

Masters Historic Sports Cars

2020 TECHNICAL AND SPORTING REGULATIONS

ASN Visa Number: D021002

1 FOREWORD

- 1.1 **The Series** (Masters Historic Sports Cars) 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 of a type which have International History and were built to the appropriate Sports Car, Sports Prototype or Group 4 GT regulations between 1962 and 1974 (two-seater racing and prototype cars from Periods F, G and H), running in their original specification.**
- 1.2 **Title and Jurisdiction:** Masters Historic Sports Cars (MHSC), 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 2020
- 1.5 **Future amendments to the regulations:** will be subject to approval of MI and notified in an official MHSC 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 Series' Organising Committee:
Rachel Bailey
Ron Maydon
Richard Cuene-Grandidier
- 2.4 Series Permanent Delegates:
Chris Tee (MUK # 90250), Peter Farrington (MUK # 92591), Geoff Doe (MUK # 13957), Chris Higgs (MUK # 23582). Deputies may be nominated from time to time by MHR.
- 2.5 Series Permanent Officials:
Race Director - Richard Cuene-Grandidier (FIA-RD-019-000108 and MI 2429)

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Chairman of Stewards - Marc van Geel (FIA # FIA-ST-019-000107 and KNAF # 9543)
(see also relevant Supplementary Event Regulations)

2.6 Other officials 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 MHSC race director. The MHSC 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 MHSC race director's express agreement:

- A. The control of any MHSC practice and any MHSC 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 MHSC / 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) throughout the 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 and bulletins issued by the officials, will be posted on the official notice board as well as on the MIMS notice board if applicable. 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. 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 Historic Technical Passport (HTP).

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- 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 FIA Historic Technical Passport (hereafter 'HTP').
- 3.1.3 Historically interesting cars and any other car that do not comply with the requirements in 3.1.1 or 3.1.2 above may be considered and accepted to run in an 'Invitation' Class on a case-by-case basis for each of the Competitions listed in 6.1 below.
- 3.1.4 MHR will determine at its own discretion, whether a car is eligible to compete and what class it should be allocated.

3.2 Eligible cars

- 3.2.1 Individual cars are eligible of a type which have International History and are built to the appropriate sports, sports racing, sports prototype or Group 4 GT regulations between 1962 and 1974 and in force in either the car's year of manufacture or its years of participation in International competition.
- 3.2.2 In addition to the notes in Appendix VII to Appendix K, McLaren M1A and M1B are eligible for the Hulme class if they run on 15inch x 8inch front and 15inch x 10inch rear wheels, and on L and M section tyres.
- 3.2.3 Chevron B16s may compete solely in the Siffert Class.
- 3.2.4 Two-Seater Racing Cars of Period HR equipped with an engine of which the capacity is greater than 2000cm³ are not accepted.
- 3.2.5 All BDG-engined cars must run in the Stommelen Class.

3.3 Eligible engines

- 3.3.1 A car must be powered by a period specification engine of a type originally fitted to the car during its participation in period international Competition.
- 3.3.2 All Chevrolet engines in the Rodriguez Class must have steel blocks and a maximum capacity of 5000cm³, with the exception of 1967/1968 specification Lola T70 Coupes (these cars must run in full "early" FIA homologated specification) and T70 Spyderys which may use a cast iron block Chevrolet engine with a capacity of 5700cm³ provided this capacity has been accepted on their HTP.
- 3.3.3 Cosworth «BD» series engines are accepted.
- 3.3.4 Eligible cars with Cosworth DFV engines must be restricted to a rev limit of 9000rpm. This regulation will be checked by a Series Permanent Delegate using the Masters rev limit checker.
- 3.3.5 Eligible cars running with Cosworth FVC engines are required to have a steel block and a maximum capacity of 1850cm³, which permits a re-bore of the original block size of 1790cm³. The original stroke must remain the same. Short stroke engines are not permitted.
- 3.3.6 BMW engines below 2000cm³ are defined as being to M10 specification or earlier.
- 3.3.7 McLaren M1C and M1 derivatives in the Rodriguez class may only race with a maximum engine capacity of 5000cc.

