

**Lurani Trophy for Formula Junior Cars**  
**2025 TECHNICAL AND SPORTING REGULATIONS**

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# Lurani Trophy for Formula Junior Cars

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Motorsport UK Visa Number: RCINT2025/03

### ART 1 - GENERAL PROVISIONS

The Series (Lurani Trophy for Formula Junior Cars) is organised in conformity with the provisions of the FIA's 2025 International Sporting Code and its appendices (the Code), the FIA's 2025 General Prescriptions and the 2025 National Sporting Regulations of Motorsport UK. It will be run in conformity with these Technical and Sporting Regulations.

- 1.1 Any amendments to these Technical and Sporting Regulations will require the prior approval of Motorsport UK. All approved amendments will be notified in an official FJHRA Newsflash to all registered Competitors.
- 1.2 Title and Jurisdiction: Lurani Trophy, a race Series comprised of international races registered by Motorsport UK and organised by the Formula Junior Historic Racing Association (FJHRA).
- 1.3 Official text: English. Only the English version of these Technical and Sporting Regulations will be used should any dispute arise as to their interpretation. There are no other official language versions available. Headings and typeface used in these regulations are for ease of reference only and do not form part of the Technical and Sporting Regulations.
- 1.4 **Date of Application:** 01 January 2025

### ART 2 - ORGANISATION

- 2.1 Promoter / Organiser: Formula Junior Historic Racing Association  
c/o FJHRA, 4 Wool Road, London, SW20 0HW, UK  
Telephone: +44 7871 046 031  
Email: [formulajunior@gmail.com](mailto:formulajunior@gmail.com)  
Website: [www.formulajunior.com](http://www.formulajunior.com)
- 2.2 ASN: Motorsport UK  
Bicester Motion  
OX27 8FY  
Telephone: +44 (0)1753 765000  
Email: [hello@motorsportuk.org](mailto:hello@motorsportuk.org)  
Website: [www.motorsportuk.org](http://www.motorsportuk.org)
- 2.3 Lurani Trophy Organising Committee:  
Duncan Rabagliati  
Grant Wilson  
Sarah Mitriki

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### ART 3 – ELIGIBILITY CARS (General)

- 3.1 All cars must have a valid FIA Historic Technical Passport (HTP) and all cars must be presented in full compliance with their HTP.
- 3.2 FJHRA decals and any relevant Sponsor decals must be clearly displayed on cars at all times.

#### 3.3 ELIGIBILITY CARS

- 3.3.1 The Lurani Trophy is for original Formula Junior racing cars running to the original configuration of that car.
- 3.3.2 It is not necessary for a Formula Junior car to prove International competition history in period.
- 3.3.3 To be eligible to participate as a Formula Junior car, the car must either have been constructed in period to the specification of FIA Formula Junior, or have been constructed in the period 1958 to 1964 (and to 1965 for the Lotus 22 only) on a chassis built to the same specification as a Formula Junior car and be fitted with the original make of engine, i.e. to Formula Junior specification.
- 3.3.4 Only genuine and original cars from the correct period will be accepted. Continuation cars or modern replicas are not permitted.
- 3.3.5 To be eligible to race all cars must have proven “continuous history since period”. “Continuous history since period” may be satisfied if that car formerly held an FIA HVIF; or a National passport issued prior to 1st January 2000.
- 3.3.6 All cars must either;
- 3.3.6.1 be in a specification that represents the standard specification for that model; or
- 3.3.6.2 be in an alternative specification which can be proved by contemporary evidence [documents and/or photographs] as being the period specification for that particular chassis.
- 3.3.7 “CAR” means each and every one of the six principal components;
- 3.3.7.1 Chassis.
- 3.3.7.2 Engine - make and model [subject to Article 5.2 of Appendix X to Appendix K].
- 3.3.7.3 Gearbox – [subject to Article 11 of Appendix X to Appendix K]
- 3.3.7.4 Brakes.
- 3.3.7.5 Rear axle.
- 3.3.7.6 Wheels [diameter] - [subject to Article 14 of Appendix X to Appendix K].
- 3.3.8 Alternative components other than to the manufacturers original specification can only be used if it is proved that these components were used in that particular car in an FIA International event in the Formula Junior period.

