



**HISTORIC
MONOPOSTO
RACING**

HISTORIC MONOPOSTO RACING

Regulations 2023





Foreword

The foundation H M R at this acting as 'Historic Monoposto Racing' has been founded with the aim to keep formula Cars (Monoposto is Italian for single seater) from the 60's and 70's, racing. The foundation organises races on the main Dutch, Belgian, or German racing tracks.

Ayrton Senna, Emerson Fittipaldi, Niki Lauda, Arie Luijendijk, Jan Lammers and many others have taken this route. All big stars in Formula 1 have on their way to the top, driven in one or more of the classes that are raced under the HMR banner. After a successful karting-career the next step was very often Formula Vee, Formula Ford 1600 or Formula Ford 2000 (our FV, FF1600 and FF2000 classes) on the way to the top. Many of these historically important Cars have survived and are racing now, very successfully. This way an important piece of racing history is kept very much alive.

The HMR races are not only a great pleasure for the Competitors and Drivers but also for the fans that come to visit us during the several Events. Close racing offers a spectacle on a high level that is very suitable to promote products and companies that want to offer "something else" to their customers. The group is divided into 4 classes so there is always excitement all through the field.

Contacts:

Organization	Historic Monoposto Racing p/a Stichting H M R
	Capellelaan 53
	2865 AB Ammerstol
	The Netherlands
Contacts	Helana van der Wouden
	+31 6 22548535
	helana@monoposto.nl
Internet	www.monoposto.nl



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Article 1: GENERAL CONDITIONS AND REGISTRATION

Article 1.1 General conditions

The Foundation 'H M R', at this acting as 'Historic Monoposto Racing' and hereinafter also referred as HMR has been formed to organize a National Championship Event (Closed to Club) for single seater racing Cars (monoposto's) build until 31st December 1981 according the FIA Appendix "J" 1981 article 277 (Formula Libre/National Formulae) and article 275 and has been approved by the Dutch ASN, the KNAF.

These Events are on the basis of INVITATION ONLY (Closed to club), and participation will only be by approved invitation from the HMR.

Article 1.2 Registration / Entry

All Events are only open for members of the HMR. Competitors and Drivers will have to register in advance with the HMR. After acceptance of the application the entry form for the Event will be send by HMR. The Competitor/Member will only be accepted to compete after all financial obligations with the HMR and Event Organizer have been fulfilled. This includes the HMR membership fee (annually t.b.a.) and Event entry fee. The Competitor and Driver is responsible for the financial and administrative matters with the Event organizer and after duly completion of the technical scrutineering form will be submitted.

At any given time, a Competitor and Driver may apply for membership. This can only be done in writing or by email to the HMR Secretary. An online version is not available.

The closing date to send in an application for all the said Event (including the membership application) will be on 15th March 2023.

The closing date for new members to send in an application for an Event (including the membership application) will be three weeks (15 working days) before the said Event.

The entry fee for the Events will be published on the entry form of the Event.

The HMR has the right to reject any HMR Membership application with given reasons.

Every Competitor and Driver have the obligation to fulfill the HMR membership fee before the entry will be accepted.

All correspondence must be addressed to the HMR secretariat only.

The HMR has been registered with the Chamber of Commerce Rotterdam under No. 24308226.

Article 2: SPORTING REGULATIONS

This National (Closed to Club) Championship is organized according to the provisions of the FIA International Sporting Code and its appendices (the Code). The National Sporting Regulations of the KNAF. It will run according to the Series Sporting and Technical Regulations, the latter being according the appropriate safety regulations.

The Events will be organized in compliance with the KNAF regulations (where applicable) unless otherwise stated in following or in the Supplementary Event Regulations of the corresponding Event and country.

Article 2.1 Organization

The organization/promotion of these Series of Events is the HMR.

The organization of the Event is the local Event Organizer.



Article 2.2

N.A.

Article 2.3 Approval

These regulations have been approved by the KNAF.

Article 2.4 Series Organizer / Promoter

HMR, Capellelaan 53, 2865 AB Ammerstol, Netherlands.
Phone: +31 182 352391 E-mail: info@monoposto.nl
Website: www.monoposto.nl

Article 2.5 Series Organizing Committee

- Helana van der Wouden
- Esper van Heesewijk
- Pier Winsemius
- Richard Gabeler

Article 2.6 HMR Scrutineers

- Frans Parfant (10833)
- Wilma Heidstra (28735)
- T.B.A.

Article 2.7 Regulations and Regulatory Basis of the Series

This series is governed according to the following regulations of the current year:

- FIA Code Sportif (CSI) and appendices.
- KNAF Reglementen Boek.
- KNAF Autorensport Reglement Nationaal.
- KNAF Doping Regulations.
- These HMR Sporting & Technical Regulations.
- Modifications (Series and Event bulletins) in the HMR Regulations will be published on the KNAF website.
- HMR website and will be send to registered members by email. The date of publication on the KNAF and HMR website is binding.
- The Event Supplementary Regulations.

Article 2.8 Official Version:

Only these KNAF approved regulations will be binding.

Article 2.9 Responsibility, modification of the regulations, cancellation of the Event

- The Participants (Entrants, Drivers/Competitors, Team Members, Guests of the team, vehicle proprietors or registered keepers) taking part in the Event are doing so at their own risk. The entrant and/or the Driver/Competitor have signed a waiver whereby they have declared to



immune the HMR and/or the organizers of the Event for all liabilities, for instance all legal situations and in particular to claims for damages which may arise from contractual and non-contractual claims as well as claims that arise from unauthorized actions.

The Participants will therefore have full responsibility and liability for all damages that have occurred due to their actions on the track, paddock and in all other areas/premise of the Event/organizer and/or of the organizations connected with the Event. Any disputes will be handled by Dutch civil and/or criminal law.

- The organizer of the Event and/or the HMR has the right to modify these regulations in case that safety reasons should require this. When they have to cancel the Event or individual competitions due to exceptional circumstances, no liabilities can be proceeded to them.
- As the Event Organizers are responsible for the Event, the Insurance of the Event is with the Event Organizers. The HMR has no separate insurance on this matter. Competitors/Drivers must arrange their own third-party insurance. Competitors/Drivers are partly insured through their Competitors/Drivers competition license as issued by the ASN and should refer to the ASN for the particular insurance policies.

