



THE FJ/HF3 ALGARVE CLASSIC FESTIVAL REGULATIONS 2023

1. SPORTING REGULATIONS - GENERAL

1.1 Title & Jurisdiction:

The FJ/HF3 Algarve Classic Festival Races are organised by the Formula Junior Historic Racing Association (FJHRA) in accordance with the General Regulations of the Royal Automobile Club Motor Sports Association (Motorsport UK) (incorporating the provision of the FIA International Sporting Code) and these Championship Regulations.

1.2 Competitor Eligibility:

1.2.1 Drivers and Entrant/Drivers must either:

- (a) be in possession of a valid 2023 Motorsport UK Competition (Racing) **Licence (Regulation Q11.6) National status as a minimum.**
- (b) Or be in possession of the highest grade of national Race licence or valid FIA International Licence, together with their ASN's written consent ((H)26.2. and FIA ISC Article 2.3.7.b applies)

1.2.2 All necessary documentation, including Vehicle Identity documents, must be presented for checking at all rounds when signing-on.

2. ENTRIES & RACE PROCEDURES

All competitors are reminded that they are racing Historic Cars, which by their nature are expensive and difficult to repair, they are part of our sporting heritage. Parts often have to be manufactured as they are not available 'off the shelf'. These cars require respect as do your fellow competitors. You will be expected to race within those parameters. If you are involved in an incident you will be required to report your actions to the Clerk of the Course if called.

2.1 Entries:

2.1.1 Competitors are responsible for registering correct and complete entries with the correct entry fee prior to the closing date for entries before each event.

2.1.2 Incorrect or incomplete entries (including Driver to be Nominated Entries) are to be held in abeyance until they are complete and correct and the date of receipt for acceptance of entry purposes shall be the date on which the Secretary of the Meeting receives the missing or corrected information or fee.

2.1.3 Any withdrawal of Entry or Driver/Car changes made after acceptance of any entry must be notified to the Meeting Organisers in writing D25.1.12 applies.

2.1.4 The Entry Fee for each event shall be specified on the Entry website.

2.1.5 Race Entry Fee refunds will no longer be considered once a Competitor has arrived at the circuit for the event, regardless of whether they have taken part in the official competition.

2.2 Briefings:

Organisers should notify Competitors of the times and locations for all briefings in the Final Instructions for the meetings. Competitors must attend all briefings.

2.3 Qualification Practice:

2.3.1 Should any Practice Session be disrupted, the Clerk of the Course shall not be obliged to resume the session or re-run sessions to achieve the championship criteria and the decision of the Clerk of the Course shall be final.

2.3.2 Any driver who has not raced on the course in its current layout within the preceding twelve months must complete a minimum of 3 laps in the car to be raced, in order to qualify (Motorsport UK Regulation Q12.9.7). In the event of any Driver failing to record a practice time, that Driver may apply to the stewards to start the race and the stewards may, on consideration of the Driver's competence and/or such other factors as they shall determine, permit that Driver to start the race from the rear of the grid.

2.4 Races:

Should any race be disrupted the Clerk of the Course shall not be obliged to resume or rerun the race Q12.15 (1.6.4. above applies)

2.5 Starts:

2.5.1 The grids for both Race One and Race Two will be drawn up according to the classification of the qualifying session.

2.5.2 All cars will be released to form up on the grid prior to the start in formation as specified on the grid sheet.

The start will be a Standing start.

Standing Start

2.5.3 The minimum Countdown procedures/audible warning sequence shall be:-

- I. 1 minute to start of Green Flag/Pace Lap – Start Engines/Clear Grid
- II. 30 Seconds – Visible and audible warning for start of Green Flag/Pace Lap.
- III. A five second board will be used to indicate that the grid is complete.
- IV. The red lights will be switched on five seconds after the board is withdrawn.

2.5.4 Any cars removed from the grid after the one minute stage or driven into pits on Green Flag Lap shall be held in the pit lane and may start the race after the last car has passed the startline or pit lane exit, whichever is the later.

2.5.5 Any drivers unable to start the Green Flag/Pace Lap or start are required to indicate their situation as per Motorsport UK Regulation **Q 12.11.1**. In addition, any driver unable to maintain grid positions on Green Flag Lap, to the extent that ALL other cars are ahead of them, may complete the green flag lap but MUST remain at the rear of the last row of the grid but ahead of any cars to be started with a time delay.

2.5.6 In the event of any starting lights failure the Starter will revert to use of the National Flag.

2.5.7 Should circumstances at the event change such as, but not restricted to, Track Conditions or Weather, the Clerk of the Course may change Standing Starts to Rolling Starts. When this decision is made all affected competitors will be notified at the earliest opportunity along with being advised of the number of Pace laps.