3.4 Condition Testing

- 3.4.1 Cars with engines over 2000cm³ from Period G (HTP for reference) or later must comply with the FIA

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Condition Testing procedure of the current year (see Appendix III of Appendix K to the Code) and the certificates relating to the Condition Testing must be available for inspection at each Competition.

3.4.2 Cars that cannot comply with the requirements in 3.3.1 seek advice from the Series Permanent Delegates prior to submission of an entry.

3.5 Fuel Systems

3.5.1 Must comply with the requirements stipulated in Article 5.5 of Appendix K to the Code.

3.6 Classes

Hulme	Pre-1967 Sports Prototypes and GT cars
Bonnier	Sports Prototypes and GT under 2000cm ³ conforming to a specification between 01/01/1966 and to 31/12/1969
Rodriguez	Sports Prototypes and GT cars over 2000cm ³ conforming to a specification between 01/01/1966 and to 31/12/1971
Siffert	"Closed" Sports Prototypes under 2000cm ³ , conforming to a specification between 01/01/1970 and to 31/12/1971
Marko	"Open" Sports Prototypes under 2000cm ³ , conforming to a specification between 01/01/1970 and 31/12/1971
Stommelen	"Open" Sports Prototypes under 2000cm ³ , conforming to a specification between 01/01/1972 and to 31/12/1974
Pescarolo	GT cars over 2000cm ³ , conforming to a specification prior to 31/12/1974

4 ELIGIBILITY – Drivers (General)

4.1 The series is reserved for drivers and is designed for 'Gentlemen' racers.

4.2 For the purpose of these regulations, the first named person on the entry list will be referred to as the "Competitor" and the second named person on the entry list will be referred to as the "Driver".

4.3 Every driver must be a full 2020 racing members of MRC.

4.4 An FIA Race International Grade C or above licence is required for all drivers. Both Competitors and Drivers must be at least 18 years old at their first MHSC Competition.

4.5 Foreign Competitors and Drivers must present an authorisation from the parent ASN to compete abroad.

4.6 Commercial Entrants Licences are not accepted nor required.

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5 ENTRIES

5.1 The Competitor must provide a copy of the full HTP application along with up-to-date Condition Testing certification and, where required, in-date fuel tank certificate.

5.2 Opening date for Entries: 01 January 2020.

5.3 Closing date for entries is 7 calendar days prior to date of each Competition.

5.4 A Competitor may only enter one car as his official entry.

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- 5.5 A Competitor may enter a car either for all the Competitions in the Series or on a Competition by Competition basis.
- 5.6 Including the Competitor, an entry may have no more than 2 (two) drivers entered to drive.
- 5.7 Entry forms are available online at www.mastershistoricracing.com
- 5.8 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 and where a Driver is also listed, then that Driver must sign the entry form before the closing date of the Competition.
- 5.9 A full refund of the Race Entry Fee will be offered to Competitors who notify the Organisers in writing at least 14 calendar days prior to the Competition that they are withdrawing their entry.
- 5.10 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 Permanent Delegates 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.
- 5.11 The Organisers will hold insurance that complies with the national laws of the host ASN. Details will be available in each Competition's Supplementary Regulations.
- 5.12 A Competitor must nominate his representative in writing if at any time during a Competition he is unable to be present.

6 CALENDAR AND FORMAT OF THE COMPETITIONS

6.1 The calendar for 2020 is as follows:

Date	Event Name	Venue	ASN
April 17/19	Portugal Historic Race Weekend	Portimao, Portugal	FPAK
May 23/24	Masters Historic Festival	Brands Hatch, GB	MSUK
June 27/28	Masters Historic Race Weekend	Donington, GB	MSUK
August 22/23	Historic Grand Prix	Zolder, Belgium	RACB

- 6.2 There will be a maximum of 4 Competitions, with a minimum of one qualifying practice and a race 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 place on Day 1 before qualifying practice.
- 6.4 Two-day formats will have qualifying practice on day one, with the Race on day two.