#### 3.4 CLASSES

- Class A FIA Category FJ/1A: Front-engined Formula Junior cars fitted with Fiat or Lancia engines and built and raced before 31.12.1960.
- Class B1 FIA Category FJ/1B: Front-engined Formula Junior cars built to race before 31.12.1960 (except cars falling within Class A), and, fitted with engines of 1000cc or less.
- Class B2 FIA Category FJ/1B: Front-engined Formula Junior cars built to race before 31.12.1960 (except cars falling within Class A), and, fitted with engines of 1100cc but in excess of 1000cc.
- Class C1 FIA Category FJ/1C: Rear-engined Formula Junior cars built and raced (or officially entered to

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race) before 31.12.1960, and, fitted with engines of 1000cc or less. For a list of eligible cars for this class, refer to Annex A.

Class C2 FIA Category FJ/1C: Rear-engined Formula Junior cars built and raced (or officially entered to race) before 31.12.1960, and, fitted with engines of 1100cc or less but in excess of 1000cc. For a list of eligible cars for this class, refer to Annex A.

Class D1 FIA Category FJ/2D: Rear-engined and front-engined Formula Junior cars built and raced between 01.01.1961 and 31.12.1963, and fitted with drum brakes on all four wheels, as original specification and fitted with engines of 1000cc or less. For a list of eligible cars for this class, refer to Annex A.

Class D2 FIA Category FJ/2D: Rear-engined and front-engined Formula Junior cars built and raced between 01.01.1961 and 31.12.1963, 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. For a list of eligible cars for this class, refer to Annex A.

Class E1 FIA Category FJ/2E: Rear-engined and front-engined Formula Junior cars built and raced between 01.01.1961 and 31.12.1963 and fitted with a single pair of disc brakes or all disc brakes.

Class E2 FIA Category FJ/2E: 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 in period, built and raced between 01.01.1961 and 31.12.1963, and fitted with a single pair of disc brakes or all disc brakes.

Classes F and H: Cars complying with Categories Formula 3/1 (Class F) and Formula 3/2 (Class H) fitted only with Dunlop tyres may be admitted at the discretion of the FJHRA after consultation with the Competition organisers, but such cars shall not be eligible for points and awards.

### **ART 4 – ELIGIBILITY DRIVERS (General) and ENTRIES**

#### **4.1 ELIGIBILITY**

4.1.1 For the purpose of these regulations, the driver will be referred to as the "Competitor"

4.1.2 Every Competitor must be a full 2025 racing member of FJHRA

4.1.3 A Grade ITD-C or above licence is required for all Competitors.

4.1.4 Foreign Competitors (those not in possession of a licence issued by the ASN where the Competition is taking place) must present authorisation from their parent ASN to compete in accordance with Article 3.9.4. of the Code

#### **4.2 ENTRIES**

4.2.1 A colour copy of the first page of the HTP for each car must be sent by the competitor to FJHRA prior to the first Lurani Trophy Competition entered. If any amendments to a car, either technical or to car colour, results in a new or revised HTP being issued, then a colour copy of the first page of the new HTP must be sent to FJHRA prior to the first Competition entered by this car using the new HTP.