The Organizer may provide insurance coverage on vehicles owned by the Organiser in compliance with the current laws. The liability policy does not cover the Competitors and Drivers from possible damage they may suffer.

Article 2.10 License

A valid KNAF or other ASN issued EU/NATIONAL Competitors/drivers' (or equivalent, for example Motorsport UK, (National A) or higher grade and entrant's License is required to participate (see also Administrative Checks) combined with the appropriate ASN authorization.

Article 2.11 Awards/Prize giving/Classification

After each race the first three placed Competitors/Drivers will be awarded trophies on the podium. Place and time will be published in the Supplementary Regulations or the Official Notice Board of the Event.

The official published results on the Official Notice Board of the Event will be binding. The first three placed Competitors/Drivers and the first three place Competitors/Drivers in each class will be awarded with a trophy at the HMR club ceremony.

Scale of points

Class points will be awarded as follows:

1 st	25 Points	6 th	8 Points
2 nd	18 Points	7 th	6 Points
3 rd	15 Points	8 th	4 Points
4 th	12 Points	9 th	2 Points
5 th	10 Points	10 th	1 Point

Pole Position Qualifying	1 Point
Fastest Lap in the Race	1 Point

Article 2.12 Incidents

Incident means any occurrence or series of occurrences involving one or more Competitors/Drivers, or any action by any Competitor/Driver which is reported to the Stewards by the Race Director or



Clerk of the Course (or noted by the Stewards and referred to the Race Director for further inquiry) which:

- required the stopping of a Race;
- caused a breach of these Sporting Regulations, or the Code;
- caused a false start by one or more Cars;
- caused a collision;
- forced a Competitor/Driver off the track;
- illegitimately prevented a legitimate overtaking manoeuvre by a Competitor/Driver;
- illegitimately obstructed another Competitor/Driver during overtaking.

It shall be at the discretion of the Stewards to decide, upon a report or a request by the Race Director or Clerk of the Course, if a Competitor(s)/Driver(s) involved in an incident shall be penalised. If a Competitor/Driver is involved in a collision or accident, he may not leave the circuit without the permission of the Stewards.

- a. The Stewards may enforce a different scale of penalties (see also the FIA ISC article 12.4), fore an example: a drive-through penalty. The Competitor/Driver must enter the pit lane and re-join the Race without stopping at his pit;
- b. a 10 seconds "stop & go" penalty. The Competitor/Driver must enter the pit lane, stop at the designated area for at least ten seconds and then re-join the Race; during this time, no work can be done on the Car. However, if the engine stops it may be started after the time penalty period has passed.

However, should either of the penalties under a) and b) above be enforced and notified during the last 5 laps, or after the end of a Race, a time penalty of 25 seconds in case a) and 35 seconds in case b) shall be added to the elapsed time of the Car in question.

Should the Stewards decide to enforce penalties, the procedure below may follow:

- a. the Stewards may ensure that the information is shown on the timing monitors, where possible;
- b. from the time the Stewards' decision is notified, the related Competitor/Driver may drive a maximum of 3 complete laps before entering the pit lane and serving the enforced penalty.
- c. when the penalty has been served, the Competitor/Driver may re-join the Race;

Any breach or failure to conform to these Articles may result in the Car being disqualified.

Article 2.13 Instructions and Communications to Competitors and Drivers

Stewards may give instructions to Competitors and Drivers by means of bulletins in compliance with the Code. These bulletins may be dispersed to all Competitors and Drivers who must acknowledge reception by signing.

All classifications and results of practices and Races, as well as all decisions issued by the Stewards, must be posted on the official notice board at the Race Headquarters.

Any decision or communication regarding a certain Competitor/Driver must be notified to him in writing.

All Competitors and Drivers must remain at least at disposal of the Stewards until the opening of the Parc Fermé.



The Race Director or Clerk of the Course may issue Drivers Briefing notes and/or may require Competitors and Drivers to attend a Drivers Briefing which will have an obligatory status on pain of a report to the Stewards.

Article 2.14 Pit Lane

- a. To avoid doubt and for descriptive purposes only, the pit lane shall be divided into 2 lanes. The lane closest to the pit wall is titled "fast lane", and the lane closest to the garages is titled "inner lane". Other than when Cars are at the end of the pit lane, the inner lane is the only area where any work (including engine starting) can be carried out on a Car.
- b. Any Competitor/Driver intending to start the Race from the pit lane may not drive his Car from his assigned garage area until the 10-minute signal has been given and must stop in a line in the fast lane. In this situation working in the fast lane may be allowed but any such work is limited to:
 - starting the engine and any directly related preparation
 - changing wheels.

When Cars are allowed to leave the pit lane they must do so in the order they arrived at the end of the pit lane, unless another Car is unduly delayed. Competitors/Drivers must follow the marshals directions at all times.

- c. No equipment may be left in the fast lane.
- d. Competitors/Drivers staff is only permitted in the pit lane directly before they are required to work on a Car and must withdraw as soon as the work is finished.
- e. It is the Competitors/Drivers responsibility to release his Car after a pit stop only when it is safe to do so.
- f. It is also the Competitors/Drivers responsibility to keep order in the pit lane area and the discipline of any people, directly or indirectly, involved with its participation in HMR.

During all practices there may be a green and a red light at the end of the pit lane; Cars may only exit the pit lane when the green light is on. Furthermore, a blue flag and/or a flashing blue light may be shown in the pit exit to warn Competitors and Drivers leaving the pit lane if Cars are approaching on the track.

Article 2.15 Practice

If a Car stops during practice, it must be taken off the track as quickly as possible so that its presence does not endanger or obstruct other Competitors/Drivers. If the Competitor/Driver is not able to drive the Car from a dangerous position it shall be the duty of the marshals to help him. In the Event of a driving violation during qualifying practices, the Stewards may erase any number of qualifying times from the Competitor/Driver.

The Clerk of the Course may interrupt practice as often and for as long as he thinks necessary to clear the track or to allow the recovery of a Car. In the case of free practice only, the Clerk of the Course, with the agreement of the Stewards, may refuse to prolong the practice period after this kind of interruption.

Should one or more sessions be interrupted, no complaint can be accepted as to the possible effects of the interruption on the qualification of Competitors/drivers entered to start.

