

Masters Formula Atlantic Plus

TECHNICAL AND SPORTING GUIDELINES

1.0 ELIGIBILITY

1.1 Masters Formula Atlantic Plus is a series of Invitation Races for individual cars built to the appropriate Formula Atlantic Plus under 2-litre-engine regulations between 1969 and 1986, running in their original specification. Eligible cars will have raced in Formula Atlantic, Formula Super Vee and/or Formula Two (max. 2.0L or under).

2.0 CLASSES

2.1 All Cars, Formula Atlantic, Formula Super Vee and Formula Two, will run in one of the following Classes:

- Masters Formula Atlantic Plus Pre-1979 including 1979
- Masters Formula Atlantic Plus up to and including 1986

3.0 ELIGIBILITY – Drivers

3.1 Drivers must be 2023 racing members of the Masters Racing Club (MRC).

3.2 Drivers must be in possession of a current, and valid VMC-recognized race licence.

4.0 ENTRIES

4.1 Opening date for Entries: 01 January 2023

4.2 Entry forms must be correctly completed and accompanied by full payment of entry fees. Entry forms received without payment will be processed only after all paid entries have been taken into account.

5.0 DRIVERS BRIEFING

5.1 Attendance at the briefing is mandatory for all Drivers taking part in the Competition. The Attendance of Team Managers is advisable. Drivers must sign in for the Briefing.

5.2 The time and location of the briefing will be published in the Competition's Final Event Instructions.

6.0 CHARACTERISTICS OF THE COMPETITION

6.1 Practice and qualifying sessions will be clearly identified at each event. Both sessions shall be scheduled for a minimum of 20 minutes and a maximum of 30 minutes.

6.2 Each race shall be scheduled for a minimum of 20 minutes and a maximum of 30 minutes.

6.3 The grid for Race 1 will be based on the fastest times set in qualifying. If an event has two races the grid for the second race will be set by the finishing position from Race 1.

7.0 STARTING PROCEDURE

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

7.2 Green flag: will be shown at the front of the grid whereupon the cars will begin a formation lap behind a Leading car, maintaining their starting order with the pole position Driver leading.

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- 7.3 There will be no passing and cars are required to pass through the first few corners in single file format. The “blending” procedure for the start may be different for each event – specific details will be confirmed at the Drivers Briefing.
- 7.4 The “blending” procedure after the green flag start is where the 2nd place driver falls in behind the pole car before the first corner, and each row does the same down through the field. Under the «blending» procedure, there will be no overtaking until a nominated turn and marshal post which will be announced in the Drivers Briefing (4.0) to give the actual start. Cars must circulate in a single file until the marshal post.
- 7.5 The procedure and/or nominated turn and marshal post for each Competition will be confirmed in the Briefing Notes and at the Driver’s Briefing.

8.0 TECHNICAL REQUIREMENTS & REGULATIONS

- 8.1 Masters Formula Atlantic Plus is for under 2-litre single-seater cars conforming and prepared to the FIA regulations in effect between 1971 and 1986.

9.0 ENGINES

- 9.1 All cars must use an under or up to 2-litre engine appropriate to the manufacturer/chassis and must be prepared to period specification.

- 9.2 Pre-1979 Formula Atlantic: The following engines are approved:

Lotus Ford 1600 Twin Cam; Alfa Romeo 1600 Twin Cam [incl. GTA], Porsche Pushrod 1582, Datsun 1600 SOHC, BMW 1600 SOHC, Ford 1500 Pushrod, Ford 1600 Pushrod, Fiat 124 DOHC 1438, Renault Gordini 1600, Ford Cortina 1600 SOHC, Toyota 1600 Pushrod, Fiat 1592 DOHC, Toyota 1588 DOHC, Audi 80, Ford BDA & BDD 1600 [4 valve].

The engine of all cars must be of the same size, type and dimension as used when the car competed in period. It is permitted to use any parts that were available to the car during the original period of competition to update the engine. It is permitted to use components from the same family of engines and modern commercially available pistons, conrods, valves etc to update the engine but these parts must be of a general type of period components. The onus of proof is the responsibility of the Competitor.

- 9.3 Formula Super VEE (air-cooled): The engine shall be a standard VW 1600 from Volkswagen Type 1, 2 or 3 vehicles or a 1600 cc 127V industrial engine or any type 4 engine meeting the period specifications. The engine shall be installed forward of the transmission. Note: 2000 cc maximum limit will be permitted. For more specific details, please see Monoposto Car Specs: <https://app.box.com/s/wuilesv1w0xwjmu87qsddgvhv78burnv>

- 9.4 Formula Super Vee (water-cooled): The first of the water-cooled FSV’s appeared in 1978. The specs limited motors to the 1600cc water-cooled overhead cam engine from the VW Rabbit/Sirocco/Dasher.

These cars are considered the Series 3 FSV’s. Ultimately the motor size went to 1800cc and for a time the air-cooled cars were allowed to go to 2000cc to try to remain competitive with the water-cooled cars. For more specific details please see Monoposto Car Specs: <https://app.box.com/s/wuilesv1w0xwjmu87qsddgvhv78burnv>

- 9.5 Up-to-1986 Formula Atlantic: approved engines: Cosworth BDA & BDD Steel blocks only. 711M or 711SA blocks. Maximum bore: 81.5mm (1588cc) Stroke: 77.6mm “.030” overbore is allowed.

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10.0 WHEELS & TYRES

10.1 Formula Atlantic: Tyres are free but should comply with the rules as in period (Goodyear / Avon).

Wheels: Minimum diameter - 13".

