATE	EVENT NAME	CIRCUIT	ASN
2/3 April	Masters Historic Race Weekend	Donington Park, UK	MUK
29/30 May	Masters Historic Festival	Brands Hatch, UK	MUK
10/13 June	Grand Prix de France Historique	Paul Ricard, France	FFSA
16/18 July	Historic Grand Prix	Zandvoort, Holland	KNAF
30 July / 1 Aug	The Classic	Silverstone, UK	MUK
20/22 August	Historic Grand Prix	Zolder, Belgium	RACB
1/3 October	Spa Six Hours	Spa, Belgium	RACB
22/24 October	Jerez Historic Festival	Jerez, Spain	RFEA
29/31 October	Algarve Classic Festival	Portimao, Portugal	FPAK

6.2 CHARACTERISTICS OF THE COMPETITION

6.2.1 There will be ~~maximum of 4 Competitions, with~~ a minimum of one qualifying practice and two (2) races at each Competition.

~~6.3 Competitions may take place over either a Two-day or Three-day format. If there is a free practice it will take~~

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~~place on Day 1 before any qualifying practice.~~

~~6.4 — Two day formats will have qualifying practice and Race 1 on day one, with Race 2 on day two.~~

~~6.5 — Three day formats will have qualifying practice on day one or day two, Race 1 on day two and Race 2 on day three.~~

- 6.2.2 The qualifying practice session shall be scheduled for a minimum of 20 minutes and a maximum of 30 duration minutes. The races shall be scheduled for a minimum of 20 minutes and a maximum duration of 30 minutes. All cars in the same class shall take part in the same qualifying practice session.
- 6.2.3 Every Competitor must complete a minimum of one timed lap in either free or qualifying practice to be allowed to take part in a race.
- 6.2.4 If a Competitor is unable to achieve this, he must submit a request in writing to the MHFO race director seeking permission to start a race without having set a lap time. If such a request is approved by the stewards in consultation with the MHFO race director, the Competitor will start the race from last place on the grid. If more than one Competitor does not set a time and receives permission to start a Race, then the order of each of these Competitors shall be based on the time when the Competitors' request was registered by the stewards, earliest to latest.
- 6.2.5 Subject to the maximum number of cars permitted to start on any circuit, all Competitors who record one timed qualifying lap shall be permitted to start unless their fastest qualifying time is outside 130% of the time set by the fastest Competitor in the relevant ground effect and flat-bottomed (Niki Lauda and Patrick Head) and non-ground effect (Jackie Stewart and Emerson Fittipaldi) classes. If a Competitor fails to register a qualifying time within the 130% and wishes to take part in the race, a request in writing must be submitted to the MHFO race director. The Competitor request will be considered by the stewards in consultation with the MHFO race director. If the request is accepted by the stewards, the Competitor will start from the last position available on the grid, if this request concerns multiple Competitors, the starting order will be determined in accordance with the fastest times registered by each Competitors during qualifying practice.
- 6.2.6 The grid for Race 1 will be set by the fastest lap of each Competitor as per the final classification of the qualifying practice session.
- 6.2.7 The grid for Race 2 will be formed from the classification of Race 1, taking the following parameters into account:
- If there are less than 12 cars "approved to qualify" for a Competition, then the grid for Race 2 will be set by the Classification from Race 1.
 - If there are 12 or more cars "approved to qualify" for a Competition, then the number of positions that will be reversed for the grid of Race 2 will be calculated as 30% of the number of cars "approved to qualify" rounded up or down to the nearest whole number.
- If any Competitor in the positions to be reversed withdraws from Race 2 then the grid will be updated up to 60 minutes before Race 2 is due to start so that the grid slot of the withdrawn Competitor is filled by the remaining classified Competitor(s).
- The other classified Competitors from Race 1 will be gridded behind the position that have not been reversed.
 - Non-classified Competitors from Race 1 shall take their places behind the classified Competitors from Race 1. If a non-classified Competitor withdraws from Race 2 then the grid will be updated up to 60 minutes before Race 2 is due to start so that the grid slot of the withdrawn Competitor is filled by the remaining non-classified Competitor(s).
 - Any Competitor that qualifies for Race 1 but fails to start Race 1 shall be permitted to start behind all classified and non-classified Competitors from Race 1 in the final order from qualifying practice.