All laps finished during qualifying practices may be timed to establish the Competitors/Drivers starting position. At all times a working transponder must be fitted in compliance with prescriptions



of the timekeepers. Each driver must complete at least one timed lap in the official qualifying session to be admitted to start the race.

At the end of the Qualifying practices all the Cars which have taken part in the session must be taken to the Parc Fermé (which in most cases will be the Competitors/Drivers awnings and/or designated pit or paddock area) and put at the HMR Scrutineers disposal.

Article 2.16 Safety Car

The Safety Car will be deployed according to Art. 2.10 of FIA Appendix H of the International Sporting Code, and/or the ASN national regulations.

Article 2.17 Starting Procedure

A rolling start occurs when the vehicles are moving at the moment the starting signal is given. The pole setter may decide the pace.

A rolling start must be in a 2 x 2 grid formation. The start line is the line on the crossing of which the timing begins. From the Pre Grid all the Cars will drive in formation to the grid and take there their position. At the grid the minutes procedure is as follows, whereby at least the following signs will be shown: 3 minutes, 1 minute and 30 (or 15) seconds. With the sign and signal '1 minute' the engines will be started and all staff and assistants of the Competitors/drivers have to leave the grid. With the sign and signal 30 (or 15) seconds everybody has left the grid. After the 30 (or 15) seconds signal the formation lap behind the Official Car begins. The Cars will be preceded by an Official Car and followed by an intervention vehicle. At the end of the formation lap (or, where applicable, at the end of the last formation lap), the Official Car will withdraw in front of the Line and at that moment, the Car which has obtained pole position must drive at the same speed and the other Cars must maintain their position until the start signal is given. At the end of the formation lap, all Cars must be properly grouped up and be in their relative grid positions. If the formation is correct the leading Official Car will pull out at and enter the pit lane. The speed of all Cars must be constant until the start signal has been given.

The Race may be started by turning off the red light.

If, at the end of the formation lap a problem arises, the following procedure shall apply:

- If a Car develops a problem that could endanger the start, the Competitor/driver must instantly raise his hands above his head. If the Race Director decides the start should be delayed yellow lights may be turned on and a sign saying "EXTRA FORMATION LAP" may be shown. The green flag may be waved and all Cars able to do so must complete another formation lap. The Car which caused the problem must be moved into the pit lane by the Team under the marshal's supervision as soon as the other Cars have left the grid.

The Team may then try to resolve the problem and, if successful, the Car may then start from the end of the pit lane. Every time this happens the Race may be reduced by one lap.

Any Car that is unable to start may be pushed to the garage or to another place directed by the Race Officials until after the start of the Race; it may be permitted to re-join the Race once the necessary restoring has occurred.

During the start of a Race the pit wall must be kept free of all persons with the exception of Officials and fire Marshals and all of them must have been authorised and provided with an appropriate pass.



If, after returning to the grid at the end of the formation lap, a Car develops a problem that could endanger the start, the Competitor/Driver must instantly raise his arms above his head.

If the start is delayed as a result, a marshal may signal to the Car concerned not to move until the whole field has left the grid on the new formation lap. The Competitor/driver concerned may then start the Race from the back of the grid and any available positions may not be filled.

Should there be more than one Car involved, their new positions at the back of the grid may be decided in compliance with their respective final grid positions.

If a problem cannot be resolved before the start of the new formation lap the Car must be pushed into the pit lane by the shortest route. The Team may then try to resolve the problem and, if successful, the Car may then start from the end of the pit lane. Should there be more than one Car involved, their starting order from the pit lane may be decided by the order in which they reached the end of the pit lane under their own power.

Should a problem arise when the Cars reach the grid at the end of the formation lap, the following procedure shall apply:

- a. If the Race has not been started, the red flag and a "START DELAYED" sign may be shown, all engines may be stopped; a new formation lap may start 5 minutes later with the Race distance shortened by one lap. The next signal may be the "three minutes" signal.
- b. If the Race has been started the marshals alongside the grid may wave their yellow flags to inform the Competitors/Drivers that a Car is at a standstill on the grid.
- c. If, after the start, a Car stops on the starting grid, it shall be the duty of the Marshals to push it into the pit lane by the fastest route. The Competitor/Driver may not re-start the Car whilst it is being pushed.
- d. His mechanics may attempt to start it in the pit lane. If the Car then starts, it may re-join the Race. The Competitor/Driver and mechanics must follow the instructions of the track Marshals at all times during such procedure.

Only in the following cases may any variation in the start procedure be permitted:

- a. If it starts to rain after the "5 minute" signal but before the Race has started and, in the opinion of the Race Director, Teams should be given the chance to change tyres, the "START DELAYED" sign may be shown on the Line and the starting procedure may begin again at the "10 minute" point of the start of the Race is pending and, in the opinion of the Race Director, the volume of water on the track is so much that it cannot be driven on safely even on wet-weather tyres, the Race Director may have the possibility to delay the start of the Race showing the "START DELAYED" panel.
- b. Once the time for the new start is known, it may be announced at least 10 minutes prior to the new start.

The Stewards may use any video or electronic means to assist them in making a decision. The Stewards may overrule Judges of fact. A breach of the provisions of the Code or these

Sporting Regulations in relation to starting procedure may result in the elimination of the Car and Competitor/Driver concerned from the Event.

Article 2.18 Stopping of a Race (Red Flag)

Should it become necessary to stop a practice session or the Race because of an accident or weather conditions, the Race Director may order the red flags on each marshal post and the abort lights to be shown at the Line.

When the signal is given, overtaking is prohibited, the pit exit may be closed, and all Cars must continue slowly to the pits (during a practice session) or to the 'red flag (during a race) line' where



they must stop. Should the leader of the race not be the frontrunner at the moment of stopping in front of the line, the Cars between it and the red flag line may be asked to complete another lap before the Race is recommenced.

If any Cars are unable to return to the grid as a result of the track being blocked, they may be brought back when the track is cleared and may be put in the order they were in before the Race was interrupted. The order of the Cars may be decided according to the positions they were in at the end of the circuit section covered before it was decided to stop the Race. The Safety Car may then be driven ahead of the Cars behind the 'red flag line'. Whilst the Race is interrupted:

- neither the Race nor the timekeeping system may stop;
- working on the Cars may be permitted once they have stopped behind the 'red flag line' or entered the pits, but any such work must not hinder the recommencement of the Race;
- refuelling and/or removing of fuel is prohibited.

