



## **2009 Regulations Update**

*Milton Keynes, 6th February 2009*

Dear Peter,

I hope you have all by now received the Registration Forms and Entry Forms for the initial Masters Events in 2009. You will also have seen from recent correspondence that there have been a number of changes to the Regulations through a number of Masters' grids for 2009 – those changes are now live on the website so please be sure you have read them.

### **Noise Restrictions**

The Top Hat Race days – our UK events - have always strictly enforced a 105db noise limit to comply with the UK's overall MSA circuit regulation, but Masters Race Days, and Historic racing in general, have been coming under increasing pressure to be as quiet as possible. That is why there is now a mandatory noise requirement in Gentleman Drivers and Masters Saloons across all events for 2009.

We have decided that cars that were originally designed to be silenced that are now racing completely un-silenced must now conform to 105db. Tracks across Europe are being lost, or severely restricted in their activities, due to local protests about noise. Many have either stopped being used, or have been restricted to the extent that only high profile 'modern' meetings, such as Moto GP, can afford to use them.

In England, we all know of the circuits traditionally troubled by noise – Brands Hatch, Goodwood, Oulton Park and Castle Combe for example. And, as I am sure a number of you will have read, Croft has lost its court case on appeal against having its activities severely restricted due to noise. The success of this protestors' case is only a first step and I am sure we can expect to see more circuits coming under pressure now a precedent has been set.

By silencing these two Masters grids, we can dramatically reduce the overall 'basket of noise' that track owners, and local government authorities, are so concerned about.

Making cars less noisy seems a small price to pay to help secure the future of historic motor racing, particularly our sort of racing, at UK & European racing circuits. And I am sure many of you will have seen, and heard, the extremely quiet Cobras and Mustangs that are still capable of lapping extremely quickly.

### **Change of rules to allow electronic ignition**

I am sure this will be one of the more controversial changes, but in the first instance it will be a provisional change in the Regulations for one year whilst we monitor the enforceability of the new rule.

We have been persuaded by the feedback from your Drivers 2008 Survey that there is a real problem with the quality of many components now available for original ignition systems, with sub-standard modern manufacturing causing knock-on damage to engines and ancillary parts, meaning loss of participation at some events. That's

not what we want to see – we want cars to be racing at Masters Events and to enjoy their racing – not to fail a lap or two into the race, due to a minor component failure.

Already a lot of competitors have been modifying old 'points' systems to accommodate non-standard period systems from other cars. We have taken the decision to allow certain electronic ignition systems in all Masters grids specifically to improve reliability rather than performance. This doesn't give the green light for full-scale electronic ignition systems – the only ones that will be allowed must be contained within the original distributor and not have any performance enhancing effects – please read the Regulations.

We do realise this goes against some of your thoughts about cars remaining 'period', so please note that this is **NOT a mandatory requirement**. There are a number of you who are perfectly happy with your current 'contact' ignition systems and that's great - we suggest you stay with existing points systems. For those who **have** been having problems over the last year, we hope this change will allow you to have some confidence that the simple things do not need to fail so often!

#### **Change of Regulations for Touring Cars with American V8 engines**

Firstly, and in response to your requests, all the Pre-66 Touring cars races in 2009 will have two podiums – one for under 2-litre cars and one for the V8 cars – giving the under 2-litre cars their chance at glory in each race.

On top of that, you will notice a couple of important changes to the regulations for the V8 cars; we have stipulated that all Pre-66 Touring cars with V8 engines must now run a 3:50 rear differential, coupled with a Dunlop M Section rear tyre of 550 maximum.

We have looked at many different solutions following feedback from the survey, because so many expressed concerns about the development of V8 saloon cars in comparison to the 'European' cars. And, having sought and taken advice from industry experts, I am advised that the above changes will reduce engine revs. We have chosen this route instead of weight penalties, which many of you were strongly against. We may also, after testing, and if a reliable system can be found, insist upon a simple rev limiter, set to 6800 rpm, which will be handed out prior to each event – it's only an idea at this stage, you will get good advance notice of this change, if we decide to go down this route.

Having visited the USA, we are particularly concerned about the recent and ongoing development of V8 engines and the effort that is going into disguising modern innovations, and redesigning original parts. During my visit to the USA we were shown V8 engines that would appear, on the surface, to comply with FIA requirements, but can rev well in excess of 8500 rpm and produce over 550hp. I think we would all agree that this is several steps too far!

I am not attempting in any way to change history, and are certainly not trying to stop the V8's winning, but having witnessed first hand at Spa the dramatic lack of Under 2-litre cars that wanted to race against the V8's we have to try and encourage the Under-2 litre cars to do as they did in their day and have a go. We hope the separate podiums in each race, and the minimal restrictions on V8 cars, will go some way to encouraging them back onto the grid. If nothing else, it will make the racing a lot more exciting for drivers, teams and spectators!

Furthermore, we have now learnt that the organisers of the 2009 Silverstone Classic have given their Saloon car race to U2TC, due to the organisers of the event being unhappy with the complete dominance of the V8 cars last year. This is the reality, and a serious situation which needs redressing, in order to return our Pre-66 Saloon car grid to its correct position as Europe's top saloon grid of choice.

#### **Data Logging in Grand Prix Cars**

A huge majority of our Members do not want data logging etc in historic racing. It is only the case for the F1 engines that has been argued differently and well. We are permitting some limited application in GPM, on F1 engines only, as a cost control measure.

#### **Summary**

So, there are quite a few changes to the Regulations this year. We know it is not possible to 'please all the people all the time', but we hope that the majority are in favour. All the changes are provisional for one year, and can always be reversed. Throughout the year we are also going to try oddball ideas to see if they work. Maybe they will, maybe they won't – but I am all for trying!

For example, one plan is to try variable pit stop times in the Pre-66 Saloon car race at Brands Hatch. We are not going to try and change the result, but we are going to try and make it more entertaining for everyone who is competing and for anyone who is watching. Under 1000cc cars, under 2-litre and over 2-litre cars will have different length pit stops – probably varying by as much as 30 seconds. Based on 2007 and 2008 race statistics, it won't change the final race results but it will sure add a lot more overtaking and excitement in the race! Let's give it a go – maybe it will work, maybe it won't. Nothing ventured, nothing gained.

I look forward to seeing you at Goodwood at the end of February, or on another race track soon,

Kind regards,

*Ron Maydon*

**Masters Historic Racing**

**Tel: +44 (0) 1908 587545**

**Fax: +44 (0) 1908 587009**

**Web: [www.TheMastersSeries.com](http://www.TheMastersSeries.com)**