2.6 SESSION RED FLAG

Should the need arise to stop any race or practice, RED LIGHTS will be switched on at the Startline and RED FLAGS will be displayed at the Startline and at all Marshals Signaling Points around the Circuit.

This is the signal for all drivers to cease circulating at racing speeds, to slow to a safe and reasonable pace and to return to the pit lane, during practice, and to the starting grid area, during a race, unless otherwise directed by officials

Cars may not enter the Pits unless directed to do so. Work on cars already in the pits must cease when a race is stopped.

2.7 Pits, Paddock & Pit Lane Safety:

2.7.1 **Pits & Paddock:** Competitors must ensure that the Motorsport UK, Circuit Management and Organising Club Safety regulations are complied with at all times.

2.7.2 **Pit Lane:** The outer lane or lanes are to be kept unobstructed to allow safe passage of cars, the onus shall be

on all drivers to take all due care and respect the pit lane speed limits.

2.7.3 **Refueling:** May only be carried out in accordance with the Motorsport UK Q12.25.1 – Q12.25.4 Regulations, Circuit Management Regulations and the Supplementary Regulations or Final Instructions issued for each Circuit/Meeting.

2.7.4 **Speed Limit:** Pit Lane Speed Limit will be 60 Km/h (37.2Mph)

2.8 Race Finishes:

Cars may either cross the Finishing Line or take the chequered flag in the pit lane in the interests of safety, or where a back marker has been overtaken on the winner's slowing down lap and subsequently flagged off by marshals. At circuits where such use of the pit lane represents an advantage, in terms of circuit length or speed, an appropriate time penalty will be added to the driver's race time.

After taking the Chequered Flag drivers are required to:

- I. progressively and safely slow down,
- II. remain behind any competitors ahead of them,
- III. return to the Pit Lane Entrance/Paddock Entrance as instructed,
- IV. comply with any directions given by Marshals or Officials
- V. keep helmets on and harnesses done up while on the circuit or in the pit lane.

2.9 Results:

All Practice Timesheets, Grids, Race Results are to be deemed PROVISIONAL until all vehicles are released by Scrutineers after Post Practice/Race Scrutineering and/or after completion of any Judicial or Technical Procedures. (Motorsport UK regulation D26.3).

2.10 Timing Modules:

All cars must be fitted with a working approved transponder. Failure may result in competitors not being accredited with a qualifying time or disqualified from the result as per Motorsport UK Q12.8.1

2.11 Awards:

- 2.11.1** All awards (both for the podium and class awards) are to be provided by the Organising Club at each race.

- 2.12 Operation of Safety Car:** The safety car will be brought into operation and run in accordance with Section Q, Appendix 3 of the Motorsport UK Circuit Racing Regulations.

- 2.13 Onboard Cameras:** The use of onboard cameras is permitted, but they must be fitted and declared at scrutineering for examination. Upon request any onboard footage must be made available to Clerk of the Course and or Stewards in the event of an incident, during the event.

2.14 Data Logging

The use of data loggers that record Data for post-race analysis is accepted. The use of linked data performance loggers that supply real time information in cockpit is not permitted

3. SPECIFIC EVENT REGULATIONS

- 3.1** By registering for the event all competitors and their associates commit to positively promote and demonstrate the Motorsport UK's Respect Code which is appended to these regulations (Appendix 1).

3.1.1. Where any reports of disrespectful conduct are judged to be well founded the event organisers may issue warnings or require remedial actions and/or report the matter to the Stewards who may impose appropriate penalties which can include race bans through to expulsion and referral to Motorsport UK.

3.1.2. It is imperative that we promote the safety and wellbeing of young people and adults at risk. In addition to this all participants must be aware of their behaviour and conduct at all times and abusive language and harmful behaviour will not be tolerated. Any such incidents must be reported to the Coordinator and/or Safeguarding Officer who will also relay the report Motorsport UK. Details of the Motorsport UK Policies and Guidelines are available at www.motorsportuk.org/resource-centre by selecting Policies and Guidelines.

4. SPECIFIC CHAMPIONSHIP PENALTIES:

In accordance with Section C of the current Motorsport UK Yearbook.

4.1 Infringements of Technical Regulations:

- 4.1.1** Arising from post practice Scrutineering or Judicial Action: Minimum penalty: The provisions of Motorsport UK regulations: (C3.3). The Competitor has the chance to make the car comply, but if this is not possible the car will be placed into the invitation class; in either case the competitor must start the

race at the back of the grid.

- 4.1.2 Arising from post race Scrutineering or judicial action: Minimum penalty: The provisions of Motorsport UK regulations: C3.5.1(a) & (b).

For infringements deemed to be of a more serious nature the Clerk of the Course will invoke the provisions of Regulation C3.5.1(c).