4.2.2 Opening date for entries will be published on the entry website [www.purplelap.com](http://www.purplelap.com).

4.2.3 The official closing date for each round will be 14 calendar days after the entries open.

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- 4.2.4 A Competitor may only enter one car as his official entry; the Competitor can however enter an additional car by specifically nominating a reserve car, from any of the FJ classes. A reserve car will need to be scrutineered alongside the official entry, prior to the official Qualifying. A reserve car may only be used if the official entry is unusable due to accident damage or mechanical malfunction and is withdrawn in writing from the Competition. If the reserve car, regardless of class, is used in the official qualifying session, it will take a grid position based upon the fastest time set by the Competitor in that session, and will count towards the total number of qualified starters in that class. If the original car is replaced by a reserve car after the official qualifying session, it will start any subsequent race from the rear of the grid, but will not be eligible for Trophy points. Furthermore, the reserve car will not count towards the total number of qualified starters in that class, if the class of the reserve car is different from the official entry.
- 4.2.5 Entries will be submitted using the online entry system [www.purplelap.com](http://www.purplelap.com)
- 4.2.6 Entries will be confirmed once the official closing date has passed, and when accompanied by full payment of the Race Entry Fee. Entries received without payment will be processed only after all paid entries have been considered.
- 4.2.7 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.
- 4.2.8 In the event of any competition being oversubscribed at the official closing date, the starters and reserves will be selected as follows:
- 4.2.8.1 Firstly in equal numbers from each of the nine Formula Junior classes. If an equal number of cars in each class cannot be achieved (except in the case of insufficient numbers in any one class), the order of priority shall be Classes A, B1, B2, C1, C2, D1, D2, E1 and then finally E2. If at any time between the selection at the closing date, and the start of the competition a car is withdrawn, such car shall be replaced by the first reserve from that class in priority to any other class.
- 4.2.8.1.1 In the case of insufficient numbers in Class E2, then (but not otherwise) the next car from Class E1 in order of selection shall stand for selection as a starter as if in (place of) Class E2 (but for no other purpose) and selection shall continue taking two cars from Class E1 in the order of priority as aforesaid in 6.3.1)
- 4.2.8.1.2 The selection of a second choice from Class E1 shall be restricted to the intent that when selection for the maximum number of starters that are permitted for that track shall be completed, no class shall have less than 4 cars selected where there are 4 or more competitors entered for selection, and Class E1 shall be reduced accordingly (but not to less than 4).
- 4.2.8.2 Secondly the selection in each class shall be from among those Competitors who have already scored points in the current Lurani Trophy season and secondly from among those Competitors who scored points in the Lurani Trophy of the previous season, the order of priority being determined in each case (separately) by the number of points scored. In the case of equal points and in the case of Competitors who have not already scored points in either the current Lurani Trophy season, or the Lurani Trophy of the previous season (as the

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case may be), the order of priority shall in each case be determined separately by the order of times set in the official qualifying session.

4.2.8.3 In the case of a Class F or Class H entry being received, if it is received before the closing date, and the Competition concerned is not oversubscribed, it shall have a confirmed entry. If the entry is received before the closing date and the Competition concerned is oversubscribed, it shall become last reserve of the entries received before the closing date. (Or if more than one then with priority in order of receipt.)

4.2.8.4 Entries may be received after the official closing date subject to approval by FJHRA. Any entry received after the closing date will not take precedence over any entry received prior to the closing date. All entries received after the closing date, in the case of oversubscription, will be reserves in the order of receipt of entry, regardless of class.

### ART 5 – DRIVERS BRIEFINGS

- 5.1 Attendance at this briefing is mandatory for all Competitors taking part in a Competition.
- 5.2 The time and location of this briefing will be published in the Competition's Supplementary Regulations and in the Final Event Instructions. Any Competitor unable to attend must inform the FJHRA Co-ordinator directly either by telephone, text message, email or in person, no later than 30 minutes before the communicated start of the briefing.
- 5.3 In any case, no Competitor may join the track during a Competition without having received a briefing from the nominated steward.
- 5.4 Any briefing notes issued are formal documents which must be complied with.

### ART 6 – CALENDAR and COMPETITION FORMAT

ROUND	DATE	EVENT	CIRCUIT	ASN
1	25/27 April	French GP Historic	Paul Ricard	FFSA
2	9/11 May	Hockenheim Historic	Hockenheim	DMSB
3	13/15 June	Nürburgring Classic	Nürburgring	DMSB
4	5/7 September	Assen Classic GP	Assen	KNAF
5	25/26 October	Misano Historic Racing Weekend	Misano	CSAI

- 6.1 The best scores from a maximum of 5 of the 6 rounds will count towards the final classification of the Trophy.
- 6.2 There will be one qualifying practice session and two races at each Competition on the calendar. Competitions may take place over a 2-day format or a 3-day format. Two-day competition formats will have Qualifying and Race One on Day 1, with Race Two on Day 2. Three-day competition formats will have free practice (if included) and Qualifying, on Day 1, Race One on Day 2, and Race Two on Day 3. The Qualifying session and both races will be scheduled to start between 10:00 and 16:00. Race Two will also be scheduled to finish before 16:00. Free practice may be available on the day before the official Competition at extra cost to the Competitor.