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6.3 DOMINANT CARS

- 6.3.1 A car that wins their respective combined class, in either Head/Lauda or Stewart/Fittipaldi classes in all four (4) races at two (2) consecutive Competitions will be classified as a Dominant Car. A Dominant Car will receive a reduction in the maximum revs allowed in a subsequent Competition as set out below in 6.3.2 and 6.3.3.
- 6.3.2 A Dominant Car must restrict its maximum revs from 10,000 rpm to 9,500 rpm in each of the two (2) Races at the next Competition that it enters during 2021.
- 6.3.4 Should a Dominant Car win its combined class at both races at the next Competition that it enters in 2021 after the application of the penalty under 6.3.2 then a further reduction in maximum revs from 9,500 rpm to 9,000 rpm will be implemented in each of the two (2) Races at the next Competition that it enters during 2021.
- 6.3.5 Dominant Cars and their penalties will be notified either in the Briefing Notes or by way of a bulletin issued by the MHFO race director at each Competition.

7 DRIVERS AND TEAM MANAGERS BRIEFING

- 7.1 Attendance at this MHFO briefing is mandatory for all Competitors taking part in a Competition. Attendance is strongly recommended for all Team Managers.
- 7.2 The time and location of this briefing will be published in the Competition's Supplementary Regulations and in the Final Event Instructions. Any driver unable to attend must inform the MHFO race director in person or via MIMS, **if in use**, no later than 30 minutes before the communicated start of the briefing.
- 7.3 In any case, no driver may join the track during a Competition without having received a briefing from the MHFO race director. Any driver who was not present at the briefing must request a personal briefing from the MHFO race director who will provide this as soon as the time schedule allows it.
- 7.4 Additional mandatory briefings required during a Competition will be notified to the Competitors and Drivers by way of a Bulletin issued by the MHFO race director.
- 7.5 Briefing notes issued by the MHFO race director are official documents which have regulatory value.

8 INCIDENTS AND STEWARDS INQUIRIES

8.1 Incidents

- 8.1.1 Means any occurrence or series of occurrences involving one or more Competitors, or any action by any Competitor, which is reported to the stewards by the MHFO race director (or directly noted by the stewards) that:
- a) Necessitated the suspension of a session (red flag);
 - b) Constituted a breach of these Sporting Regulations or of the Code;
 - c) Caused a false start in a race;
 - d) Caused a collision;
 - e) Forced another Competitor off the track;
 - f) Illegitimately prevented a legitimate overtaking manoeuvre by a Competitor;
 - g) Illegitimately impeded another Competitor during an overtaking manoeuvre.
- 8.1.2 Unless it was beyond doubt that a Competitor was in breach of any of the above, any incidents involving more than one car will normally be investigated after the session.

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8.1.3 It shall be at the discretion of the stewards to decide, upon receiving either a report or a request from the MHFO race director, if Competitors involved in an incident shall be penalised.

8.2 Inquiries

8.2.2 The stewards may hold inquiries into incidents observed by them or either referred or reported to them by the MHFO race director, technical delegate or any other parties.

8.2.3 The stewards may seek evidence from any source they choose. In the case of incidents on track, the MHFO race director shall present any available video evidence as requested by the stewards, including during inquiries of the Competitors. Video evidence may be sourced from the circuit, on-board and TV broadcast sources as well as any other sources freely available.

8.3 Penalties

8.3.1 At each individual Competition, the stewards, and race director where specified in these regulations, are responsible for imposing penalties on the Competitors.

8.4 In Race penalties

8.4.1 **Drive Through penalty:** should the stewards decide to impose such a penalty on a Competitor during a Race the following procedure will be followed:

- Notification will be by means of a message on the timing monitors and through MIMS, **if in use**. The MHFO race director will concurrently announce the penalty to the Competitor by signalling from the Control (timing) Line. From the time of these notifications, the relevant Competitor may cross the Control (timing) Line on the track no more than three times before entering the pit-lane and re-joining the track without stopping;
- Should a Drive-Through penalty be imposed and notified in the last 10 minutes of a Race, or after the end of a Race or cannot be imposed for operational reasons then at the stewards' discretion the procedure at 8.4.1(a) above will not apply and an alternative time penalty **of 30 seconds will** may be added to the elapsed time of the Competitor.