- 4.2 Additional specific championship penalties as set out in the Supplementary Regulations:

- 4.2.1 The Clerk of the Course (s) have the right to impose a Stop Go or Drive Through penalty, in accordance with Motorsport UK Regulation Q12.26

- 4.2.2 The Clerk of the Course or the Stewards of the Meeting where a unfair advantage (whether inadvertently or not) may impose a Time Penalty in accordance with Motorsport UK Regulation C2.3 (Judicial)

5. TECHNICAL REGULATIONS

5.1 INTRODUCTION:

The following Technical Regulations are set out in accordance with the Motorsport UK specified format and it should be clearly understood that if the following texts do not clearly specify that you can do it you should work on the principle that you cannot.

5.2 GENERAL DESCRIPTION:

- 5.2.1 The FJ/HF3 Algarve Classic Festival Races are open to original single seater racing cars complying with Formula Junior (1958-1963) and 500cc Formula 3 (1946-1962) and to original single seater racing cars currently running to a configuration in which that individual chassis competed with between January 1st 1964 and December 31 st 1970 compliant with International FIA F3 regulations for that period. This will include cars that competed in the Temporada Series which took place at Interlagos 10/1/1971, 17/1/1971, 25/1/1971 and Taruma 1/02/1971 under FIA (1964 – 1970) Formula 3 regulations.

5.3 SAFETY REQUIREMENTS:

All Articles of Motorsport UK Section K Safety Criteria Regulations will apply as relevant. Items K4; K6 & 7 and K12 are not mandatory.

5.4 GENERAL TECHNICAL REQUIREMENTS & EXCEPTIONS:

- 5.4.1 All vehicles must comply with their Identity Documents [FIA HTP, HSCC VIF or 500 VIF] as per the dates of validity detailed in 5.2.2 and must also comply with either Section 3.5 of the FJHRA Technical and Eligibility Regulations in force at 1st January 2023 (available to download from the FJHRA Website www.formulajunior.com), or for Class F cars, with the 500 Owners Association ("500 OA") Technical Regulations.

The FJ/HF3 Algarve Classic Festival Races are for unsilenced cars.

- 5.4.2 All vehicles must have been built to race in period and subject to any variation specifically permitted by the FJHRA Regulations race in that specification.

- 5.4.3 All vehicles must comply with vehicle regulations Section J and Q Except section (J5.13) Fuel Systems Use pump fuel (see nomenclature and definition) except, subject to prior written authority having been given by the Motorsport UK, where permitted otherwise under SRs, Formula Rules and/or Championship Regulations and Section (J5.14.7.) Electrical Systems must be fitted with suppressors as required by the wireless Telegraphy Regulations.

- 5.5 **CHASSIS:** As the car's FIA Identity Documents (if any); and/or as originally constructed.

- 5.6 **BODYWORK:** As the car's FIA Identity Documents (if any); and/or as originally constructed.

5.7 ENGINE

- 5.7.1 As the car's FIA Identity Documents and/or HSCC Identity document and (in the case of Class F only) in compliance with the Eligibility and Originality Standards of the 500 OA; and/or as originally fitted to that vehicle in period; or (in the case of Class F) an identical model in period.

- 5.7.2 The cylinder-head re-manufactured to the specification of the Ford Cosworth105E/109E cylinder head by Richardson to replace the original cylinder heads of the same specification is not permitted for FJ Classes A, B and C. Any car which would otherwise be eligible for these classes but for the Richardson head shall be admitted to Class D

5.8 **SUSPENSION**

As the car's FIA Identity Document (if any); and/or as originally fitted to that vehicle in period.

5.9 **TRANSMISSIONS**

As the car's FIA Identity Document (if any); and/or as originally fitted to that vehicle in period.

5.10 **ELECTRICS**

As the car's FIA Identity Document or HSCC Identity document, and (in the case of Class F) in compliance with the Eligibility and Originality Standards of the 500 OA; and/or as originally fitted to that vehicle in period.

5.11 **BRAKES**

As the car's FIA Identity Document (if any); and/or as originally fitted to that vehicle or any identical model in period. Hydraulic pipes may be replaced by Aeroquip or similar.

5.12 **WHEELS/STEERING**

As the car's FIA Identity Document (if any); and/or as originally fitted (or as near as possible, similar) in period.

5.13 **TYRES**

Eligible Tyres will be as follows:-

Classes A, B, C, D & E as per FIA Appendix K ('L' Section 204 compound CR 48 or CR65 tread).

Class F as per FIA Appendix K (Dunlop Vintage R5 tread or earlier tread).

5.14 **WEIGHTS**

5.14.1 As the car's FIA Identity Document (if any); and/or

5.14.2 Classes A, B, C, D & E in accordance with the original Rules of Formula Junior (1958-1963).

5.14.3 Classes F, G & H - In accordance with the rules of the applicable Formula to that car or (if not specified) to that car's original specification.