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- 6.3 The minimum duration of the qualifying session and of each race will be 25 minutes.
- 6.4 The grids for both Race One and Race Two will be drawn up according to the classification of the qualifying session.
- 6.5 Subject to the maximum number of cars permitted to start on any circuit, all Competitors who record one timed qualifying lap shall be permitted to start irrespective of whether their fastest qualifying time is outside 110% of the time set by the fastest Competitor in that class or outside 130% of the time set by the fastest Competitor overall in the qualifying session, unless the clerk of the course, in consultation with the stewards determines that a car shall be disqualified because they do not consider either the Competitor's performance or competence to be satisfactory.
- 6.6 In the event of any Competitor failing to record a practice time, that Competitor may apply to the stewards to start the race and the stewards may, on consideration of the Competitor's competence and/or such other factors as they shall determine, permit that Competitor to start the race from the rear of the grid. In the event of there being reserves, any qualified reserves shall however take precedence over an accepted entry which has failed to record a practice time, but subsequently been permitted to start the race according to the above.
- 6.7 If entries are received for more cars than are permitted to race on the track, the organisers may elect to run the Competition in two heats, but a class must never be split into more than one heat.
- 6.8 All competitions shall have standing starts.
- 6.9 During the competition, it is permitted to push-start cars at any point of the circuit, but only under the control of Competition officials.

### **ART 7 – SCRUTINEERING and PARC FERME**

- 7.1 At each Competition, the FJHRA Technical & Eligibility delegate will be the sole FJHRA eligibility scrutineer. At each Competition, the chief scrutineer will be responsible to the FJHRA Technical & Eligibility Delegate (see relevant Supplementary Regulations) in all matters relating to FJHRA eligibility.
- 7.2 All cars must be presented for scrutineering at each Competition complete with a standard AMD/Mylaps TranX 260 or Mylaps X2 transponder, which must be correctly fitted and compatible with standard pan-European circuit timing systems. Such transponders are the sole responsibility of the Competitor who must supply the unique serial number shown on the transponder to MHR at the time of entry application.
- 7.3 If an onboard camera is fitted, the car must be presented for scrutineering, with the camera fitted in the location in which it will remain for the rest of the Competition. It must be correctly mounted and secured. Any footage requested by FJHRA, must be provided in a timely manner.
- 7.4 At the end of the qualifying session and of each race, all cars having crossed the finishing line shall be taken under the supervision of the officials of the Competition to a Parc Fermé where they shall remain either until at least 30 minutes after the posting of the provisional results or until the

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stewards order their release. Any classified car which is unable to cross the line and/or to reach the Parc Fermé by its own means shall forthwith, upon such disability occurring, be placed under the sole and exclusive control of the marshals and the scrutineers who shall at the first convenient moment move the car to the Parc Fermé. Cars which have not been put in the Parc Fermé shall not be classified.

### ART 8 – RACE START PROCEDURE

- 8.1 All races shall have standing starts.
- 8.2 The grid will be staggered by a 2-by-2 formation.
- 8.3 At least ten minutes before the time of the start of the race, the cars will leave the assembly area to cover a reconnaissance lap and will then line up on the grid in their allotted positions.
- 8.4 Reserves shall be permitted to take part in the reconnaissance lap and shall be allowed to join the grid in reserve order in accordance with Article 4.2.8 in the event of any car failing to complete the reconnaissance lap. In the event of any car failing to complete the formation lap («green flag lap»), any relevant reserve (again in accordance with Article 4.2.8) shall be allowed to start the race from the exit to the pit lane after all remaining cars have passed, upon being given authority to do so.
- 8.5 The approach of the start will be announced by signalling boards shown five minutes, three minutes, one minute, and thirty seconds before the start. The boards will be accompanied by audible warnings.
- 8.6 Thirty seconds after the thirty second board, the green flag will be shown at the front of the grid, whereupon the cars will begin their formation lap. When the cars come back to the grid at the end of the formation lap, they will stop on their respective grid positions. Once all cars have come to a halt, the starter will show a five second board and five seconds later he will switch on the red light. At any time after the red light becomes visible, the race will be started by extinguishing the red light.
- 8.7 If a problem occurs when the cars return to the starting grid after their formation lap, the starter will show a start delayed board. The start procedure will recommence at the three minute board and race distance will be reduced by one lap.
- 8.8 In addition, any Competitor unable to maintain grid positions on formation 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.