8.4.2 **Stop-Go penalty:** should the stewards decide to impose such a penalty on a Competitor during a Race the following procedure will be followed:

- Notification will be by means of a message on the timing monitors and through MIMS. The MHFO race director will concurrently announce the penalty to the Competitor by signalling from the Control (timing) Line. From the time of these notifications, the relevant Competitor may cross the Control (timing) Line on the track no more than three times before entering the pit-lane and stopping in the designated area where he shall remain for the period of the penalty. The Competitor may then re-join the Race;
- Should a Stop-Go penalty be imposed and notified in the last 10 minutes of a Race, or after the end of a Race or cannot be imposed for operational reasons then at the stewards' discretion the procedure at 8.4.2(a) above will not apply and an alternative time penalty **may will** be added to the elapsed time of the Competitor;
- When stationary because of incurring the time penalty, the car may not be worked on. However, if the engine stops it may be started after the time penalty has elapsed.

8.4.3 Unless the Competitor is already in the pit entry or pit lane to serve a Drive-Through or Stop-Go penalty, he may not carry out the penalty while the Safety Car is deployed. The number of times the Competitor crosses the control line behind the Safety Car will be added to the maximum number of times he may cross the control line on track (three).

8.4.4 Any breach or failure to comply with the above procedures may result in the Competitor being disqualified.

8.4.5 Should the stewards decide to impose a grid penalty for a Race on more than one Competitor, the order of the

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application of the penalty will be based on the time that each Competitor caused the offence, from earliest to latest.

8.5 Code of Driving Conduct

On-track behaviour must comply with Chapter iv of Appendix L to the ISC in respect of:

- i) Observance of signals;
- ii) Overtaking, car control and track limits,
- iii) Stopping during a race on track;
- iv) Entrance to and exit from the Pit-Lane.

8.6 Track Limits

8.6.1 All Competitors must use the track at all times and may not leave the track without a justifiable reason. For the avoidance of doubt:

- a) The white lines defining the edge of the track are part of the track;
- b) A Competitor will be judged to have left the track if all four wheels of the car go beyond the white line;
- c) Any kerbs installed beyond the white line are not considered to be part of the track;

The following penalties may be applied:

8.6.2 Free Practice

- a) Any Competitor identified by a Judge of Fact as having left the track (unless for reasons beyond his control) will be shown the Black & White flag by the MHFO race director as a warning;
- b) Any Competitor who repeatedly leaves the track may be reported by the MHFO race director to the stewards who may impose a penalty, the maximum being a Stop/Go penalty of 5 minutes to be served in the following qualifying practice session.

8.6.3 Qualifying Practice

- a) Any Competitor identified by a Judge of Fact as having left the track (unless for reasons beyond his control) may have that lap time deleted by the MHFO race director;
- b) Any Competitor who repeatedly leaves the track may be reported by the MHFO race director to the stewards who may impose a penalty, the maximum being the deletion of all lap times.

8.6.4 Race

- a) Any Competitor identified by a Judge of Fact as having left the track (unless for reasons beyond his control) on more than one occasion will be shown the Black & White flag by the MHFO race director as a warning. If a further report is received by the MHFO race director he may impose a race time penalty of 5 seconds;
- b) Any Competitor who repeatedly leaves the track may be reported by the MHFO race director to the stewards who may impose a penalty, the minimum being a further race time penalty of 5 seconds;
- c) Any Competitor who then continues to leave the track may be reported by the MHFO race director to the stewards who may impose further time penalties, from a race time penalty of 30 seconds to disqualification from the race.
- d) It is a condition that the Competitor must have been shown the Black and White flag at least once during the race before a penalty is applied.