5.15 **FUEL TANK/FUEL**

5.15.1 Fuel Tank - As the car's FIA Identity Document (if any); and/or in accordance with FIA Appendix K.

5.16 **SILENCING**

The FJ/HF3 Algarve Classic Festival Races are for unsilenced cars.

5.17 **NUMBERS AND CHAMPIONSHIP DECALS:**

5.17.1 **Positions**

As per current Motorsport UK Yearbook Section J4 and Drawing 4. Individual sponsor's decals are limited to two per vehicle. All competing cars must display both two HSCC badges and two FJHRA badges, one on each side of the car. If at any time the Championship has a sponsor – sponsors decals when provided must be displayed (one each side of car) failure to comply may result in championship points being deducted for any round where no decals were applied. Individual advertising as per Motorsport UK Regulations H28.1.1 – H28.1.6.

5.18 **CLASS STRUCTURE**

Class A. Front-engined Formula Junior cars fitted with Fiat or Lancia engines and built to race before 31.12.1960 (FIA Category FJ/1A).

Class B1 Front-engined Formula Junior cars built to race before 31.12.1960 (except cars falling within Class A). (FIA Category FJ/1B) fitted with engines of 1000cc or less.

Class B2 Front-engined Formula Junior cars built to race before 31.12.1960 (except cars falling within Class A). (FIA Category FJ/1B) fitted with engines of 1100cc or less but in excess of 1000cc.

Class C1 Rear-engined Formula Junior cars built and raced (or officially entered to race) before 31.12.1960 (FIA Category FJ/1C) fitted with engines of 1000cc or less.

Class C2 Rear-engined Formula Junior cars built and raced (or officially entered to race) before 31.12.1960 (FIA Category FJ/1C) fitted with engines of 1100cc or less but in excess of 1000cc.

Class C3 Rear-engined Formula Junior cars fitted with Fiat or Lancia engines and both built and raced before 31.12.1960

Class D1 Rear-engined and front-engined Formula Junior cars built and raced between 01.01.1961 and 31.12.1963 (FIA Category FJ/2D), and fitted with drum brakes on all four wheels, as original specification and fitted with engines of 1000cc or less.

- Class D2 Rear-engined and front-engined Formula Junior cars built and raced between 01.01.1961 and 31.12.1963 (FIA Category FJ/2D),and fitted with drum brakes on all four wheels, as original specification and fitted with engines of 1100cc or less but in excess of 1000cc.
- Class E1 Rear-engined and front-engined Formula Junior cars built and raced between 01.01.1961 and 31.12.1963 (FIA Category FJ/2E), and fitted with a disc brake or brakes, other than those cars complying with Class E2
- Class E2 Rear-engined and front-engined Formula Junior cars fitted with engines other than Ford or fitted with Ford engines and a 4 speed gearbox of the original make and type as fitted in period built and raced between 01.01.1961 and 31.12.1963 (FIA Category FJ/2E) and fitted with a disc brake or brakes.
- Class F. Formula 3 500cc cars built and raced prior to 31st December 1962 (FIA Category F3/1).
- Class F3 Single seater racing cars not covered by classes A to G (which may include original series production FIA Formula 3 1000cc cars built between 1964 and 1970 and with make of engine as originally fitted to that chassis) which in the opinion of the championship committee should be invited to participate in any one particular race.

6. APPENDICES

The following Commercial Undertakings are not subject to the Judicial procedures of either the Championship Stewards and/or the Motorsport UK /MSC.

6.1 Race Organising Contacts

Duncan Rabagliati	Chairman
Sarah Mitrike	Competition Secretary
Grant Wilson	Technical Delegate

FORMULA JUNIOR HISTORIC RACING ASSOCIATION

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A socially-minded standard of behaviour is expected from everyone within the motorsport community.

By participating in a Motorsport UK event in any capacity you agree to follow the values of the Respect Code:

[Motorsportuk.org/racewithrespect](https://motorsportuk.org/racewithrespect)

[#RaceWithRespect](https://twitter.com/RaceWithRespect)

The Values

- Respect
- Fair play
- Integrity
- Good Manners
- Self-Control

I pledge to #RaceWithRespect and:

- Contribute to a welcoming and friendly environment that ensures the safety and welfare of all participants.
- Always behave with integrity and uphold fairness in the sport; play your part in keeping the sport safe through your actions
- Treat everyone with respect, regardless of their gender, ethnic or social background, language, religious or other beliefs, disability, sexual identity or other status
- Recognise that we all represent the sport and therefore have a duty to be polite and respectful to all staff, officials, fellow competitors, volunteers, as well as fans and supporters
- Respect the rules, regulations and authority of the officials and Motorsport UK

Any breach of these obligations may result in disciplinary action.