10.2 Formula Super Vee: Tyres are free but should comply to the rules as in period (Goodyear / Avon).

Wheels: Minimum diameter - 13".

11.0 WEIGHT

11.1 Formula Atlantic: Minimum weight as qualified or raced, without driver: 1050lbs

11.2 Formula Super Vee: Minimum weight as qualified or raced, without driver: 930lbs

12.0 FUEL CELL

12.1. The fuel cell must comply with the SCCA / ACCUS Safety regulations.

13.0 BODYWORK

13.1 Bodywork or aerodynamic devices (wings) in front of the front tyres shall not exceed 59.055"
Rear wing width = 110cm - 43.307"

Rear wing set-back = 39.4" from CL of rear wheel hubs to end of rear wing

Rear wing height = 35.4" measured on a horizontal plane from the ground w/o driver

13.2 Formula Atlantic Pre-1979: No ground effect side skirts are allowed; no ground effect tunnels and no carbon/Kevlar composite body panels are allowed.

13.3 Formula Atlantic up to 1986: Tubs shall be compromised entirely of aluminium and steel; no composite tubs are allowed (this rule allows RT4s but no DB4s). Ground-effect side skirts are allowed so long as no part of the skirt extends below any part of the tub. Magnesium bulkheads are allowed.

13.4 Formula Super Vee: The cars ran without wings (Series 1 - 1969 - 1973). Later the regulations allowed front/rear wings from 1974.

14.0 SAFETY REQUIREMENTS

14.1 Masters Formula Atlantic Plus supports safety upgrades and recognizes that there is a great deal that can be done to improve the safety of cars with modern equipment including smaller fuel cells, better plumbing systems with safer hoses, and one-way valve fittings. Masters Formula Atlantic Plus cars must run modern-type fire extinguisher systems which must be 'in-date' and fully operable. All seat belt harness systems must be within their expiry dates and refer to ACCUS standards.

14.2 The sanctioning body for each event will establish the minimum requirements for helmets, race suits, and gloves. Masters Formula Atlantic Plus strongly recommends that drivers always comply to SCCA/ACCUS requirements.

14.3 The wearing of an ACCUS-approved head restraint system is highly recommended.

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14.4 Tow and/or lift points: each car must have a designated Tow and /or lift point clearly marked. Practice, qualifying and races are all timed sessions so any car immobilized on circuit and with no way for the tow truck to remove it will take precious time. If the roll bar is not easily accessible for a tow hook, please ensure that the tools to remove the air box or a short “hook up strap” are taped or affixed with Velcro inside the cockpit and the driver knows how to remove the air box should need arise.

15.0 RADIO COMMUNICATION

15.1 Pit-to-car and car-to-pit radio communications are permitted. This is subject to each Driver requesting approval from the relevant authorities in the country in which the Competition is taking place for the use of a dedicated frequency, plus receiving and paying (if required) for such approval.

15.2 It is the responsibility of the Driver to obtain the appropriate approval or authorization (e.g. short-term frequency assignment) from the relevant authorities and should provide this information to MHR when requested.

16.0 ON-BOARD CAMERAS

16.1 On-board cameras are permitted (maximum two cameras, within the original silhouette of the car looking from the side or front) and may record vehicle speed. Cameras may not be mounted to any part of the driver’s racing attire. A pencil camera mounted on the side of the roll hoop is acceptable. No part of the camera or mounting bracket may be above the top of the roll hoop. Cameras must be securely and safely mounted. Suction-type attachments are not permitted. GoPro cameras mounted on the top or side of the roll-hoop will still not be acceptable.

17.0 SCRUTINEERING

18.1 The Masters Formula Atlantic Plus Eligibility Scrutineer will scrutineer the car at each event, primarily for safety and general conformance. It is the responsibility of each driver to ensure that his car conforms to the Masters Formula Atlantic Plus Technical rules and specifications contained in the FIA Yearbook of Automobile Sport appropriate for the year of manufacture of the car. Masters Formula Atlantic Plus does not use a “parc ferme” at the end of practise, qualifying or the race. However, MHR reserve the right to be able to carry out “spot checks” at any time during an event.

18.0 RACE CLASSIFICATION & AWARDS

18.1 Podium awards will be at the discretion of the event organisers.

18.2 At each event, class awards will be presented for the overall combined classification of race 1 and race 2.

19.0 POINTS AND OVERALL SERIES WINNER

19.1 Points will be awarded in each class for each race at each event as per the points schedule shown below.

19.2 Points will be awarded as follows to classified finishers in the final results of each Race:

- For classes with 3 or more starters:

1st	9 points
2nd	6 points
3rd	4 points
4th	3 points

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5th 2 points
6th 1 point

- For classes with less than 3 starters:
 - 1st 6 points
 - 2nd 4 points
- For classes with 1 starter, 4 points

- 19.3 A starter is a Competitor/Driver who has qualified and started in the race.
- 19.4 All Competitors/Drivers 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).
- 19.5 For the final classification of the Series, the results of all the races at every Competition will be taken into account.
- 19.6 At the end of the year, there will be two winners of the Series. The first winner will be the top points scorer in the pre-1979 class. The second winner will be the top points scorer in the pre-1986 class.
- 19.7 In case of a dead heat, the Competitor/Driver of the older car will take precedence.

20.0 DAMAGES & CLEAN UP

- 20.1 If MHR incurs costs due to damage or cleaning of the racetrack or the corresponding facilities caused by the participants, these will be passed on to the participants 1:1.

21.0 FORCE MAJEURE

- 21.1 MHR, MRC and MFA+ 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.