



Masters Historic Formula One USA Technical and Sporting Guidelines 2019

Eligibility

Masters Historic Formula One 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 Historic Formula One USA in order to be accepted to race. Membership applications will be accepted from 1 January 2019.

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 Historic Formula One 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 Historic Formula One 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.



Ride Height:

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

Front and rear suspension:

1. All cars in the Emerson Fittipaldi, Patrick Head and Niki Lauda classes must use the period standard specification 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.
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. 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.
4. The use of monotube, gas pressurised and/or remote reservoir shock absorbers is not permitted.
5. Solid internal or external packers to restrict the stroke of the damper are permitted. No form of secondary springing is permitted.
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).
7. For cars in the Patrick Head and Niki Lauda classes, to ensure compliance with Article 7.5.2 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 Driver and/or an individual of similar weight seated in the car and a minimum ground clearance of 40mm. 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.
8. Maximum Deflection @FRONT Suspension @REAR Suspension Patrick Head Class 20mm
15mm Niki Lauda Class 24mm 18mm



On-board Cameras

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.

Scrutineering

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

Safety Requirements:

Masters Historic Formula One 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 Historic Formula One 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 Historic Formula One USA strongly recommends that drivers always comply to FIA requirements.

Drivers must be in possession of a current and valid FIA International C or H1/C race licence for any Formula 1 Support Race.

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.

Classes

Cars will run in one of the following Classes:

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| 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 |



Race Classification & Awards

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

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.