9 RACE START PROCEDURES

9.1 All races shall have rolling starts, with a side by side grid.

9.2 The approach of the start will be announced by signalling boards shown ten minutes, five minutes, three minutes, two minutes, one minute and thirty seconds before the start of the formation lap. Specific meanings:

- a) Five-minute board: any tyre changes must be completed and the car must be on the ground;

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- b) Three-minute board: with the exception of officials and team technical staff, all others must leave the grid;
- c) Two-minute board: engines must be started by the relevant driver seated in the car before the showing of the one-minute board. If a driver is unable to start their engine, they must signal it and seek permission from the MHFO race director for his team technical staff to either push start the car or to be pushed out of the grid;
- d) One-minute board: any work being undertaken on the car must cease. Any push start authorised by the MHFO race director must take place as soon as the one-minute board is shown. All team technical staff must then leave the grid or be in a safe position;
- e) 30-seconds board: any authorised push starts must have taken place and relevant team technical staff must be in a safe position;
- f) Green flag: will be shown at the front of the grid whereupon the cars will begin a formation lap behind a Pace Car, maintaining their starting order with the pole position driver leading.
- 9.3 The pit lane will open at the time of showing of the ten-minute board, signalling the start of the countdown procedure and close at the showing of the five-minute board or 60 seconds after the last car leaves the pit lane, whichever is sooner. The cars will leave the pits to cover a single reconnaissance lap around the circuit to the grid. At the end of this lap they will stop on the grid in starting order with their engines stopped. A car that has entered the grid may only leave it before the One-minute board, being pushed by team technical staff and/or officials into the pit lane with the engine stopped. After the one-minute board is shown, any car on the grid must remain in its grid position until the green flag is shown, with exceptions only allowed under 9.2(d) above, at which point they must vacate their grid position or be pushed off the grid under the instructions of the officials. Any driver who is unable to maintain his grid position will be forbidden to pass any other car and must take a position at the back of the grid behind all other cars.
- 9.4 Any car which enters the pits after a reconnaissance lap or which is still in the pits after the five-minute board has been shown may start from the pits, but only under the direction of the MHFO race director and the pit-lane officials. It is forbidden to change tyres on any car positioned in the fast lane or waiting at the pit exit. Cars may be moved to the pit exit only with the Competitor seated in the cockpit with belts attached. Cars will join the race when the whole field has passed the pit exit on the first racing lap.
- 9.5 The cars will be preceded by a Pace Car and followed by an intervention vehicle. Competitors must maintain no more than five car lengths from the car in front of them once they have reached a nominated turn that will be notified in the briefing notes and the drivers briefing. At the end of the last formation lap, the Pace Car will withdraw into the pit lane and at that moment, the car in pole position must maintain the same speed and the other cars their grid position. The starting signal will be given by means of lights. Cars may only accelerate when the start signal is given (red lights switched off), but may not overtake, until they have crossed the Start Line. Then, the «Yellow Start» procedure will begin with the 2nd place car falling behind the 1st car in single file before the first corner and each following car falling in line accordingly.
- 9.6 Under the «Yellow Start» procedure, there will be no overtaking until a nominated turn and marshal post upon which a green flag and/or light board will be shown to give the real start. Cars must circulate in single file until the nominated marshal post. The procedure and/or nominated turn and marshal post for each Competition will be confirmed in the briefing notes and at the drivers briefing.

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- 9.7 At the end of the formation lap, if the conditions so require, the MHFO race director will order the Pace Car to carry out one or more additional formation laps. Should such an additional formation lap be carried out, the start of the race and race time will be considered to have been given at the end of the first formation lap.
- 9.8 Under certain circumstances, the race may be started under the Safety Car in accordance with FIA Appendix H.
- 9.9 Overtaking under a Safety Car start is only permitted if:
a) A car is delayed leaving the grid and the cars behind cannot avoid passing it without unduly delaying the remainder of the field;
b) There is more than one car starting from the pit lane and one of them is unduly delayed.
In either case a) and b), overtaking under a Safety Car start is only allowed to re-establish the original starting order.

10 STOPPING OF A RACE / SAFETY CAR PROCEDURE

- 10.1 Refer to the FIA's General Prescriptions.
- 10.2 Any race stopped after the leader has completed 75% of the scheduled race time may be considered to have finished, unless the MHFO race director deems it appropriate to restart.
- 10.3 The Safety Car may be brought into operation in line with FIA Appendix H.

11 RACE CLASSIFICATION

- 11.1 A starter is a Competitor who has qualified and started in the race.
- 11.2 All Competitors who start a race will be classified, providing that they have completed at least 75% of the distance covered by the race winner (rounded up to the nearest whole lap).
- 11.3 There will be a Class prize-giving ceremony at each Competition.
- 11.4 Attendance of all the prize-winning class drivers is requested. In their enforced absence the representative or team manager should attend to collect any awards. Timings for the ceremonies will be publicised daily at each Competition.

