

**LUNA LOGISTICS CLASSIC FORMULA FORD CHAMPIONSHIP**  
**2017 SPORTING & TECHNICAL REGULATIONS**



**Organised by the British Automobile Racing Club**  
**Thruxton Circuit, Andover, Hampshire, SP11 8PN**

**Published Copy**

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## 1. SPORTING REGULATIONS - GENERAL

### 1.1 TITLE & JURISDICTION:

The Luna Logistics Classic Formula Ford Championship is organised and administered by the British Automobile Racing Club (BARC) and promoted by them, in accordance with the General Regulations of the Royal Automobile Club Motor Sports Association (incorporating the provisions of the International Sporting Code of the FIA) and these Championship Regulations.

MSA Championship Permit No.: CH2017 / R018

Race Status: Clubman

MSA Championship Grade: Grade C

### 1.2 OFFICIALS:

1.2.1 Co-ordinator: David Wheadon

1.2.2 Licensed Eligibility Scrutineer: John Wasilewski

1.2.3 Championship Stewards: Bill Coombs  
Dennis Carter  
Dale Wells  
Guy Woodward

Any three of the Championship Stewards may sit to make a decision. In accordance with (G) 2.7, Championship Stewards may only adjudicate on any disputes, irregularities or appeals arising from the approved Championship regulations. Under (G) 2.7.1, Championship Stewards are also empowered to consider any request from the Championship co-ordinator to penalise any Competitor for any breach of Championship regulations after holding a formal hearing to impose a penalty in accordance with C.2.1.1 (subject to the rights of appeal provided for in Section C). Under (W) 2.2.1, the Championship Stewards can only adjudicate upon any disputes, irregularities or appeals arising from the approved Championship Regulations. They are also empowered to consider any request from the Championship Co-ordinator to penalise any Competitor for breach of Championship Regulations and after holding a formal hearing, to impose a penalty in accordance with C.2.1, subject to the rights of appeal to the MSC provided in Section C.

1.2.4 Championship Clerk of the Course: N / A

1.2.5 Championship Drivers Representative: Andrew Smith

### 1.3 COMPETITOR ELIGIBILITY:

1.3.1 Entrants must:

- (a) be current members of the BARC and
- (b) be Registered for the Championship and
- (c) be in possession of a valid MSA Entrants Licences.

1.3.2 Drivers and Entrant/Drivers must:

- (a) be current racing members of the BARC
- (b) be Registered for the Championship and
- (c) be in possession of valid Competition (Racing) National B status Licence, as a minimum or

(d) A professional driver, in possession of a valid Licence (featuring an E.U. flag) and medical, issued by the ASN of a member country of the European Union, or comparable country. ((H)26.2.1, applies)

(e) If participation in the Championship requires absence from education a driver, in full time school education is required to have the approval of their head teacher and a letter stating such approval from their school in order to fulfil registration for the Championship. A driver shall not take time out of their education to participate in motor sport without the prior written approval of their education establishment.

1.3.3. All necessary documentation must be presented for checking at all rounds when signing-on. This will include both the competition licence and club membership card.

#### 1.4 REGISTRATION:

1.4.1 All competitors must register for the Championship by returning the Registration Form with the Registration Fee to the Co-ordinator prior to the closing date for entries for the first round being entered.

1.4.2 The Registration Fee is £20 and should be made payable to "British Automobile Racing Club".

1.4.3. Registration numbers issued will be the permanent Competition numbers for the Championship season.

#### 1.5 CHAMPIONSHIP EVENTS:

The Championship is scheduled to be contested over eight Meetings as follows:

<u>Event:</u>	<u>Date:</u>	<u>Circuit:</u>	<u>Organising Club (Centre):</u>
1 & 2	25 <sup>th</sup> /26 <sup>th</sup> March	Silverstone (Nat)	BARC
3 & 4	30 <sup>th</sup> April	Mallory Park	BARC
5 & 6	28 <sup>th</sup> May	Brands Hatch	MSVR
7 & 8	24 <sup>th</sup> /25 <sup>th</sup> June	Silverstone (GP)	BARC
9 & 10	22 <sup>nd</sup> /23 <sup>rd</sup> July	Donington	BARC
11 & 12	5 <sup>th</sup> August	Oulton Park	BARC (NW)
13 & 14	9 <sup>th</sup> /10 <sup>th</sup> September	Cadwell Park	BARC
15 & 16	21 <sup>st</sup> /22 <sup>nd</sup> October	Brands Hatch	BRSCC