Cars may enter the pit lane when the Race is interrupted, but a drive-through penalty may be enforced on any Competitor/driver who enters the pit lane or whose Car is pushed from the grid to the pit lane after the Race has been interrupted. Any Car which was in the pit entry or pit lane when the Race was interrupted may not receive any penalty.

All Cars in the pit lane may be permitted to leave the pits once the Race has been recommenced, but any Cars that were in the pit entry or pit lane when the Race was interrupted may be released before any others.

Article 2.19 Restart of a Race

As soon as a recommencement time is known, Teams may be informed through the timing monitors; in all cases, at least a 10-minutes warning may be given.

Signs may be displayed ten minutes, five minutes, three minutes, one minute, and fifteen seconds before the recommencement, and each of these may be accompanied by an audible warning.

When the five-minute sign is displayed, all Cars must have their wheels installed; after this signal, wheels may only be removed in the pit lane.

At some point after the three-minute signal, which may depend on the anticipated lap time, any Cars between the red flag line and the leader may be waved off to complete a further lap, without overtaking, and join the line of Cars behind the Safety Car.

The Race may be recommenced behind the Safety Car. The Safety Car may enter the pits after one lap if the Race cannot be recommenced, the results may be taken at the end of the lap before the lap during which the signal to interrupt the Race was given.

Article 2.20 Finish

The end-of-Race signal may be given at the Line as soon as the leading Car has finished the full Racing distance. (To be classified the Competitor must have achieved 2/3 of the full racing distance finished by the leading Car).

Should the end-of-Race signal be delayed for any reason, the Race may be considered finished when it should have finished. After receiving the end-of-Race signal all Cars must continue on the circuit straight to the Parc Fermé without stopping, without receiving any object whatsoever and without any help, except that of the marshals if necessary. Any classified Car which cannot reach the Parc Fermé under its own power may be placed under the exclusive control of the marshals who may take the Car to the Parc Fermé.

Article 2.21 Parc Fermé



Only those Scrutineers that are charged with supervision may enter the Parc Fermé area (in most cases the Competitors/Drivers designated paddock area). No intervention of any kind is permitted there unless authorised by such Officials.

The Parc Fermé is situated in the HMR paddock in the Competitor's awnings/space, Parc Fermé rules will apply in the area between the Line and the designated Competitors/Drivers paddock area and must be obeyed (no Car may be touched by the Competitor during Parc Fermé time).

The Event Organiser may appoint a different space (as per Supplementary Regulations) for the Parc Fermé.

The Cars shall stay in the Parc Fermé until thirty (30) minutes after the publishing of the official classification.

Cars arriving late to Parc Fermé may be left out from the results.

Cars may be released later than planned from Parc Fermé for further checks.

Article 2.22 Events

14 – 16 April	Voorjaarsraces	Zandvoort
6 – 7 May	Historic Zandvoort Trophy	Zandvoort
2 – 4 June	ADAC Hansa Pokal Rennen	TT-Circuit Assen
14 – 16 July	Zandvoort Summer Trophy	Zandvoort
24 – 27 August	24 Hours of Zolder	Zolder (B)
16 – 17 September	Trophy of the Dunes	Zandvoort

All Events will comprise of at least one timed qualifying session and one race. The exact program will be published in the entry form of the Event and depends on the Event Organizer's time table. The HMR Organization will always try to get as much as possible driving time with untimed and/or qualifying sessions and multiple races on the said Event.

The starting grid for the race is based on the sequence of the best achieved practice/qualifying time.

In case there will be one timed qualifying session and two races:

- The starting grid for race 1 is based on the sequence of the best achieved practice/qualifying time in the qualifying session.
- The starting grid for race 2 is based on the sequence of the second best achieved practice/qualifying time in the qualifying session.

In case there will be two timed qualifying sessions and two races:

- The starting grid for race 1 is based on the sequence of the best achieved practice/qualifying time in the first qualifying session.
- The starting grid for race 2 is based on the sequence of the best achieved practice/qualifying time in the second qualifying session.

In case there will be one timed qualifying session and three races:

- The starting grid for race 1 is based on the sequence of the best achieved practice/qualifying time in the qualifying session.
- The starting grid for race 2 is based on the sequence of the second (2nd) best achieved practice/qualifying time in the qualifying session.
- The starting grid for race 3 is based on the sequence of the third (3rd) best achieved practice/qualifying time in the qualifying session.

In all cases all the entered Cars will be announced on the starting grid list.

The maximum number of participants will be according to the Event Supplementary Regulations



All entered Competitors/Drivers will be permitted to take part in the Race. If the Competitor/Driver has to miss one (of the) qualifying session(s) or one (of the) races, he must apply by a written request to the Stewards of the meeting to start from the back of the grid. The pole position may be placed as specified by FIA or ASN. The list of qualifiers and starting grid will be published on the Official Notice Board.

Article 2.23 Eligible Cars according the FIA Appendix “J”1981 article 277 (F. Libre/National - Formulae) and article 275:

CLASS FV: - Formula Vee 1300 – 1 carburettor – profile tyres – acc. Tech. Reg. Formel V. Europa e.V.1971

CLASS FF1600: - Formula Vee 1300 – 2 carburettors – slick tyres – acc. Tech. Reg. Formel V. Europa e.V. 1977
Formula Ford 1600 – Profile tyres no aerofoil – acc. Tech Reg HMR FF1600
Formula Junior t/m 1963 (drum brakes)

CLASS FF2000: - Formula Ford 2000 acc. Tech. Reg. HMR FF2000

CLASS F3: - Formula Super Vee 1600 – (air cooled) acc. Tech. Regl. Formel Super Vee (air) 1975
Formula Super Vee 1600 air/water-cooled – with aerofoil & slick Tyres acc. Tech. Reg. Formel Super Vee 1980
Formula Renault 1976
Formula Junior t/m 1963 (disc brakes)
Formula 3 – 1000 cc – acc. Tech. Reg. Formula 3 1964-1970
Formula 3 – 1600 cc – acc. Tech. Reg. Formula 3 year 1973
Formula 3 – 2000 cc – acc. Tech. Reg. Formula 3 year 1980
Formula 2 – 1600 cc – acc. Tech. Reg. Formula 2 year 1971

All Cars:

- must have a flat bottom;
- Cars with ground effect are not allowed to participate.