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- 6.5 Three-day formats will have qualifying practice on day one or day two with a single Race on day two or day three.
- 6.6 The qualifying practice session shall be scheduled for a minimum of 30 minutes and a maximum duration of 45 minutes during which both the Competitor and the Driver (where 2 drivers will race the same car at that Competition) must drive the car. The race shall be scheduled for a minimum of 50 minutes and a maximum duration of 65 minutes. All cars in the same class shall take part in the same qualifying practice session.
- 6.7 Competitors and Drivers must complete a minimum of one timed lap in either free or qualifying practice to be allowed to take part in a race.
- 6.8 If a Competitor is unable to achieve this, he must submit a request in writing to the MHSC 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 MHSC 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.
- 6.9 If a Driver is unable to achieve this qualification criteria, he must submit a request in writing to the MHSC 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 MHSC race director, the Competitor must start the race in the car's grid position as per the final classification of qualifying practice.
- 6.10 The grid for the Race will be based on the fastest lap set by the car (whether driven by one or two drivers).
- 6.11 To be classified, a Competitor must have driven in the Race.

7 DRIVERS AND TEAM MANAGERS BRIEFING

- 7.1 Attendance at this MHSC briefing is mandatory for all Competitors and Drivers 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 MHSC race director in person or via MIMS 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 MHSC race director. Any driver who was not present at the briefing must request a personal briefing from the MHSC 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 MHSC race director.
- 7.5 Briefing notes issued by the MHSC race director are official documents which have regulatory value.

8.0 MANDATORY PIT STOP

- 8.0.1 Each Race will have a mandatory pit stop that must be completed during the pit stop window.

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- 8.0.2 The timing of the pit stop window, the required minimum elapsed time for the mandatory pit stop and the minimum elapsed time allowed between the Pit In and Pit Out timing lines to comply with a 60km/h speed limit will be notified in at least one of: Supplementary Regulations, Final Event Instructions, Event Bulletin or briefing notes.
- 8.0.3 A pit stop is mandatory for all cars during the mandatory pit window, irrespective of the number of drivers.
- 8.0.4 The mandatory pit stop duration will be monitored and timed from the time the car registers on the Pit In timing line until the time the car registers on the Pit Out timing line. The car must register on the Pit In timing line during the period of the notified pit stop window.
- 8.0.5 During the mandatory pit stop the car must remain stationary for a single period of not less than sixty (60) seconds duration.
- 8.0.6 Engines may remain running if no driver change takes place. Single driver Competitors where no driver change is taking place may remain in the car with belts securely fastened.
- 8.0.7 In the event of a driver change taking place, engines must be stopped before the driver exits the car and can only be restarted with the new driver seated in the car with the belts fastened.
- 8.0.8 Seat belts must not be undone until a car is stationary and must be securely fastened before moving off.
- 8.0.9 Reports of non-compliance with the Mandatory Pit Stop regulations received by the MHSC race director will result in the Competitor receiving a penalty

8.1 Dominant Cars

- 8.1.1 A car that wins a race at a Competition will be known as a Dominant Car. These cars will receive time penalties to balance their performance as set out in 8.1.2 and 8.1.3 below.
- 8.1.2 A Dominant Car must remain stationary for an additional period of time, to be determined by MHR at its own discretion, during its mandatory pit stop in the Race at the next Competition that it enters during 2020.
- 8.1.3 Should a Dominant Car win another race at the next Competition that it enters in 2020 after the application of the time penalty under 8.1.2 above then an additional period of time, to be determined by MHR at its own discretion, will be added to its mandatory pit stop in the Race at the next Competition that it enters during 2020.
- 8.1.4 Dominant Cars and their penalties will be notified either in the drivers' briefing and the briefing notes or by way of a bulletin issued by the MHSC race director at each Competition. 7

9 INCIDENTS AND STEWARDS INQUIRIES

9.1 Incidents

- 9.1.1 Means any occurrence or series of occurrences involving one or more drivers, or any action by any driver, which is reported to the stewards by the MHSC race director (or directly noted by the stewards) that:
- i. Necessitated the suspension of a session (red flag);
 - ii. Constituted a breach of these Sporting Regulations or of the Code;

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- iii. Caused a false start in a race;
- iv. Caused a collision;
- v. Forced a driver off the track;
- vi. Illegitimately prevented a legitimate overtaking manoeuvre by a driver;
- vii. Illegitimately impeded another driver during an overtaking manoeuvre.