#### 1.6 SCORING:

1.6.1 Points will be awarded to Competitors listed as classified finishers in the Final Results as follows:-

In each class: 1<sup>st</sup> – 10, 2<sup>nd</sup> – 8, 3<sup>rd</sup> – 7, 4<sup>th</sup> – 6, 5<sup>th</sup> – 5, 6<sup>th</sup> – 4, 7<sup>th</sup> – 3, 8<sup>th</sup> – 2, 9<sup>th</sup> – 1

Should there be less than four starters in any class then the points allocation will be as follows:

- a) Three starters 1<sup>st</sup> – 6, 2<sup>nd</sup> – 5, 3<sup>rd</sup> – 4
- b) Two starters 1<sup>st</sup> – 4, 2<sup>nd</sup> – 3
- c) One starter 1<sup>st</sup> – 1

1.6.2. In addition one point will be awarded to the driver starting each race from pole position and one further point awarded to the driver setting the fastest race lap subject to their being four starters in the class. Also every car registering a qualifying time or given a place on the grid will receive one extra point.

1.6.3 The totals from all qualifying Events run less one will determine final Championship points and positions.

- 1.6.4 Ties shall be resolved using the formula in (W) 1.3.4, in the current MSA Yearbook.
- 1.6.5 Where the race distance has been reduced in accordance with article 2.6 below, it shall still count as a full points scoring round.
- 1.6.6 Competitors not registered for the Championship may be permitted on an individual round basis and:
- (a) will be deemed "Guest Competitors"
  - (b) will not score points and for the purpose of points scoring will be ignored
  - (c) will be allowed to take their place on the podium and qualify for any Event awards
  - (d) must comply with the eligibility criteria as prescribed in article 1.3 above, with the exception of 1.3.1 (a & b) and 1.3.2 (a & b) as appropriate.

## **1.7 AWARDS:**

1.7.1 All awards are to be provided by the Organisers

1.7.2 Per Event: A garland will be presented to the winner of each race

1.7.3 Championship: A trophy will be awarded to the overall Championship winner

1.7.4 Presentations:

The garland will be presented immediately at the end of each race on the podium and the trophies as soon afterwards as possible by the Organisers. The Championship trophy will be presented at the BARC Awards Evening, attendance at such ceremony is mandatory and failure to attend may result in the loss of all awards.

1.7.5 Entertainment Tax Liability:

Prize money and Bonuses shall be posted to the Entrants within thirty days of the results being declared final after each Event. In accordance with current government legislation, the BARC is legally obliged to withhold tax at the basic rate on all payments to non-UK resident sportsmen/women and account to HMRC using form FEU1, the quarterly return of payments made to non-resident entertainers and sportsmen/women. That is, those persons who do not have a normal permanent residence in the UK and the UK does not include the Isle of Man, Channel Islands or Eire. This means that, as the organiser, the BARC is required to deduct tax at the current rate applicable from any such payments they may make to non-UK residents. Under certain circumstances, it may be possible for competitors to enter into an agreement with the Inland Revenue to limit the tax withheld. Any application for such an arrangement must be made in writing and not later than 30 days before the payment is due.

For further information contact:

HMRC Personal Tax International, Foreign Entertainers Unit, St John's House, Merton Road, Liverpool L75 1BB, Tel: 01514 726488, Fax: 01514 726483.

1.7.6 Title to all Trophies:

If Provisional Results or Championship Tables are revised after any presentations and these revisions affect the distribution of awards the Competitors concerned must return them to the organisers in good condition within 7 days.