12 PODIUMS

- 12.1 There will be two podiums at each Competition. One podium will be for the top three Competitors in the ground effect and flat-bottomed Niki Lauda and Patrick Head classes. The other podium will be for the top three Competitors in the non-ground effect Jackie Stewart and Emerson Fittipaldi classes.
- 12.2 All ~~drivers-of-cars~~ Competitors running in the Invitation class will not be eligible to participate in the podium ceremonies.
- 12.3 Both podiums may take place simultaneously.

14 TECHNICAL REQUIREMENTS & REGULATIONS

14.1 Scrutineering and Parc Fermé

There must be a minimum of three scrutineers available at each Competition; in addition, there will be MHFO **Technical & Eligibility** Delegates who will be the **sole** eligibility scrutineers. **At each Competition, the ASN's chief scrutineer will be responsible to the MHFO's Chief Technical & Eligibility Delegate appointed at that Competition (refer to the relevant Supplementary Regulations) for all matters relating to eligibility.**

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14.1.1 All cars must be presented for scrutineering at each Competition complete with a standard AMD/Mylaps TranX 260 or Mylaps X2 Timing transponder, which must be correctly fitted and compatible with standard pan-European racetrack timing systems. Such transponders are the sole responsibility of the Competitor who must supply the unique serial number shown on the transponder to MHR at the time the entry application is submitted.

14.1.2 At the end of the qualifying practice and the race, all cars will be taken under Parc Fermé conditions for scrutineering to a secure Parc Fermé, where they shall remain until at least 30 minutes after the posting of the provisional results and until the MHFO race director orders their release. Any car which is unable to reach the Parc Fermé by its own means shall, forthwith upon such inability occurring, be placed under the sole and exclusive control of the officials who shall, if requested by the MHFO Series Permanent Delegates following consultation with the MHFO race director, remove the car to the Parc Fermé.

14.2 Fuel

14.2.1 Fuel must be in accordance with Appendix J, Article 252.9.1, and Appendix K to the Code. Compounds, which are added to petrol to replace lead, may be added if freely available from commercial retailers. Actual lead may also be added if needed but it is not recommended. The addition of these compounds must not raise the octane value of the fuel beyond the limit of 90 MON nor of 102 RON. Lead content must not be greater than 0.4 g/l in any case (EN 237 or ASTM D3237).

14.2.2 Competitors must ensure that a three-litre sample of fuel can be taken from the car at any time during the Competition.

14.3 Refuelling

14.3.1 No refuelling will be allowed in the pit lane during free practice, qualifying practice and races at any Competition.

14.4 Minimum Weight and Dimensions

14.4.1 During a Competition, when a car has been selected for weighing, no liquid, solid or gaseous substance may be added.

14.4.2 All weights and dimensions must comply with Article 19, Appendix X to Appendix K to the Code.

14.5 Ground Clearance

14.5.1 The minimum ride height for all cars applies at all times through a Competition and testing for compliance may take place at any time during a Competition, including when the Competitor is seated, stationary in the car, with fuel and fluids.

14.5.2 All cars must pass a simple ground clearance test to show a minimum ride height of 40mm at all times during a Competition. No entirely sprung part of the car may be less than 40mm from the ground with the car stationary, in its normal racing trim, and with the Competitor on-board. Apart from the complete front and rear wheels, no part of the car shall systematically or continuously touch the ground when the car is in motion.

14.5.3 Any device bridging the space between the bodywork and the ground is prohibited.

14.5.4 Any device fitted to the car to lower its ground clearance whilst in motion, and/or any component which has that same effect is forbidden.

14.6 Front and rear suspension

14.6.1 All cars in the Emerson Fittipaldi, Patrick Head and Niki Lauda classes must use the period standard specification

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KONI 8212 Aluminium Body or the 8211 Steel Body equivalent shock absorbers of appropriate length. Jackie Stewart Class cars may use these KONI shock absorbers or the period specification Armstrong damper.