### ART 9 – RACE CLASSIFICATIONS, POINTS AND AWARDS

- 9.1 The provisional classification of the Trophy must be affixed by the organisers on the official notice board prior to the beginning of each Competition. In order to count for the classification, the results of a Competition must include:
  - a) a general scratch classification with no class divisions;
  - b) a classification taken from the general classification, relating to each of the classes, including non-finishers and disqualified Competitors.

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9.2 All Competitors who start a race are classified in that individual race classification, irrespective of whether they take the flag. The final classification results for each Competition are calculated from the aggregate of the laps completed and times as shown in the official results of the two races. To be classified in the final classification of a Competition, Competitors must complete at least 50% of the number of laps covered by the overall winner on aggregate of the two races for that Competition, but if 50% of the number of laps is not a whole number, then the number of laps required shall be rounded down. eg if 27 laps are completed by the overall winner on aggregate, the number of laps required to be classified will be 13.

### 9.3 POINTS

9.3.1 Except as hereinafter provided points will be awarded in each class, as follows:

1st	10 points
2nd	8 points
3rd	6 points
4th	4 points
5th	3 points
6th	2 points

All other classified Competitors 1 point.

9.3.2 In the event that the number of cars that qualify to start in a race («starter») in any class is less than 4, then subject to para 9.2, the points to be awarded in that class shall be reduced as follows:

<u>3 starters</u>	<u>2 starters</u>	<u>1 starter</u>
1st 8 points	1st 6 points	1st 4 points
2nd 6 points	2nd 4 points	
3rd 4 points		

9.3.3 If under the provisions of Article 9.3.2 any Competitor shall prima facie be subject to a reduction in points then further calculations shall be effected as follows:

9.3.3.1 Firstly, if the reduction concerns any car in Classes A, B1 and B2 then (for the purpose of this calculation only) the positions of these three classes shall be amalgamated and any Competitor whose points would have been reduced under Article 9.1 shall not be reduced to a lower number of points than would have been awarded as a result of such amalgamated class positions (including any notional reduction in points under the provision of para- graph 9.1 that would have applied to such amalgamated class).

9.3.3.2 If the reduction concerns any car in Classes C1 and C2 then (for the purposes of this calculation only) the positions in these two classes shall be amalgamated and any Competitor whose points would have been reduced under Article 9.1 shall not be reduced to a lower number of points than would have been awarded as a result of such amalgamated class positions (including any notional reduction in points under the provision of Article 9.1 that would have applied to such amalgamated class).

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9.3.3.3 If the reduction concerns any car in Classes D1 and D2 then (for the purposes of this calculation only) the position of these two classes shall be amalgamated and any Competitor whose points would have been reduced under Article 9.1 shall not be reduced to a lower number of points than would have been awarded as a result of such amalgamated class positions (including any notional reduction in points under the provision of Article 9.1 that would have applied to such amalgamated class).

9.3.3.4 If the reduction concerns any car in Classes E1 and E2 then (for the purposes of this calculation only) the position of these two classes shall be amalgamated and any Competitor whose points would have been reduced under Article 9.1 shall not be reduced to a lower number of points than would have been awarded as a result of such amalgamated class positions (including any notional reduction in points under the provision of Article 9.1 that would have applied to such amalgamated class).