## **2. CHAMPIONSHIP EVENT MEETINGS & RACE PROCEDURES**

### **2.1 ENTRIES:**

- 2.1.1 Competitors are responsible for sending in correct and complete entries with the correct entry fee prior to the closing date for entries before each Event.
- 2.1.2 Incorrect or incomplete entries (Including driver to be nominated entries) are to be held in abeyance until they are complete and correct and the date of receipt for acceptance of entry purposes shall be the date on which the Meeting Organiser receives the missing or corrected information or fee.
- 2.1.3 Any withdrawal of Entry or Driver/Car changes made after acceptance of any entry must be notified to the Meeting Organisers in writing. D25.1.13 applies.
- 2.1.4 The Entry Fee for each event shall be specified in the SRs and on the entry form.
- 2.1.5 Reserves will be listed in the Final List of Entries published with Final Instructions or in a Bulletin.

### **2.2 BRIEFINGS:**

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

### **2.3 QUALIFICATION PRACTICE:**

- 2.3.1. Should any Practice session be disrupted the Clerk of the Course shall not be obliged to resume or re-run the session, the decision of the Clerk of the Course shall be final.
- 2.3.2. Each driver shall complete a minimum of 3 laps in the car to be raced and in the correct session, in order to qualify (MSA Regulations Q4.5).

### **2.4. RACES:**

Should any race be disrupted the Clerk of the Course shall not be obliged to resume or re-run the race ((Q) 5.4) in addition article 1.6.4 above applies.

### **2.5 STARTS:**

- 2.5.1 All cars will be released to form up on the grid prior to the start in formation as specified on the grid sheet.
- 2.5.2 The start will be via a Standing start. The countdown procedure and audible warning sequence prior to the start of the race shall be as follows unless amended in final instructions:-

<u>Signal:</u>	<u>Instruction:</u>
I. 1 minute	Start engines and clear the grid.
II. 30 Seconds	Be prepared for start of Green Flag Lap
III. Green Flag	Complete one lap of the circuit and reform into grid positions
IV. 5 Seconds	The grid is complete
V. The red lights will be switched on five seconds after the 5 second board is withdrawn and will be extinguished between 2 and 7 seconds later to indicate the start of the race.	

- 2.5.3 Any car removed from the grid after the 1 minute stage or driven into the pits on the Green Flag lap shall be held in the pitlane and may start the race after the last car to take the start from the grid has passed the start-line or pit lane exit, whichever is later.

- 2.5.4. Any driver unable to start the Green Flag/Pace lap or start is required to indicate their situation as per MSA Regulation Q12.13.2. In addition any driver unable to maintain their grid position on the Green Flag Lap, to the extent that all other cars are ahead of them, may complete the Green Flag lap but must remain at the rear of the last row of the grid but ahead of any cars to be started with a time delay.
- 2.5.5. In the event of any starting lights failure the Starter will revert to use of the National Flag once all competitors have been advised of the fact
- 2.5.6 The Organisers reserve the right to amend this start procedure via a bulletin issued to all competitors. This may involve changing the method of starting and/or the countdown procedure leading up to the start signal being given.

## **2.6 SESSION RED FLAG**

- 2.6.1 Should the need arise to stop any race or practice, red lights will be switched on at the Startline and red flags will be displayed at the Startline and at all Marshals Signalling Points around the Circuit.

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

- 2.6.2 Cars may not enter the Pits unless directed to do so or repairs are necessary. Work on cars already in the Pits must cease when a race is stopped and may only continue under the control of a Scrutineer. Cars in the Pits may not re-join the grid.
- 2.6.3 All Competitors who are able to take part in any restarted race may do so in accordance with Q5.4 and Q5.5

## **2.7 PITS, PADDOCK & PITLANE SAFETY:**

- 2.7.1 Pits & Paddock: Competitors must ensure that the MSA, Circuit Management and Organising Club Safety Regulations are complied with at all times. In addition any paddock plan issued by the Organisers must be complied with and the minimum amount of space should be used when setting up.
- 2.7.3 Pit lane: The outer lane or lanes are to be kept unobstructed to allow safe passage of cars at all times. The onus shall be on all Drivers to take all due care and respect the pit lane speed limits. No-one under the age of 16 is permitted access to the pit lane unless they are the holder of an MSA Junior Race licence
- 2.7.4 Refuelling: May only be carried out in accordance with the MSA General Regulations, the Organising Club Regulations, Circuit Management Regulations and the SRs or Final Instructions issued for each Circuit/Meeting.
- 2.7.5 Speed Limit Pit Lane Speed Limit will be 60 k.p.h.