- 14.6.2 The shock absorber must be fitted with the standard Koni adjustable lower spring platform, locking ring and standard top spring abutment. Where the design of the original suspension does not permit the use of the standard top or lower spring abutment, the original design may be used, providing that period specification can be proven to have been used on the same type or model of car in period.
- 14.6.3 Internal shock absorber valving on Patrick Head Class cars must conform to KONI B8 and/or B8+ specification. Other classes may use KONI internal valving specification ranging from B1 to B8X.
- 14.6.4 The use of monotube, gas pressurised and/or remote reservoir shock absorbers is not permitted.
- 14.6.5 Solid internal or external packers to restrict the stroke of the damper are permitted. No form of secondary springing is permitted.
- 14.6.6 KONI standard bump stops are optional for all classes and are limited to either KONI 70.34.54.000.0 (40mm) and/or the KONI 70.34.53.000.0 (55mm) and must remain in their supplied form with no additional modifications.
- 14.6.6 For cars in the Patrick Head and Niki Lauda classes, to ensure compliance with Article 14.5.2 above, a suspension deflection test may be applied at any time during the Competition. The suspension deflection will be measured from a datum with the car in normal racing trim, with the Competitor and/or an individual of similar weight seated in the car and a minimum ground clearance of 40mm.
- 14.6.7 The maximum deflections are specified below and will be measured with a load of 100kg applied at the front and/or rear axle centre line and include tyre deflection. Tyres to be at 16psi front and 14psi rear.

<u>Maximum Deflection</u>	<u>@FRONT</u> <u>Suspension</u>	<u>@REAR Suspension</u>
Patrick Head Class	20mm	15mm
Niki Lauda Class	24mm	18mm

14.7 Tyres

- 14.7.1 The Avon A.11 compound tyre is the nominated tyre for dry weather use, Avon A15 for wet weather use.
- 14.7.2 Cars running in the Jackie Stewart Class, cars may run a hand-cut Avon A11 compound slick, or Dunlop post Historic CR82 or CR65 compound treaded tyres but not a combination of Dunlop and Avon.
- 14.7.3 Competitors are limited to eight (8) tyres in the first Competition of the MHFO series that they participate in. For subsequent Competitions each Competitor is limited to eight (8) tyres, of which at least four (4) must have been registered in a previous Competition of the MHFO series.
- 14.7.4 Each Avon A11 slick tyre has an individual number below the bar code. The unique bar code numbers for all 8 tyres must be recorded and submitted for registration by the Competitor to the MHFO Series Permanent Delegates on a pre-supplied form before the end of scrutineering at each Competition.
- 14.7.5 No car will be allowed to take part in a Competition without prior submission of its tyre bar code numbers.
- 14.7.6 The MHFO Series Permanent Delegates will mark up each set of tyres on the outside wall with paint and/or scan each tyre barcode to ensure visual checks are possible.

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14.7.7 The 8 tyres registered for each Competition are solely intended for an individual Competitor and are prescribed from the start of free practice, or qualifying practice if there is no free practice, to the end of Race 2 and may not be exchanged and/or loaned between Competitors.

14.7.8 Should any registered tyre develop a puncture, sustain damage or have a fault, an additional tyre will only be approved by the MHFO Series Permanent Delegates in agreement with the Championship tyre supplier and after consultation with the MHFO race director if all other registered tyres are deemed not fit for purpose.

14.7.9 No other tyres are permitted at any time during a Competition except for Avon wet weather tyres for which there is no limit on numbers and no requirement for these to be registered. The wet weather tyres must be cut to the historic wet weather pattern in accordance with Avon specification. It is prohibited to cut any form of pattern into the A11 compound dry tyres. The wet weather tyres can only be used when a wet session is declared by the MHFO race director prior to a qualifying practice or a race. **In accordance with the Code, when a session is declared 'wet' the rain /visibility rear light must be switched on at all times that a car is on the track.**

14.7.10 Tyre adhesives and/or any form of performance enhancing chemicals are prohibited.

14.7.11 Any form of static tyre warming, heat retention or cooling is prohibited except by way of direct sunlight and the ambient weather conditions.

14.8 Frontal Head Restraint systems (hereafter "FHR")

14.8.1 The wearing of FIA-approved FHR systems, in accordance with Article 3, of Appendix L to the Code, is mandatory for all Competitors.

14.9 Aerodynamic Aids

14.9.1 Must comply with Appendix X of Appendix K to the Code.

14.9.2 The number of skirts is limited, per car and per Competition, to a maximum of one set of skirts with no adjustment or replacement possible. The skirts will be marked and/or sealed at scrutineering by the MHFO Series Permanent Delegates.