Article 2.24 Administrative checks

Competitors and drivers must have all documents required by this article available for examination at any time during the Event. Each Competitor and driver are obliged to attend the administrative checks, no or late appearance will be reported to the Stewards who will take appropriate sanctions. The related ASN may verify all the licences and medical certificate, each Competitor and Driver may sign a document, stating that he fulfils all necessary requirements to enter the Races, in compliance with the current Sporting Regulations. Competitors/drivers may also turn in a statement of compliance of the protective clothing (homologated helmets, boots, overalls, socks, gloves, etc.). The administration check should be fulfilled before technical scrutineering.

The following documents must be presented by the Competitor/driver/entrant:

- HMR invitation
- HMR Entry confirmation
- Valid Entrants/Driver's EU/National License (and if applicable the ASN Authorization)

Article 2.25 Scrutineering



According to the Event timetable (as part of or as published with the Supplementary Regulations), initial Scrutineering may take place in the garage/awning assigned to each Competitor and Driver. This may be before the first free practice.

Unless a waiver is granted by the Stewards, Competitors and drivers who do not keep to these time limits may not be permitted to participate in the Event.

No car may participate in the Event until it has passed Scrutineering.

The Scrutineers may:

- a. check the eligibility of a Car or of the protective clothing of a Competitor/driver at any time during an Event;
- b. require a Car to be dismantled by the Competitor and driver to ensure that the conditions of eligibility or compliance are completely met;
- c. require a Competitor and Driver to pay the reasonable expenses which exercise of the powers mentioned in this Article may entail;
- d. require a Competitor and Driver to supply them with such parts or samples as they may consider necessary.
- e. Any Car which, after passing Scrutineering, is dismantled or altered in a way which might affect its safety or call its eligibility into question, or which is involved in an accident with similar consequences, must be presented for Scrutineering approval.
- f. The presence of the **obligatory engine seals** (as per HMR Logbook): At least two (2) rocker cover bolts, next to each other, must be pre-drilled (minimal 2.5 mm holes) for the aim of sealing the rocker cover.

During the Event Scrutineers may check the ride height, Car weight, engine seals, carburettor and camshaft or any other component that might be considered by the scrutineers. It is advised to the competitor to carry spare gaskets in case of need.

In case an engine seal has been broken (out of competition) or an engine seal must be broken (out/in of competition) for the purpose of maintenance the competitor **MUST** report this to the series organiser in writing, email or telephone, to be registered. In case this is NOT reported the Car will be deemed as not in conformity of the technical regulations.

The Clerk of the Course may require stopping and check any Car involved in an accident.

Scrutineering shall be carried out by duly appointed Scrutineers who shall also be responsible for the operation of the Parc Fermé and who may be the sole authorised ones to give instructions to the Competitors and Drivers.

Should the Scrutineering expose a Car to be in breach of the Technical Regulations, the Scrutineers may report their findings to the Stewards which accordingly take an appropriate decision.

The presentation of a Car for Scrutineering may be deemed an implicit statement of conformity.

The Competitor/Driver/Entrant must present the race Car and the compulsory Competitors/Drivers safety equipment (as per current Appendix "L") at scrutineering within the published time. The Car must be presented in the configuration as it will be used in the Event and it must comply with the applicable technical series regulations.

For this National Championship (Closed to Club) a FIA HTP is not mandatory but advised.

The pre and post scrutineering times will be published in the official Event timetable and published on the official notice board.

All fuel used must comply with current Appendix "J" article 252.9

The use of a catalyst converter is not mandatory. The maximum sound level will be published in the Event's Supplementary Regulations and will vary per circuit and country.



Racing tyres are to be used as per HMR technical class regulations.
Race numbers must comply with Art.16 of the Code.
Car advertising must be in conformity with the Code and ASN prescriptions.

Article 2.26 General Safety

Competitors and drivers are strictly prohibited to drive the Car in the opposite direction of the Race unless it is absolutely necessary to move the Car from a dangerous position. A Car may only be pushed to remove it from a dangerous position as directed by marshals.

A Competitor/Driver who abandons a Car must leave it in neutral and with the steering wheel in place.

Repairs to a Car may be done only in the paddock, in the pits or Competitors and Drivers designated areas in the pit lane and on the grid.

Refuelling is permitted only in the pits or at the Competitors and Drivers designated pit area and it must always respect the effective provisions.

Refuelling is not permitted during Qualifying session(s), Race 1 and Race 2 (or Race 3) in the pit lane. Refuelling in the Paddock is permitted during Qualifying sessions. Any breach of these provisions during Qualifying sessions may result in the removal of all the times of that session.

The Competitor/driver may remain in his Car throughout refuelling but the engine must be stopped. During the Race it is prohibited to add oil.

At no time may a Car be reversed in the pit lane by its own power.

During a Race, the engine may only be started with the starter except:

- in the pit lane or grid where the use of an external starting device is permitted.

Throughout the Event, a speed limit of 60 km/h may be enforced in the pit lane. It is the Competitors/Drivers responsibility to respect this limit. Any breach of this limit may be sanctioned as follows:

- during practice and reconnaissance laps: To be decided by Stewards Decision.
- during Races: time penalty (Stop & Go/Drive through).

The Car's rear light must be turned on at all times when it is running on wet-weather tyres. It shall be at the discretion of the Race Director to decide if the Car should be stopped because his rear light is not working. Should a Car be stopped in this way it may re-join when the defect has been fixed.

Only three Team members per participating Car are permitted in the signalling area during practices and the Races.

The Race Director or the Clerk of the Course can oblige a Competitor/Driver to have a medical examination at any time during an Event.

Article 2.27 Protest and appeals

Protest:

Complaints shall be filed in compliance with the Code and accompanied by a deposit set by the ASN.

The national appeal deposit is set by each participating ASN.

Sanctions:

The Stewards may impose the penalties as explicitly set out in these Sporting Regulations adding to or instead of any other penalties available under the Code.

Article 2.28 Additional amendments



The HMR, the KNAF or the Event Organizer may issue additional amendments to these sporting regulations. In case where there are no provisions for in these sporting regulations the HMR will decide in cooperation with the ASN and/or Event Organizer, withy stating the reason for this amendment.

