

# Masters Racing Legends for 1966-1985 F1 Cars in the USA

## TECHNICAL AND SPORTING GUIDELINES

### **1.0 ELIGIBILITY**

- 1.1 Masters Racing Legends USA is a series of Invitation Races for individual cars built to the appropriate Formula One 3-litre regulations between 1966 and 1985, running in their original specification.

### **2.0 CLASSES**

- 2.1 Cars will run in one of the following Classes:
- |                          |                                                      |
|--------------------------|------------------------------------------------------|
| Jackie Stewart Class     | Formula One cars built and raced prior to 31/12/1972 |
| Emerson Fittipaldi Class | 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            |

### **3.0 ELIGIBILITY – Drivers**

- 3.1 Drivers must be in possession of a current, and valid VMC-recognized race licence.
- 3.2 FIA International C or H1/C race licences are required for any Formula 1 Support Race.

### **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 Practise 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 positions from Race 1.

### **7.0 STARTING PROCEDURE**

- 7.1 All race competitions shall have rolling starts, with a side-by-side grid.
- 8.2 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.
- 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.

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7.4 The “blending” procedure after the green flag start is where the 2<sup>nd</sup> 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 Racing Legends USA is for 3-litre Formula one cars conforming and prepared to the FIA regulations in effect between 1966 and 1985.

### **8.2 ENGINES**

8.2.1 All cars must use a 3-litre engine appropriate to the manufacturer/chassis and must be prepared to period specification.

8.2.2 Cars using Cosworth DFV engines, irrespective of long or short-stroke engine configuration, must have an engine rev limiter set at 10,000rpm. This regulation will be checked by a Masters technical delegate, or his assistants, using the Masters rev limit checker.

### **8.3 WHEELS & TYRES**

8.3.1 The Avon A-11 compound is the nominated tyre for dry weather use. The wet weather tyre must be an Avon tyre cut to the historic wet weather pattern.

### **8.4 RIDE HEIGHT & SUSPENSION**

8.4.1 The minimum ride height for all cars applies at all times throughout a Competition. Testing for compliance may take place at any time during a Competition

8.4.2 All cars must pass a simple ground clearance test to show a minimum ride height of 40mm at all times during a Competition. **The ground clearance test will be carried out with the driver fully attired with race kit and seated in the car. During the ground clearance test, car tyres must be inflated to 16psi Front and 14psi Rear, include normal operating fluid levels and the fuel tank should carry at least the minimum 3-litre mandatory fuel sample.**

8.4.3 No entirely sprung part of the car may be less than 40mm from the ground. **It must be possible for the official scrutineering ground clearance gauge to move freely under the car, the side skirts and front wing endplates.**

8.4.4 **It is forbidden**, apart from the complete front and rear wheels, **to allow any** part of the car **to** systematically or continuously touch the ground when the car is in motion.

8.4.5 Any device **fitted to the car that bridges** the **area** between the bodywork and the ground **at any time** is **forbidden**.

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

8.4.6 All cars in the Emerson Fittipaldi, Patrick Head and Niki Lauda classes must use either the period standard specification KONI 8212 Aluminium Body or the KONI 8211 Steel Body

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equivalent shock absorbers of appropriate length. Jackie Stewart Class cars may use either these KONI shock absorbers or the period specification Armstrong damper.

- 8.4.7 At any time during a Competition the MRL Series Technical and Eligibility Delegates may select a car(s) for additional checks to the shock absorbers. At this time the shock absorbers will be sealed and removed for checks to be carried out by an authorised KONI specialist. Competitors should always ensure they have a spare set of shock absorbers with them to ensure that their car is transportable should the shock absorbers be removed.
- 8.4.8 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.
- 8.4.9 Internal shock absorber valving on Patrick Head Class cars must conform to KONI B8 and/or B8+ specification.
- 8.4.10 All other classes may use KONI internal valving specification ranging from B1 to B8X.
- 8.4.11 The use of monotube, gas pressurised and/or remote reservoir shock absorbers is not permitted.
- 8.4.12 Solid internal or external packers to restrict the stroke of the damper are permitted. No form of secondary springing is permitted.
- 8.4.13 The use of bump stops and/or solid packers are free for all classes.
- 8.4.14 For cars in the Patrick Head and Niki Lauda classes, to ensure compliance with Article 8.4.2 above, a suspension deflection test may be applied at any time during the Competition. The suspension deflection test will be carried out with the driver fully attired with race kit and seated in the car. During the suspension deflection test, car tyres must be inflated to 16psi Front and 14psi Rear, include normal operating fluid levels and the fuel tank should carry at least the minimum 3-litre mandatory fuel sample.
- 8.4.15 The maximum deflections specified below will be measured from datum points at the front and rear of the car as follows, first the front and rear reference measurements will be noted then a load of 100kg applied to the sprung chassis simultaneously at the front and rear axle centre line and the new measurements noted, the maximum deflection will include any tyre deflection.

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

## 9.0 SAFETY REQUIREMENTS

- 9.1 Masters Racing Legends USA supports safety upgrades and recognizes that there is a great deal that can be done to improve safety of the cars with modern equipment including smaller fuel cells, better plumbing systems with safer hoses, one-way valve fittings. Masters Racing Legends USA cars must run modern-type fire extinguisher systems which must be 'in-

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date' and fully operable. All seat belt harness systems must be within their expiry dates and refer to ACCUS standards.

- 9.2 The sanctioning body for each event will establish the minimum requirements for helmets, race suits, gloves. Masters Racing Legends USA strongly recommends that drivers always comply to ACCUS requirements.
- 9.3 The wearing of an ACCUS-approved head restraint system is highly recommended.
- 9.4 An FIA Historic Passport (HTP) is not presently required but is strongly recommended.
- 9.5 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.

### **10.0 RADIO COMMUNICATION**

- 10.1 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.
- 10.2 It's 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.

### **11.0 ON-BOARD CAMERAS**

- 11.1 On-board cameras are permitted (maximum 2 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 drivers 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.

### **12.0 SCRUTINEERING**

- 12.1 The Masters Racing Legends USA 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 is car conforms to the Masters Racing Legends USA Technical rules and specifications contained in the FIA Yearbook of Automobile Sport appropriate for the year of manufacture of the car. Masters Racing Legends USA 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.

### **13.0 RACE CLASSIFICATION & AWARDS**

- 13.1 Podium awards will be at the discretion of the event organisers.
- 13.2 At each event, class awards will be presented for the overall combined classification of race 1 and race 2.

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### 14.0 POINTS AND OVERALL SERIES WINNER

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

14.2 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
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

14.3 A starter is a Competitor/Driver who has qualified and started in the race.

14.4 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).

14.5 For the final classification of the Series, the results of all the races at every Competition will be taken into account.

14.6 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 nonground effect classes (Jackie Stewart and Emerson Fittipaldi Classes). The second winner will be the top points scorer in the ground effect and flat-bottomed classes (Patrick Head and Niki Lauda Classes).

14.7 In case of a dead-heat, the Competitor/Driver of the older car will take precedence.

### 15.0 DAMAGE & CLEAN UP

15.1 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.

### 16.0 FORCE MAJEURE

16.1 MHR, MRC and MHGP 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.