14.9.3 The selected skirts are related solely to each individual Competitor and his car and are prescribed from the beginning of qualifying practice to the end of Race 2 and may not be exchanged and/or loaned between Competitors.

14.10 Roll Over Protection Structures

14.10.1 Must comply with Appendix VI of Appendix K to the Code.

14.11 Data Acquisition

14.11.1 During a Competition, cars may use data acquisition systems to monitor engine rpm, oil pressure, oil temperature, water temperature, fuel pressure and car movement. Car speed may be recorded by either GPS or the use of one wired wheel speed sensor providing it is not connected to any engine driven wheel.

14.11.2 No other form of Competitor/chassis data acquisition is permitted at any time during a Competition, including but not limited to any form of throttle, brake, steering, aerodynamic or suspension load potentiometers.

14.11.3 No form of laptop, or other computer, may be used in the pit lane or on the pit wall at any time; they may only be used in the pit garages.

14.11.4 On-board cameras are permitted (maximum 2 cameras, within the original silhouette of the car looking from the side or front) and may record car speed.

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- 14.11.5 Any recorded data must be made available to the MHFO Series Permanent Delegates upon request at any time during the Competition.
- 14.11.6 Cars should maintain period style dash wherever possible and no form of instrumentation/display is permitted on the steering wheel.
- 14.11.7 Except for time-keeping purposes, any radio communications sent from the Competitor in the car to an external receiver is forbidden at any time during a Competition.
- 14.11.8 Competitors and Drivers may receive in-car radio communications from the Competitor's team ~~a nominated representative (see Article 5.13 of these Regulations)~~ through a one-way radio system. ~~The unique frequency of this single radio channel must be recorded and submitted for registration by the Competitor to the race director on a pre-supplied form before the end of scrutineering at each Competition.~~ The MHFO race director reserves the right to monitor the use of any radio channels between a driver in the car and an external source.
- 14.11.9 It is the **responsibility** of the Competitor to ensure that the radio equipment is used in accordance with the Competition's applicable domestic laws.

15 GENERAL CONDITIONS FOR COMPETITORS

- 15.1 They must ensure that their cars are in full view of spectators whenever reasonably possible.
- 15.2 They must ensure that their car is fully on display in the pit lane or other designated area at a time specified by the race director or organiser, to allow the cars to be seen during the "Pit Lane Walkabout". This regulation may only be waived by direct application to MHR or the MHFO race director. In addition, "story boards" must be on display in the garage area.
- 15.3 During the "Pit Lane Walkabout" or other public or press access times, Competitors must be present and dressed in race overalls or appropriate apparel.
- 15.4 Competition or race sponsors' decals must be clearly displayed on cars, but only during the Competition to which they relate.
- 15.5 They must respect at all times the good standing of MHFO and conduct themselves in such a manner as not to bring MRC and MHR into disrepute at any time.
- 15.6 If an overall sponsor for MHFO is secured, they must make available an area (of a size to be advised) on the front and rear wing end plates for the display of the MHFO sponsor decals. These decals must always be displayed during a Competition.

16 PROTESTS AND APPEALS

- 16.1 All protests must be lodged in accordance with Article 13 of the Code.
- 16.2 All protests must be made in writing and handed to the MHFO race director or his assistant, or in their absence to any of the stewards, together with a sum to be specified in the Supplementary Regulations. If the protest requires the dismantling and re-assembly of different parts of a car, the claimant must pay an additional deposit set by the stewards.

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16.3 The right to protest lies only with a Competitor. Nevertheless, an official acting in his official capacity may, even in the absence of a protest, take such official action at a Competition as the case warrants.

16.4 All appeals shall be governed by Article 15 of the Code.

17 FORCE MAJEURE

17.1 MHR, MRC and MHFO together with any associated companies and partners (together Masters) shall not be deemed either liable or to be in breach of Contract if any Competition or race is cancelled or postponed due to any circumstances beyond Masters reasonable control, including but not limited to any Act of God, explosion, flood, significant weather event, fire or accident, **pandemic**, war or threat of war, terrorist activity or threat of terrorism, sabotage, regulations, bye-laws, prohibitions or measures of any kind on the part of any governmental or local authority, strikes, other industrial actions or power failure.