## **2.8 RACE FINISHES:**

After taking the Chequered Flag drivers are required to:

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

- VI. place their car into the Parc Fermé where it must remain until released by the Championship Eligibility Scrutineer or his deputy
- VII. Attend any podium presentation that may be required

**2.9 RESULTS:**

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

**2.10 TIMING MODULES:**

It is the Competitors responsibility to ensure that a working transponder is fitted to the vehicle in accordance with (Q) 12.2.1. No electronic equipment may be placed within five metres of any official timing line and any breach of this may result in the confiscation of the equipment concerned.

**2.11 QUALIFICATION RACES:**

If any event is oversubscribed the Organising Club may at their discretion run Qualification Races details of which will be published in Final Instructions for the event.

**2.12 OPERATION OF SAFETY CAR:**

The Safety Car will be brought into operation and run in accordance with Section Q, Appendix 2 of the MSA General Regulations.

**2.13 ONBOARD CAMERAS:**

Cameras may be fitted to vehicles provided that the camera fitment is approved by the Scrutineer and that any footage obtained is not for commercial use. The Clerk of the Course and the Stewards may make use of any such footage in reaching their decisions on any judicial matters.

### **3. SPECIFIC CHAMPIONSHIP REGULATIONS:**

- 3.1.1 Where it is planned to hold two Championship races, only one qualifying session will be scheduled. The fastest time set in qualifying will set the grid for the first race and the finishing order from race one will set the grid for the second race.
- 3.1.2 The standard minimum scheduled distance shall be 20 minutes whenever practicable but should any race distance be reduced at the discretion of the Clerk of the Course or Stewards of the Meeting, it shall still count as a full points scoring round.
- 3.1.3 A driver may only race the car in which he/she set a Qualifying time no replacement cars are permitted.
- 3.1.4 The use of tyre heating/heat retention devices, tyre treatments and compounds is prohibited.



#### **4. PENALTIES:**

All penalties will be in accordance with Section C of the current MSA Yearbook and these Regulations.

##### 4.1 Infringements of Technical Regulations:

4.1.1 Arising from post practice Scrutineering or Judicial Action:  
Minimum Penalty: The provisions of MSA Regulations: C3.3.

4.1.2 Arising from post race Scrutineering or Judicial Action:  
Minimum Penalty: The provisions of MSA Regulations: C3.5.1 (a) and (b).

For infringements deemed to be of a more serious nature the Clerk of the Course may invoke the provisions of Regulation C3.5.1 (c). However if the Clerk of the Course believes that there is some mitigation surrounding the infringement then C3.5.1 (c) need not be implemented.

4.2 All infringements of non-technical MSA Regulations and the Sporting Regulations will be dealt with in accordance with these Championship Regulations and the General Regulations of the MSA

##### 4.3 Additional specific championship penalties:

4.3.1 Any Competitor adjudged to have made a false start or breached any part of the start procedure will be penalised by means of a ten second penalty being added to his total race time.

4.3.2 Breaches of 2.7.5 will usually be dealt with by a fine of up to £10 per k.p.h. above the limit in qualifying and by means of a “drive through” penalty during races.

4.3.3 Any Competitor excluded from the results of an Event will not be allowed to count the score as part of any dropped scores

4.3.4 Any Competitor may be called before the Championship Stewards who at their discretion may take further action against the Competitor. This may include, but is not limited to, the loss of Championship points, a fine to a maximum of £10,000 or exclusion from part or all of the Championship.

4.3.5 The Clerk of the Course may impose a “Stop / Go” or “Drive through” penalty for a breach of regulations, in accordance with Q 12.6.

4.3.6 Any vehicle not carrying the mandatory Championship decals will be subject to a fine of £100 for the first infringement and then £500 for any subsequent infringement

## **5. TECHNICAL REGULATIONS**

### **5.1 Introduction:**

The following Technical Regulations are set out in accordance with the MSA specified format and it should be clearly understood that if the following texts do not clearly specify that you can do it you should work on the principle that you cannot. Competitors are advised to read Sections B, J, K, L & Q of the current MSA Yearbook. Competitors are also strongly advised to read the current FF1600 Technical Regulations issued by the Ford Motor Co. These regulations can be accessed in pdf format via the internet on [www.formulaford.info/technical](http://www.formulaford.info/technical) alternatively; a hard copy can be obtained on application to the BARC.