Article 2.29 Exclusion of the jurisdiction of courts and limitation on liability

In the case of a decision by the FIA, KNAF, their jurisdiction, the sports commissioner, the series sponsor or the arranger as umpire within the meaning of the Federal Civil Code, the jurisdiction of the courts is excluded. No replacement claim of any kind can be derived from measures and decisions of the KNAF or its sports jurisdiction and representatives of the KNAF and the series sponsor, except for damages arising from injury to life, the body or health, which are based on a deliberate or negligent breach of obligation – also of a legal representative or an employee of the group of persons released from liability – and also for other damages based on a deliberate or grossly negligent breach of obligation – including a legal representative or an employee of the group of persons released from liability.

Article 2.30 Disclaimer

The participants will take part in the Events at their own risk. They will bear the general civil and criminal law liability for all damages caused by them or the vehicles used by them, in so far as no exclusion of liability has been agreed.

Applicants and Competitors and Drivers declare with the handing in of registration the renunciation of any kind of claims for damages arising in connection with the Events, and indeed with respect to:

the FIA, the KNAF, KNAF member organizations, registration the renunciation of any kind of claims for damages arising in connection with the Events, and indeed with respect to:

- a. the FIA, the KNAF, KNAF member organizations, their presidents, organs, CEOs, general secretaries,
- b. the promoter/series organizer of the HMR and its Directors,
- c. the organizers, marshals, circuit owners,
- d. the administrative authorities, racing services and any other persons involved in the organization of the Event,
- e. road construction authorities insofar as any damage is caused by the condition of the track and accessories used at the Event,
- f. the employees concerned with completing and carrying out the Event belonging to all persons and bodies previously mentioned,
- g. except for damages arising from injury to life, the body or health, based on a deliberate or negligent breach of obligation - also of a legal representative or an employee of the group of persons released from liability, and also for other damages, based on a deliberate or grossly negligent breach of obligation - also of a legal representative or an employee of the group of persons released from liability.

Against:

other participants (competitors, drivers, co-drivers, their assistants, the owners/keepers of other vehicles) own competitor, own driver(s), co-driver(s) (any other special agreements between competitors, driver(s) co-driver(s) take precedence) and own assistants, who hereby renounce claims of any kind for damage, which might arise in connection with the race competition (untimed practice, timed practice, warm-up, race) except for damages arising from injury to life, the body or health, based on a deliberate or negligent breach of obligation - also of a legal representative or an



employee of the group of persons released from liability, and also for other damages, based on a deliberate or grossly negligent breach of obligation - also of a legal representative or an employee of the group of persons released from liability. The liability exclusion agreement will be effective for all participants with the handing in of the registration. The renunciation of liability applies to claims on any legal grounds, especially both for claims for damages arising from contractual and also extra-contractual liability and also for claims arising from non-permitted action. Tacit exclusions of liability are unaffected by the above liability exclusion clause.

Article 2.31 Exemption of claims by the vehicle owner

If applicants do not own themselves the vehicle to be used, they have to ensure that the vehicle owner has made the declaration of denunciation of liability printed on the registration form. In the Event of the declaration with regard to this obligation not being signed by the vehicle owner, the applicant and Competitor/Driver release all persons and bodies listed from any claim by the vehicle owner, except for damages arising from injury to life, the body or health, based on a deliberate or negligent breach of obligation – also by a legal representative or an employee of the group of persons released from liability, and except for other damages, based on a deliberate or negligent breach of obligation – also by a legal representative or an employee of the group of persons released from liability.

The declaration of release relates, in the case of claims against the other participants (applicant, driver, co-driver), whose assistants, the ownership holders of other vehicles, their own applicants, the driver(s) (special agreements between applicants, driver(s), co-driver(s) with different wording have precedence) and their own assistants against damages, which arise in connection with racing competitions (untimed and timed practice, warm-up and races) and in case of claims against other persons and bodies for damages, which arise in connection with the Event as a whole.

Article 2.32 Amendment to the competition, cancellation of the Event

The Event organizer reserves the right to undertake all necessary changes to the competition set up due to force majeure or for safety reasons or ordered by the authorities or also to cancel the Event or individual competitions, if this is the results of extraordinary circumstances.

Article 3: TECHNICAL REGULATIONS

Article 3.1 Eligible classes. The eligible Cars must be in conformity with their Technical Regulations

- CLASS FV: - Formula Vee 1300 – 1 carburettor – profile tyres – acc. Tech. Reg. Formel V. Europa e.V.1971
- CLASS FF1600: - Formula Vee 1300 – 2 carburettors – slick tyres – acc. Tech. Reg. Formel V. Europa e.V. 1977
Formula Ford 1600 – Profile tyres no aerofoil – acc. Tech Reg HMR FF1600
Formula Junior t/m 1963 (drum brakes)
- CLASS FF2000: - Formula Ford 2000 acc. Tech. Reg. HMR FF2000
- CLASS F3: - Formula Super Vee 1600 – (air cooled) acc. Tech. Regl. Formel Super Vee (air) 1975
Formula Super Vee 1600 air/water-cooled – with aerofoil & slick Tyres acc. Tech. Reg. Formel Super Vee 1980



Formula Renault 1976
Formula Junior t/m 1963 (disc brakes)
Formula 3 – 1000 cc – acc. Tech. Reg. HMR Formula 3 1964-1970
Formula 3 – 1600 cc – acc. Tech. Reg. HMR Formula 3 year 1973
Formula 3 – 2000 cc – acc. Tech. Reg. HMR Formula 3 year 1980
Formula 2 – 1600 cc – acc. Tech. Reg. Formula 2 year 1971

All Cars:

- must have a flat bottom;
- Cars with ground effect are not allowed to participate.

