



Masters USA

Technical and Sporting Guidelines 2018

Masters USA is 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 and using components of a type used in period. Where components of a type used in period are no longer available, specific approval must be sought from Masters HGP Inc before any alternative components are used.

All Drivers must be full members of Masters USA in order to be accepted to race. Membership applications will be accepted from 1 January 2018.

Sporting Procedures

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.

Race Procedures

Practise and qualifying sessions will be clearly identified at each event. 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 times from qualifying.

All drivers are required to attend and sign in at a Drivers Briefing organised by the Event and/or Masters USA.

Starting Procedure:

- All races competitions shall have rolling starts, with a side by side grid.
- 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.
- 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.
- 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. At the exit of the specified corner on the first lap the "race" begins with all cars in single file.

Technical Rules

1. Masters USA is for 3-litre Formula one cars conforming and prepared to the FIA regulations in effect between 1966 and 1985.
2. All cars must use a 3-litre engine appropriate to the manufacturer/chassis and must be prepared to period specification.
3. 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.
4. 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.



5. The minimum ride height for all cars applies at all times through an event and testing may take place at any time during that event. All cars must pass a simple ground clearance test to show a minimum of 40mm at all times during a competition in racing specification with the driver on-board.
6. Any device bridging the space between the bodywork and the ground is prohibited

Front and rear suspension:

1. **The period KONI 8212 Aluminium Body or 8211 Steel Body equivalent shock absorbers are mandatory in all Classes. In all Classes there is freedom to choose between KONI internal valving specifications ranging from B1 to B8+ to suit the spring rates being used on the car.**
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.
3. The use of the KONI gas filled shock absorbers or any other brand of gas filled shock absorbers is forbidden.
4. Any kind of internal or external 'packers' to restrict the stroke of the shock absorbers in either bump or rebound are not permitted in all Classes.
5. KONI standard bump stops are mandatory for all Classes and are limited to either the standard KONI 70.34.54.000.0 (40mm) and/or the KONI 70.34.53.000.0 (55mm) with no modification whatsoever permitted.

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.

The Masters 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 his car conforms to the Masters USA Technical rules and specifications contained in the FIA Yearbook of Automobile Sport appropriate for the year of manufacture of the car. Masters USA does not use a "parc ferme" at the end of practise, qualifying or the race.

Safety Requirements:

Masters 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 USA 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.

The wearing of approved Frontal Head restraint systems (HANS device) is strongly recommended for National events but mandatory at International events.

The sanctioning body for each event will establish the minimum requirements for helmets, racesuits, gloves. Masters USA strongly recommends that drivers always comply to FIA requirements.



Drivers must be in possession of a current and valid FIA International C race licence for any Formula 1 Support Race, while other events will accept an FIA Historic licence or ASN equivalent. When required a Driver must be in possession of an authorisation form from that ASN if it is not organising the competition.

An FIA Historic Passport (HTP) is not presently required, but is strongly recommended.

Tow and/or lift points: each car must have a designated Tow and /or lift point. Practise qualifying and races are all times 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.

Awards and Classes

At each event, class awards will be presented for the overall combined classification of race 1 and race 2. Drivers must complete 75% of the distance covered by the overall winner in order to be classified.

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

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