

# The Vintage Sports Car Trophy

## TECHNICAL AND SPORTING GUIDELINES

The Vintage Sports Car Trophy will be run in conformity with these 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 and Sports Prototypes regulations between 1961 and 1978 (two-seater racing and prototype cars from Periods F, G and H), running in their original specification.

### **1.0 ELIGIBILITY**

- 1.1 To be eligible to race, a car must be presented in a specification that was used when it was eligible to race in period.
- 1.2 Permissions for modifications from original specification must be agreed with MHR prior to entry for any Competition. All weights shall be based on the car with no driver and empty of fuel but including engine oil and water.

### **2.0 CLASSES**

- 2.1. The Vintage Sports Car Trophy will be contested in the following classes:  
Class A - Pre-1966 cars  
Class B - Pre-1972 cars  
Class C - Pre-1978 cars

### **3.0 ELIGIBILITY – Drivers**

- 3.1 The Vintage Sports Car Trophy is reserved for Competitors and Drivers. 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".
- 3.2 Competitors and Drivers must be 2020 racing members of Masters Racing Club (MRC)
- 3.3 All drivers must hold a valid and current VMC recognized Race Circuit licence.

### **4.0 ENTRIES**

- 4.1 Opening date for Entries: 20 February 2021
- 4.2 Entry forms must be correctly completed and accompanied by full payment of the Race Entry Fee.
- 4.3 A full refund of the Race Entry Fee will be offered to Drivers who notify the Organisers in writing at least 14 calendar days prior to the Competition that they are withdrawing their entry.
- 4.4 Competitors who withdraw their race entry within the 14 calendar days period but before the first day of the Competition to which the withdrawal pertains will receive a credit of that entry fee which will be held on account for 12 months from the date the cancellation is received by MHR.

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### **5.0 PROOF OF ELIGIBILITY**

5.1 By signing an entry form to compete in either a Competition or all the Competitions, a Competitor guarantees that the entered car complies with its required specification in accordance with 1.0 above.

### **6.0 DRIVERS BRIEFING**

6.1 Attendance at the briefing is mandatory for all Competitors and Drivers taking part in the Competition. Competitors and Drivers must sign-in for the Briefing.

6.2 The time and location of this briefing will be published in the Competition's Final Event Instructions.

### **7.0 CHARACTERISTICS OF THE COMPETITION**

7.1 The qualifying practice session shall be scheduled for a minimum of 20 minutes and a maximum of 25 minutes. Each race shall be scheduled for a minimum of 20 minutes and a maximum of 25 minutes. All cars in the same class shall take part in the same qualifying practice session.

7.2 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 results of 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 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 to give the real start. Cars must circulate in single file until the 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.

### **9.0 FUEL & FUEL SYSTEMS**

9.1 No refueling will be allowed in the pit lane during practice, timed qualifying and races at any Competition.

9.2 We strongly recommend Fuel cells older than five years be replaced or recertified by the manufacturer for an additional period of another 2 years.

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### **10.0 WHEELS AND TYRES**

- 10.1 Wheel sizes have to be the same size, type and dimension as used in period.
- 10.2 Tyre choice is are free.

### **11.0 ENGINES**

- 11.1 The engine of all cars must be of the same size, type and dimension as used that when the car competed in one of the categories shown in 1.1 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. 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.

### **12.0 MINIMUM WEIGHTS**

- 12.1 All cars have to run the weights in adherence to their period technical/weight specifications. Competitors have to provide documentation to the MHR Official stating what period BOP was applied to a car during the time it was raced in one of the classes at 1.1.

### **13.0 SAFETY**

- 13.1 Fully operational fire systems must conform to current ACCUS minimum standard. The systems must not be plumbed into the original cars system and the kit must only be fitted as per the instructions supplied using the supplied hose and nozzles. Failure to comply will void the homologation of the unit.
- 13.2 ACCUS Homologated harness are highly recommended
- 13.3 All cars must have fully functioning brake lights. Working Headlights are strongly recommended, for night races headlights are mandatory.

### **14.0 DRIVERS EQUIPMENT**

- 14.1 The wearing of an ACCUS-approved head restraint system is highly recommended.
- 14.2 All drivers clothing and other safety equipment (including fireproof underwear, gloves, balaclavas, socks, shoes and helmets) must conform to ACCUS standards and be worn at all times.

### **15.0 RADIO COMMUNICATION**

- 15.1 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.

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15.2 It's the responsibility of the Driver that they have the appropriate approval or authorization (e.g. short-term frequency assignment) from the relevant authorities.

### **16.0 RACE CLASSIFICATION & AWARDS**

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

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

### **17.0 FORCE MAJEURE**

17.1 MHR, MRC and The Vintage Sports Car Trophy 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.