### **5.2 General Description:**

The Luna Logistics Classic Formula Ford Championship is for Competitors participating in Formula Ford 1600 Single Seat Racing cars built as:

**Class A – Cars built between January 1<sup>st</sup> 1974 and 31<sup>st</sup> December 1981 inclusive**

**Class B – Cars built before January 1<sup>st</sup> 1974**

All of which will comply with MSA Technical Regulations in force for the year of manufacture and any subsequently issued and applicable MSA Safety Regulations published in period MSA yearbooks and bulletins. For the avoidance of doubt;

- a) all eligible cars must have outboard rear suspension
- b) all eligible cars are listed within appendices 6.3 (Class A) and 6.4 (Class B)

### **5.3 Safety Requirements:**

The following Articles of MSA Section K Safety Criteria Regulations will apply:

K1.5, K1.6.3, K4, K1.7, K2.1.3, K3.1.2(a), K4, K5, K6, K7.4, K8, K9, K10, K11, K13 & K14.

### **5.4 General Technical Requirements & Exceptions:**

Cars registered for this championship must comply with MSA Technical Regulations in force at the time of manufacture. Cars may not be updated in any way, other than to comply with current MSA safety and silencing requirements. For Class A cars the chassis specification must remain fundamentally unaltered from original manufacture. Wheelbase, track and pick up points must remain to manufacturer's specification.

For Class A and Class B cars the following modifications are permitted:

- a) Any modification of which the primary purpose is driver safety or comfort.
- b) Bodywork is free within FF1600 dimensions
- c) Coil springs, shock absorbers, anti-roll bars and steering racks are free providing they fit to the same original locations.
- d) Wheel off-sets may be varied to alter track dimensions by a maximum of 3in.
- e) Make and type of drive shafts is free.
- f) The number, type and location of radiators is free.

The above are reproduced from the 2002 issue of the MSA Blue Book and appeared as regulations numbered J.27.2 and J.27.3, plus J.27.3.1, J27.3.2, J27.3.3, J.27.3.4, J.27.3.6 and J.27.3.7

### **5.5 Engine:**

It is permissible to use conrod part number 2177EB as an alternative to the original part 2737E

### **5.6 Tyres:**

Any Avon or Dunlop Tyre that has been approved by the MSA for use on Formula Ford 1600 vehicles may be used.

**5.7 Weights:**

Minimum Weight Limit: As per the current Formula Ford Regulations issued by Ford Motor Company. In addition the minimum weight of car plus driver, at any time during competition shall be 500kg.

**5.8 Silencing:**

The mandatory silencer for the formula will be Ford Part No. 9095317 and silencers must be maintained to comply with the section "A" provisions of Regulation J5.17 at all times.

**5.9 Numbers/Decals:**

All cars must be identified by MSA Regulation J4.1 compliant specification numbers displayed in positions acceptable to the Timekeepers.

To be eligible to score points in this Championship all vehicles must carry (assuming decals are available at the meeting signing-on):

- a) a BARC Shield on each side, in an unobscured position when viewed from a direct side elevation and:
- b) any supplied sponsors decals.

## 6. APPENDICES

The following Commercial Regulations are “contractual” between the Entrant and / or Driver and the Organisers and / or Promoters and are not considered by MSA. Accordingly, the application of these Commercial Regulations by the Organisers and / or Promoters will not be subject to the Judicial processes of either the Championship Stewards and / or the MSA / MSC.