Article 3.2 General

The respective technical regulations are regarded as technical rules. Furthermore, the following technical rules will apply:

- **Anything which is not expressly authorized by the present technical regulations is strictly forbidden. Authorized modifications may not result in forbidden modifications.**
- From the historic point of view of the classes the technical specifications must be in conformity of the period class regulations of the appropriate model year. In case of the Formula Ford 1600 (Class « FF1600 ») and the Formula Ford 2000 (Class « FF2000 ») the 1st overbore tolerance is allowed. For Formula Ford 1600 (Class « FF1600 ») a cylinder capacity of 1620 cc is allowed, and for Formula Ford 2000 (Class « FF2000 ») a cylinder capacity of 2025 cc is allowed. This will create an equal competition in the class.
- All modifications to the chassis, suspension, steering and body parts is only allowed when they are in conformity with the specifications of the new/improved models/types of the same brand as made available within the model year 1981 and available for this specific brand and type and as approved by the class regulations.
- Cars build up on a replacement chassis will be considered as a replica/recreation and are basically NOT accepted such by decision of the HMR board.
- In case of uncertainty regarding the model year etc. the Entrant/Competitor must prove that the Car is in conformity with the said specifications by means of photographs, publications, factory information/instruction etc. which can provide a proper base of information.
- Engine: See Appendix 2, 3, 4 and 5. The model year of the engine must be in correspondence of the model year of the Car and must be in conformity with the present regulations.
- Gearbox: See Appendix 2, 3, 4 and 5. The model year of the gearbox must be in correspondence with the model years of the Car and must be in conformity with the present regulations. Replicas to original model (VW Rhino) will be permitted.

Article 3.3 Exhaust/ Noise

The use of a catalyst converter is not mandatory. The maximum noise level will be published in the Event's Supplementary Regulations and will vary per circuit and country.

Article 3.4 Fuel

All fuel used must comply with current Appendix "J" article 252.9



Article 3.5 Advertisement/Sponsor

Advertisement is free as per ASN regulations. The Organizer may oppose to carry a Sponsor log but this will be communicated by the HMR/Organizer of the Event.

Article 3.6 SAFETY PRESCRIPTIONS

Article 3.6.1. Competitors and drivers Safety Equipment

The Competitors and Drivers' safety equipment must comply with the current FIA Appendix "L" and comprises the wearing of flame retardant overalls homologated to FIA 8856-2000 or 8856-2018 standard, as well full set of underwear, socks, shoes, gloves and balaclava. (Note for 8856-2000 label: LABEL USED ON GARMENTS, MANUFACTURED BEFORE 01.01.2013, = without hologram NOT VALID.

The helmet must at least comply with FIA Technical list N° 25 or Technical List N°33, 41, 49 or 69. (Note: the helmets with SA2010 and SA2015 label will not be valid after 31/12/2023)

The wearing of a Frontal Head Restraint (HANS) or a Hybrid / Hybrid Pro Selection system is mandatory. The use of a Frontal Head Restraint (e.g. HANS) is mandatory for all Competitors and Competitors/drivers in circuit races (exclusive of Appendix K with a valid FIA or ASN issued HTP).

The safety belts to be used must comply with the FIA prescriptions as per current Appendix "J" 253.6 The standard will be: 8853-2016).

Article 3.6.1. Master Switch

A master switch (to switch off the entire electrical circuit) must be fitted to the Car which must be operated by the Competitor/Driver while seated in the Car in normal racing position while wearing seatbelts. The master switch must be marked from the in and outside by means of a special sticker (blue triangle with white border + red flash).

Article 3.6.2 Rear view mirrors

The Car must be equipped with two rear view mirrors of at least a mirror of 55 cm².

Article 3.6.3 Rear rain light

A Rear rain light must be placed at the rear of the Car max. 100 mm. out of the center of the Car at a height of minimal 250 mm. above ground level and must be operated by the Competitor/Driver by means of a separate switch.

A FIA or ASN Homologated rear LED light (FIA Technical List No.19) is compulsory.

Article 3.6.4 Fire Extinguisher

A fire extinguisher in compliance with FIA Technical List No. 6 is compulsory. (In case a system is fitted the anti-torpedo tabs mounting is compulsory, see 253.7.2.2)

This fire extinguisher must be operated by the Competitor/Driver while seated in the Car in normal racing position while wearing seatbelts. (See also FIA Appendix "J" article 253.7).

Article 3.6.5. ROPS (Roll Over Protection System)



The fitting of a ROPS is compulsory and must be period homologated by the racing Car manufacturer or must be made to the following specifications.

Cold drawn seamless steel tube of minimal 35 x 2.0 mm and braced with one or two braces in front or in the rear of the main hoop.

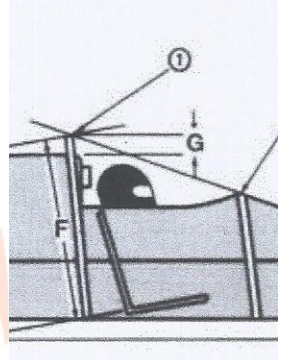
The brace pointing rearwards must be straight and at a minimal angle of 60 degrees.

Alternatively, two braces which have a dimension of 20.0 x 3.0 mm, or a dimension of 26.0 x 2.0 mm.

The minimal headroom between the Competitor/driver's helmet, while seated and buckled up, and the top of the ROPS must be at least 50 mm, the Competitors/Drivers helmet may never pass through the line between the top of the ROPS and the front ("ROPS") of the chassis.

ROPS extensions: If the original main ROPS (without extension) is level or higher than the top of the helmet - so to act as an effective roll bar - then the presence of the extension above this is not a concern. However, if the extension is used to achieve the height for this helmet clearance, then it is not compliant. The only exception being a design fully complying with a valid ASN ROPS (Roll Over Protection System) homologation/certification.

An extension may not be used to provide the 50 mm space between the ROPS and the Competitors/Drivers helmet.



Article 3.6.6. Wheels

The Cars must be equipped with wheels of the same material and dimensions (diameter and width) as per period regulations 1981 for Formula Ford 1600 and Formula Ford 2000, 1971 for Formula Vee 1300 respectively 1977 Formula Vee 1300 and conform the regulations regarding the other single seaters.

Article 3.6.7. Tyres

The Cars must be equipped with tyres of the same dimensions as per period.

Specific slicks en rain tyres are only allowed when this is expressly described in these period regulations. No handcut tyre profiles may be used in all classes.

Allowed number of new slicks tyres pro race-season in case of four (4) Events for all formula Cars: Eight (8) tyres pro race-season.

Allowed number of new slicks tyres pro race-season in case of five (5) Events for all formula Cars: Ten (10) tyres pro race-season.