9.1.2 Unless it was beyond doubt that a driver was in breach of any of the above, any incidents involving more than one car will normally be investigated after the session.

9.1.3 It shall be at the discretion of the stewards to decide, upon receiving either a report or a request from the MHSC race director, if either a Competitor / Driver, or Competitors / Drivers involved in an incident shall be penalised.

9.2 Inquiries

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

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

9.3 Penalties

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

9.4 In Race penalties

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

- a) Notification will be by means of a message on the timing monitors and through MIMS. The MHSC race director will concurrently announce the penalty to the driver by signalling from the Control (timing) Line. From the time of these notifications, the relevant driver 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;
- b) 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 9.4.1(a) above will not apply and an alternative time penalty of 30 seconds may be added to the elapsed time of the Competitor.

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

- a) Notification will be by means of a message on the timing monitors and through MIMS. The MHSC race director will concurrently announce the penalty to the driver by signalling from the Control (timing) Line. From the time of these notifications, the relevant driver 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 driver may then re-join the Race;
- b) 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 9.4.2(a) above will not apply and an alternative time penalty may be added to the elapsed time of the Competitor;

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c) When stationary because of incurring the time penalty, the car may not be worked on. However, if the engine stops it may only be started after the time penalty has elapsed.

9.4.3 Unless the driver 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 driver 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).

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

9.4.5 Should the stewards decide to impose a grid penalty for a Race on more than one Competitor, the order of the application of the penalty will be based on the time that each Competitor caused the offence, from earliest to latest.

9.5 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.

9.6 Track Limits

9.6.1 All drivers 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 driver 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:

9.6.2 Free Practice

- a) Any driver 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 MHSC race director as a warning;
- b) Any driver who repeatedly leaves the track may be reported by the MHSC 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.

9.6.3 Qualifying Practice

- a) Any driver 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 MHSC race director;
- b) Any driver who repeatedly leaves the track may be reported by the MHSC race director to the stewards who may impose a penalty, the maximum being the deletion of all lap times.

9.6.4 Race

- a) Any driver 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 MHSC race director as a warning. If a further report is received by the MHSC race director he may impose a race time penalty of 5 seconds;
- b) Any driver who repeatedly leaves the track may be reported by the MHSC race director to the stewards who may impose a penalty, the minimum being a further race time penalty of 5 seconds;
- c) Any driver who then continues to leave the track may be reported by the MHSC race director to the

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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 driver must have been shown the Black and White flag at least once during the race before a penalty is applied.

10 STARTING PROCEDURES

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

10.2 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;

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 MHSC 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 MHSC 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.

10.3 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 10.2(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 behind¹⁰ all other cars.

10.4 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 MHSC 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 relevant driver 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.

10.5 The cars will be preceded by a Pace Car and followed by an intervention vehicle. Drivers must maintain no more than five car lengths from the car in front of them once they have reached a nominated turn that will

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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.

- 10.6 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.
- 10.7 At the end of the formation lap, if the conditions so require, the MHSC 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.
- 10.8 Under certain circumstances, the race may be started under the Safety Car in accordance with FIA Appendix H.
- 10.9 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.

11 STOPPING OF A RACE / SAFETY CAR PROCEDURE

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

12 RACE CLASSIFICATION

- 12.1 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
- 12.2 There will be a Class prize-giving ceremony at each Competition.
- 12.3 Attendance of all the prize-winning class drivers is requested. In their enforced absence the team representative/manager should attend to collect any awards. Timings for the ceremonies will be publicised daily at each Competition.

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13 PODIUMS

- 13.1 There will be two podiums at each Competition. One podium will be for the first three post-66 cars (Bonnier, Rodriguez, Siffert, Marko, Stommelen and Pescarolo Classes). The other podium will be for the first three pre-66 cars (Hulme Class). All drivers of cars running in the Invitation class will not be eligible to participate in the podium ceremonies if they are in the top three overall.
- 13.2 Both podiums may take place simultaneously.