### 6.1 Race Organising Club and Contacts:

BARC  
Thrupton Circuit, Andover, Hampshire SP11 8PN  
Tel: 01264 882200  
Fax: 01264 882233

Co-Ordinator: David Wheadon  
BARC, Thrupton Circuit, Andover, Hampshire. SP11 8PN  
Tel: 01264 882209  
Fax: 01264 882233  
E mail: [dwheadon@barc.net](mailto:dwheadon@barc.net)

Eligibility Scrutineer: John Wasilewski  
The Farmhouse, Myrr Hill, Halifax, West Yorks HX6 1NJ  
Tel: 01422 839570

Drivers Representative: Andrew Smith  
Tel: 07901 550703  
Email: [andrewsmith49@hotmail.co.uk](mailto:andrewsmith49@hotmail.co.uk)

Classic Formula Ford Register Contact:  
Jackie Withey  
20 Springfield Close, Stanmore, Middlesex, HA7 3DE  
Tel: 02089 548221  
Website [www.classicformulaford.com](http://www.classicformulaford.com)

## 6.2 Class A Eligible Cars if built prior to 1st January 1982:

Agent DR1, DR2  
Arrow 76F  
ASD 002, 003, 007, 008, FF78  
BEF Priamos II  
Crossle 25F, 30F, 32F, 35F, 40F, 45F  
Dastle 16B, GNF81  
Dulon MP17, MP19, MP21  
Elden Mk12, PH17, Mk25, F16-79/80  
Getern GDB 77/8, MD80  
Halliday JF1  
Hawke DL12, DL15, DL16, DL17, DL19, DL20, Mk21  
Hermes 16-79, 16-80  
Image FF2, FF3, FF4, FF5  
Jamun T3B/C, T5, T7, T8, T10, T11  
Javelin JL2, JL5  
Jomo JMR7  
Lago FF80  
Lanan 1601, 1602  
LCR P12  
Lola T340, T342, T440, T540, T540E  
Mallock U2 Mk14, U2 Mk 22  
Martlett DM1, DM2, DM3, DM4, DM5, DM6  
Merlyn Mk25, Mk29, Mk30, Mk31  
MRE FF74, FF75  
Nike Mk 10C  
Nomad KHF/2, GC77, FF78, FF79, CCRS80, CCRS81  
Pacer FF80, FF81  
PRS RH01, RH02, 81F  
Raven RE002  
Ray 74F, 75F, 76F, 79F, 80F, 81F  
Reynard 74FF, 75FF, 76FF, 77F, 78F  
Rostron CT77, CT78, CT79  
Royale RP21, RP24, RP26, RP29  
Saracen 78F, 79F, 80F  
Sark 1, 2  
Sparton FF79, FF80, FF81  
Star 78F  
Supernova 75  
Swift DM2, DM3  
Tiga FF76, FF77, FF78, FF79, FF80  
Titan Mk 9, Mk 9a, Mk 9b  
Touraco 77  
Ulrich N1  
Van Diemen RF74, RF75, RF76, RF77, RF78, RF79, RF80, RF81  
Wimhurst FF76  
Zeus ZR1, ZR2

### **6.3 Class B Eligible Cars if built prior to 1st January 1974:**

Alexis Mk 1 4B to 24B  
Cougar  
Crossle 1 6F & 20F  
DRW Mk8  
Dulon LD4, LD4A to LD4C, LD9, MP15 & MP1 5B  
Eldon Mk8, Mk10 to 1 0C  
Ginetta G18, G1 8B  
Hamlen FF69  
Hawke DL2A, DL2B, DL9, DL10, DL11  
Huron FF  
Image FF1  
Jamun T2, T3  
Jomic Mk2A  
Jomo  
Lola Mk5A, T200, T202, T204  
Lotus 51, 61, 61M, 61R, 61X, 69  
Macon  
Matek  
McNamara  
Merlyn Mk9, Mk11A, Mk17, Mk17A, Mk20A, Mk24  
Mirage M5  
Mistrale  
MRE FF72, FF73  
U2 Mk9  
Nike Mk10B (prior to 1.1.74)  
Nomad KH/FF16  
Norvic  
Oscar  
Palliser WDF1, WDF2, WDF3  
Ray 71, 72, 73  
Rostron CT2, CT3, CT4  
Royale RP3, RP16, RP1 6A  
Titan Mk4, Mk5, Mk6A to 6C  
Van Diemen RF73

#### “Specials”

Brabham BT21 /28  
Chevron B1 5/17  
March 718/2  
Varo (Lotus 22 derivative)