

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 2021 racing members of Masters Historic 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 2021
- 4.2 All Drivers must be full members of Masters Formula Atlantic Plus in order to be accepted to race. Membership applications will be accepted from 1 January 2021.
- 4.3 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.
- 4.4 A full refund of the Race Entry Fee will be offered to Drivers who notify MHR in writing at least 14 calendar days prior to the Competition that they are withdrawing their entry.

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 CALENDAR OF COMPETITIONS AND COMPETITION FORMAT

- 6.1 The 2021 Calendar of Competitions is as follows:

Date	Event Name	Venue
15/16 May 2021	Masters Historic Speed Festival	WeatherTech Raceway Laguna Seca
9/11 July 2021	Finger Lakes Wine Festival / Masters Historic Race Weekend	Watkins Glen International

7.0 CHARACTERISTICS OF THE COMPETITION

- 7.1 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.

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- 7.2 Each race shall be scheduled for a minimum of 20 minutes and a maximum of 30 minutes.
7.3 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 times from Race 1.

8.0 STARTING PROCEDURE

- 8.1 All races 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.
- 8.3 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.
- 8.4 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 real start. Cars must circulate in single file until the marshal post.
- 8.5 The procedure and/or nominated turn and marshal post for each Competition will be confirmed in the Briefing Notes and at the Drivers Briefing.

9.0 TECHNICAL REQUIREMENTS & REGULATIONS

- 9.1 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.

10.0 ENGINES

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

- 10.2 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 that 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.

- 10.3 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>

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- 10.4 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>
- 10.5 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.
- 11.0 WHEELS & TYRES**
- 11.1 Formula Atlantic: Tyres are free but should comply to the rules as in period (Goodyear / Avon).
Wheels: Minimum diameter - 13”.
- 11.2 Formula Super Vee: 6" X 13" front and rear. Magnesium allowed.
Tyres: 5:00/8:30 X 13 front, treaded (no slicks) 5:50/9/20 X 13 rear, treaded (no slicks) / (Goodyear / Avon).
- Wheel diameters shall be 13”, air-cooled cars are allowed to have a larger diameter
 - Rim width should be no wider than 6” in the front and no wider than 8” in the rear
 - Wheels shall be identical for the right & left front axles and identical for the right & left rear axles
 - Wheel spacers may be installed between the front wheels and hubs, but may not exceed ½” per wheel. Spacers are NOT permitted between the rear wheels & hubs
 - Wheel attachment bolts may be replaced with studs
- 12.0 WEIGHT**
- 12.1 Formula Atlantic: Minimum weight as qualified or raced, without driver: 1050lbs
- 12.2 Formula Super Vee: Minimum weight as qualified or raced, without driver: 930lbs
- 13.0 FUEL CELL**
- 13.1. The fuel cell must comply with the SCCA / ACCUS Safety regulations.
- 14.0 BODYWORK**
- 14.1 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
- 14.2 Formula Atlantic Pre-1979: No ground effect side skirts are allowed; no ground effect tunnels and no carbon/Kevlar composite body panels are allowed.
- 14.3 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.

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

15.0 SAFETY REQUIREMENTS

15.1 Masters Formula Atlantic Plus 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 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.

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

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

15.4 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.

16.0 RADIO COMMUNICATION

16.1 Pit to car and car to pit radio communications are permitted. This is subject to each Driver requesting the 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.

16.2 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.

17.0 ON-BOARD CAMERAS

17.1 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.

18.0 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.

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19.0 RACE CLASSIFICATION & AWARDS

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

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

20.0 FORCE MAJEURE

20.1 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.