14 TECHNICAL REQUIREMENTS & REGULATIONS

14.1 Scrutineering and Parc Fermé

14.1.1 There must be a minimum of three scrutineers available at each Competition; in addition, there will be the MHSC Series Permanent Delegates who will be the eligibility scrutineers. The ASN appointed chief scrutineer will be responsible to the MHSC Series Permanent Delegates for both the eligibility of the cars and all matters relating to safety.

14.1.2 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.

14.1.3 At any time during a Competition, all cars must be equipped with visible brake lights in working order.

14.1.4 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 MHSC 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 MHSC Series Permanent Delegates following consultation with the MHSC 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.

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14.2.3 Fuel tank capacity must comply with the FIA period regulations for the car.

14.3 Refuelling

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

14.4 Minimum Weight and Dimensions

15.4.1 During a Competition, when a car has been selected to be weighed or measured, no liquid, solid or gaseous substance may be added;

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15.4.2 All dimensions must comply with Article 3.6.7 to Appendix K;

15.4.3 All dimensions must comply with period requirements;

15.4.4 At all times during a Competition a car must weigh no less than the minimum weight specified on its HTP or the weight specified in Appendix 1 to these regulations, whichever is the greater.

15.5 Ground Clearance

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

15.5.2 All cars must pass a simple ground clearance test to show a minimum ride height of 60mm at all times during a Competition.

15.6 Tyres

15.6.1 The Series is run for cars which race on treaded tyres; no slick tyres are permitted.

15.6.2 Specific classes have specific tyre requirements:

Class	Dry	Wet
Hulme	Dunlop CR65, Dunlop L or M section in 204 compound only	As dry plus Avon CR66ZZ/Sport
Bonnier, Rodriguez	As above plus	As dry plus Avon wets with Historic tread pattern (A15 compound) or CR6ZZ/Sport.
Siffert, Marko and Stommelen	Avon Historic All Weather tread pattern (A37 compound)	
Pescarolo	or Dunlop Post Historic (CR82) 484 Com- pound	

15.6.3 The minimum tyre diameter for all Period GR Two-Seater Racing Cars must be of 22 inches.
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15.6.4 Avon wets are included for wet use only and must have a minimum tread depth of 3mm in the assembly areas before both timed qualifying and a race. The wet weather tyres can only be used when a wet session is declared by the MHSC race director prior to a practice or a race.

15.6.5 Regular dry tyre tread depth, both at scrutineering and in the assembly areas before both timed qualifying and a race, must show a minimum depth of 1.6mm. No re-grooving, artificial treatments applied, or pre-warming or cooling of any race tyre is permitted.

15.6.6 No re-grooving is permitted.

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

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

15.7 Frontal Head Restraint systems (hereafter "FHR")

15.7.1 The wearing of FIA-approved FHR systems, in accordance with Article 3 of Appendix L to the Code, is mandatory for all Competitors and Drivers, unless a written waiver has been granted by the FIA Safety Commission.

15.8 Aerodynamic Aids

15.8.1 Must comply with Appendix K, Article 6.14.

15.9 Roll Over Protection Structures

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

15.10 Data Acquisition

15.10.1 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.

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

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

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

15.10.5 Any recorded data must be made available to the MHSC Series Permanent Delegates upon request at any time during the Competition.

15.10.6 Cars should maintain period style dash wherever possible and no form of instrumentation/display is permitted on the steering wheel.

15.10.7 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.

15.10.8 Competitors and Drivers may receive radio communications from a nominated representative (see Article 6.13 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 MHSC race director on a pre-supplied form before the end of scrutineering at each Competition. Additionally, it is the duty of each Competitor to ensure that the radio equipment is used in accordance with the Competition's applicable domestic laws.

15.10.9 The MHSC race director reserves the right to monitor the use of any radio channels between a driver in the car and an external source.

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15.11 REV acquisition system (REV/AS)

15.11.1 Competitors and cars must use the complete REV/AS. The REV/AS units will be allocated at random at each Competition venue upon the instructions of Series Permanent Delegates.