9.3.3.5 Secondly if the reduction concerns any car that has been placed in the first six positions overall in any race then the reduction shall not result in points being awarded for that race that would be less than the points to which the Competitor would have been entitled if points had only been awarded overall and not by class (and without any reduction).

### 9.4 AWARDS

9.4.1 There will be a podium presentation at the end of each race, where the top three Competitors overall will each receive an award presented by the Competition organiser.

9.4.2 In addition, in respect of the overall classification of that Competition, the following awards will be presented to;

9.4.2.1 The winner of each class, irrespective of the number of starters in that class.

9.4.2.2 2<sup>nd</sup> and 3<sup>rd</sup> place in each class, subject to 3 and 4 cars (respectively) having qualified to start in that class

### 9.5 DEAD-HEAT

9.5.1 If a dead-heat exists in the final classification of the Trophy, whether Overall or in any class, the following steps are to be taken according to the following order of priority:

9.5.1.1 A Competitor who has driven one car throughout the season will take precedence.

9.5.1.2 Should the dead-heat persist, precedence will be given to the Competitor awarded the greatest number of 10, then 8, then 6 (and so on) points obtained in each of the Trophy Competitions, in accordance with the provisions of Article 9.3.

9.5.1.3 Should the dead-heat persist, a dead-heat will be declared between the Competitors concerned.

### 9.6 FINAL CLASSIFICATION

9.6.1 The overall winner of the Lurani Trophy will be the Competitor (or Competitors) who, taking into account both Articles 6 and 9.5, has the highest total of calculated points, and will receive a trophy.

9.6.2 A special award will also be attributed to the Competitors finishing second and third overall and to the winners of each class, if not already holding a podium award.

## ART 10 – TECHNICAL REQUIREMENTS

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10.1 All cars must comply with the Technical Regulations for Formula Junior Cars in Appendix X to Appendix K.

### 10.2 Fuel

10.2.1 Fuel must be in accordance with Appendix J, Article 252.9.1, and Appendix K of the Code. Compounds, which are added to petrol to replace lead, may be added if freely available from commercial retailers. The addition of these compounds must not raise the octane value of the fuel beyond the limit of 90 MON nor of 102 RON. Lead content must not be greater than 0.4 g/l in any case (EN 237 or ASTM D3237).

10.2.2 Competitors must ensure that a three-litre sample of fuel can be taken from the car at any time during the Competition.

### 10.3 Roll Over Protection Structures

10.3.1 Must comply with Appendix II to Appendix K.

### 10.4 Silencing

10.4.1 The Lurani Trophy is for unsilenced cars

### 10.5 Tyres

10.5.1 The use of any sort of device to warm tyres is forbidden.

### 10.6 Data Acquisition

10.6.1 No form of driver/chassis logging may be used whether to acquire technical information from the car or for other purposes at any time or in any part of an official Competition, in official practice, qualifying or racing.

10.6.2 No data acquisition systems which require any wired connection to any part of the car, or any wireless connection to any of the car's systems are permitted.

10.6.3 No form of GPS and/or camera with built-in GPS may be used to record the above.

10.6.4 No form of in-car lap timing systems are permitted.

10.6.5 Except for time-keeping purposes, radio communications between cars and pits are forbidden.

## ART 11 – SAFETY

11.1 The wearing of an FIA-approved FHR system, in accordance with Appendix L, Chapter III Article 3 is recommended for all competitors.

11.2 Fully operational fire systems must conform to current FIA minimum standards.

11.3 If required, cars must be fitted with a FIA Homologated harness.

11.4 All other fire protection including personal racewear clothing and helmets must be to current FIA standards and comply with the Code.

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### ART 12 – PROTESTS, APPEALS & FORCE MAJEURE

- 12.1 Competitors who wish to protest another car's eligibility, or another Competitor's behaviour, should note that all protests must be in accordance with Article 13 of the Code and the protest time limits in accordance with Article 13.3. As a consequence, all Competitors are required to remain contactable and at the circuit if a protest occurs, for investigation of any sporting or technical infringements.
- 12.2 All appeals shall be governed by Article 15 of the Code.
- 12.3 FJHRA 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 FJHRA's 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.

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