Allowed number of new slicks tyres pro race-season in case of six (6) Events for all formula Cars: Twelve (12) tyres pro race-season.

Allowed number of new rain tyres pro race-season for all formula Cars:

Unlimited number of new rain tyres.

Allowed number of used tyres pro race-season for all formula Cars:

Unlimited number of used slicks and rain tyres.

All permitted tyres will be supplied with a HMR characteristic, control will take place at the technical scrutineering.

Supplier of tyres: VIT – Wilco Ibes in Achel (Belgium).

Minimum profile depth at the start or a timed qualifying and a race: 2 mm



Formula Vee 1300:

- Only one (1) type of tyre as well for dry as well for rain use must be used.

Make	Size	Type	Detail	Ref	Comp
Dunlop	120/590-15	All	Dunlop Racing	CF82	204
Dunlop	135/620-15	All	Dunlop Racing	CF82	204
Hoosier	120/590-15	All	Hoosier Racing	44405	204
Hoosier	135/620-15	All	Hoosier Racing	44408	204

Formula Ford 1600:

- Only one (1) type of tyre as well for dry as well for rain use must be used.

Make	Size	Type	Detail	Ref	Comp
Avon	5.0/22.0-13	All	ACB9	17680M	A46
Avon	6.5/23.0-13	All	ACB9	17681M	A46
Or					
Avon	5.0/22.0-13	All	ACB9	7267M	A25
Avon	6.5/23.0-13	All	ACB9	7290M	A25

Formula Vee 1600 (SuperVee air-cooled):

Make	Size	Type	Detail	Ref	Comp
Avon	7.0/20.0-13	Slick		10998S	A37
Avon	8.2/22,0-13	Slick		10999S	A37
Avon	160/530-13	Wet	ACR71	7421M	W573
Avon	180/565-13	Wet	ACR71	7422M	W573
Or					
Avon	6.5/21.0-13	Wet		8829	A27
Avon	8.2/22.0-13	Wet		8831	A27
Bridgestone	180/510-13	Slick			YGS
Bridgestone	210/570-13	Slick			YGS
Bridgestone	170/510-13	Wet			YBX
Bridgestone	200/510-13	Wet			YBX

Acc. Tech. Reglement Formel Super VW 1974: "Räder und Bereifung":
 "Das Fabrikat der Räder ist freigestellt. Es sind folgende Dimensionen vorgeschrieben:
 Der Durchmesser darf minimal 13" und maximal 15" betragen.
 Die Felgenbreite darf 6" an der Vorderachse und 8" an der Hinterachse nicht überschreiten.



**HISTORIC
MONOPOSTO
RACING**

Es sind nur Reifen zugelassen die herstellerseitig für Geschwindigkeiten über 210 km/h vorgesehen sind.”





Formula Ford 2000:

Make	Size	Type	Detail	Ref	Comp
Avon	7.0/20.0-13	Slick		10998S	A37
Avon	8.2/22,0-13	Slick		10999S	A37
Avon	160/530-13	Wet	ACR71	7421M	W573
Avon	180/565-13	Wet	ACR71	7422M	W573
Or					
Avon	6.5/21.0-13	Wet		8829	A27
Avon	8.2/22.0-13	Wet		8831	A27
Bridgestone	180/510-13	Slick			YGS
Bridgestone	210/570-13	Slick			YGS
Bridgestone	170/510-13	Wet			YBX
Bridgestone	200/510-13	Wet			YBX

Formula Supervee (Supervee water-cooled):

Make	Size	Type	Detail	Ref	Comp
Avon	7.0/20.0-13	Slick		10998S	A37
Avon	8.2/22,0-13	Slick		10999S	A37
Avon	160/530-13	Wet	ACR71	7421M	W573
Avon	180/565-13	Wet	ACR71	7422M	W573
Or					
Avon	6.5/21.0-13	Wet		8829	A27
Avon	8.2/22.0-13	Wet		8831	A27
Bridgestone	180/510-13	Slick			YGS
Bridgestone	210/570-13	Slick			YGS
Bridgestone	170/510-13	Wet			YBX
Bridgestone	200/510-13	Wet			YBX



Formula 3 1600cc:

Make	Size	Type	Detail	Ref	Comp
Avon	6.5/21.0-13	Slick		8814	A46
Avon	8.2/22.0-13	Slick		8815	A46
Avon	6.5/21.0-13	Wet		8829	A27
Avon	8.2/22.0-13	Wet		8831	A27

Formula 3 2000cc:

Make	Size	Type	Detail	Ref	Comp
Avon	7.5/21.0-13	Slick		7342S	A37
Avon	9.2/22.0-13	Slick		7343S	A37
Avon	7.5/21.0-13	Wet		7277	A27
Avon	9.2/22.0-13	Wet		7278	A27

Formula 2:

Make	Size	Type	Detail	Ref	Comp
Avon	9.0/22.0-13	Slick			A11
Avon	13.0/23.0-13	Slick			A11
Avon	9.0/22.0-13	Wet			A15
Avon	12.0/23.0-13	Wet			A15

Article 4: EXCEPTIONS

Article 4.1 Admittance of exceptional Cars

The HMR may accept entries of Cars not corresponding to the various class regulations. A submission for the approval of acceptance must be send to the HMR Secretariat six (6) weeks in advance before the start of the Competition Season, complete with all the relevant data of the Car, to be examined by the HMR technical department. Also, must be written the purpose of participation.

After 6 weeks the applicant will receive the decision by HMR, and this decision will be published on the HMR website.



Article 5: APPENDIXES

- Appendix 1: Formula Vee 1300, 1 carburettor, profile tyres, conform Tech. Reg. Formel V. Europa e.V. 1971.
- Appendix 2: Formula Vee 1300, 2 carburettors, slick tyres, conform Tech.Reg. Formel V. Europa e.V. 1977.
- Formula Vee 1600 (Supervee air cooled), conform Tech.Reg. Formel Super VW 1975.
- Formula Vee 1600 (Supervee air/water cooled) conform Tech.Reg Formel Super VW 1980.
- Appendix 3: Formula Ford 1600, HMR Tech.Reg FF1600
- Appendix 4: Formula Ford 2000, HMR Tech.Reg. FF2000
- Appendix 5: Formula 3, Tech Reg HMR F3



KNAF

Knac Nationale Autosport Federatie