15.11.1 This system must be used during the Competitions and serves exclusively to store the data acquired, the download of which can only be done by a Series Permanent Delegate or any other person specifically designated by MHR – and possibly shared upon request with the Competitor who entered the car.

15.11.2 Competitors racing on a "single-event" Membership basis may opt not to run the REV/AS but no more than once in 2020. If a Competitor takes this option, he must notify the MHR of his decision not to run the REV/AS up to 7 days before a Competition. Any such Competitor will then be shown in the "Invitation" Class.

15.11.3 The REV/AS must be installed in strict compliance with the relevant instructions and must be operating at all times during a Competition. It is the responsibility of each Competitor to ensure that the system is working properly.

15.11.4 The data may be checked at any time during a Competition.

15.11.5 The weight of the system is included in the minimum weight of the car.

15.11.6 The device will serve the sole purpose of checking the REV limits (see Appendix II to these Regulations). It is the responsibility of the Competitor to comply with these REV limits at all times during a Competition.

16 GENERAL CONDITIONS FOR COMPETITORS

16.4 They must ensure that their cars are in full view of spectators whenever reasonably possible.

16.5 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 MHSC race director. In addition, "story boards" must be on display in the garage area.

16.6 During the "Pit Lane Walkabout" or other public or press access times, Competitors and/or Drivers must be present and dressed in race overalls or appropriate apparel.

16.7 Competition or race sponsors' decals must be clearly displayed on cars, but only during the Competition to which they relate.

16.8 They must respect at all times the good standing of MHSC and conduct themselves in such a manner as not to bring MRC and MHR into disrepute at any time.

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16.9 If an overall sponsor for MHSC 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 MHSC sponsor decals. These decals must always be displayed during a Competition.

17 PROTESTS AND APPEALS

17.4 All protests must be lodged in accordance with Article 13 of the Code.

17.5 All protests must be made in writing and handed to the MHSC race director or his assistant, or in their

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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.

17.6 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.

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

18 FORCE MAJEURE

18.4 MHR, MRC and MHSC 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; 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.

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APPENDIX I

Minimum Weight Charts

Period F (Pre-1966) cars must compete at their period weight as specified on their HTP unless specified otherwise in Appendix K and/or in these regulations. All cars of Period GR and HR must compete at either the weight specified on their HTP or the weight in the chart below, whichever is the greater.

Engine cylinder Capacity	less than or equal to 500cc	min weight	450kgs
	from 501cc to 600cc	min weight	460kgs
	from 601cc to 700cc	min weight	470kgs
	from 701cc to 850cc	min weight	480kgs
	from 851cc to 1000cc	min weight	500kgs
	from 1001cc to 1150cc	min weight	510kgs
	from 1151cc to 1300cc	min weight	525kgs
	from 1301cc to 1600cc	min weight	550kgs
	from 1601cc to 2000cc	min weight	575kgs
	from 2001cc to 2500cc	min weight	600kgs
	from 2501cc to 3000cc	min weight	650kgs
	from 3001cc to 4000cc	min weight	700kgs
	from 4001cc to 5000cc	min weight	800kgs
	from 5001cc to 6000cc	min weight	775kgs
	over 6000cc	min weight	800kgs

APPENDIX II

REV Limits*

Make	Engine Type	REV Limit
CHEVROLET	V8 - Cylinder capacity up to and including 7000cc	7250
FORD	V8 - Cylinder capacity up to and including 5700cc	7250
FORD	FVA - Cylinder capacity up to and including 1600cc	10 000
FORD	FVC - Cylinder capacity up to and including 1790cc	9000
FORD	BDG - Cylinder capacity up to and including 2000cc	8500
FORD	DFV - Cylinder capacity up to and including 3000cc	9000
FORD	Twin-Cam - Cylinder capacity up to and including 1600cc	8000
PORSCHE	Flat-6 - Cylinder capacity up to and including 3000cc	8000
BMW	M10 - Cylinder capacity up to and including 2000cc	8500

(*) Any Competitor running a make and/or engine type not covered by the above chart will be notified of the applicable REV limit by the stewards.