

Masters Endurance Legends 1

2026 Sporting and Technical Regulations



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1. Preamble

- 1.1. The Masters Endurance Legends 1, hereinafter called the Series, is organised in conformity with the provisions of the FIA International Sporting Code and its appendices (the Code), and the National Sporting Regulations of the KNAF. It will be run in conformity with the Sporting and Technical Regulations, of the FIA Appendix J, and the Code of Driving Conduct. The Series will be run according to the above regulations. For the avoidance of doubt, should there be any inconsistency or conflict between the individual sets of regulations, then the order of priority shall be firstly those of the International Sporting Code, then the Masters Endurance Legends 1, followed by the KNAF Regulations and thereafter the Supplementary Regulations.
- 1.2. Any amendments to these Sporting and Technical Regulations will require the prior approval of the KNAF. All approved amendments will be published in an official Masters Endurance Legends Bulletin and notified to all registered Competitors.
- 1.3. The official language of these Sporting and Technical Regulations is English. Only the English version will be binding in case of any dispute regarding interpretation. Headings and typeface used in these regulations are for reference only and shall not form part of the Sporting and Technical Regulations.
- 1.4. The Series is designed for 'Gentlemen' racers. Elite Drivers (Art 7.17) will be permitted to Race but subject to time handicaps (Art 17.13)
- 1.5. **Date of Application:** 01 January 2026

2. Organisation

- 2.1. **Organiser:** **V-Max Events BV**

Hoeksehof 16
2661KT Bergschenhoek
The Netherlands
- 2.2. **Promoter:** **Masters Historic Racing Ltd** (hereafter MHR)

Exchange House
314 Midsummer Boulevard
Milton Keynes
MK9 2UB
United Kingdom

Tel. +44 1234 713 800
E-mail. team@mastershistoricracing.com
- 2.3. **MEL1 Organising Committee:**

Fred FATIEN
Leo DUFOURNEL
Louis PROUST

2.4. MEL1 Permanent Officials:

- | | |
|------------------------|--|
| - Race Director | Max Braams (KNAF # 33646) |
| - Deputy Race Director | Bas Hennink (KNAF # 27538) |
| - Chair of Stewards | Marc van Geel (FIA #STW-025-000150 / KNAF #9543) |

Technical and Eligibility Delegates:

- Henri Pluton (FFSA #44128)
- Chris Tee (MSUK #90250)

Additional delegates may be nominated from time to time by MHR.

2.5. Other officials to be designated by the ASN of the Event concerned (refer to the relevant Event's Supplementary Event Regulations and/or Event Bulletin):

- A Clerk of the Course
- A Chief Scrutineer
- A Chief Timekeeper
- Two National Stewards

2.6. In accordance with Article 11.10 of the Code the Clerk of the Course and/or his deputies shall work in permanent consultation with the Race Director, or his deputy. The Race Director shall have overriding authority in the following matters and the Clerk of the Course may only give orders in respect of them with the Race Director's express agreement:

- A. The control of any free practice, qualifying practice and any Race, adherence to the timetable and, if he deems it necessary, the formulation of any proposal to the Stewards to modify the timetable in accordance with the Code or Sporting Regulations;
- B. The stopping of any Car in accordance with the Code or Sporting Regulations;
- C. The stopping of practice or suspension of the Race in accordance with the Sporting Regulations if he deems it unsafe to continue and ensuring that the correct restart procedure is carried out;
- D. The starting procedure;
- E. The use of the Safety Car.

3. Masters Race information app (the app)

3.1. The Masters Race Information App (the App) is the official communication platform of Masters Historic Racing. The App is available free of charge in the Apple App Store and Google Play Store, and can also be accessed via <https://mastershistoricracing.app/>.

Apple iOS: [App Store link](#)

Android: [Google Play link](#)

All Drivers, team managers and relevant team personnel are strongly encouraged to download and install the App on their devices (PC, tablet, smartphone) prior to the first event.

- 3.2. The App allows one-way communication from the Race Director before, during and after any Event.
- 3.3. All information that is posted on the App will have organisational and sporting relevance, including in-Race updates from the Race Director.
- 3.4. The App will be the exclusive platform where classifications, starting grids, results of all practices and Races, as well as all decisions, information notes and bulletins issued by the officials during a Race weekend will be published.

4. Eligibility Cars (general)

- 4.1. MEL1 is open to all Cars that were eligible to take part in the following Events between 01 January 1995 and 31 December 2016 (2019 for GT3 Cars).
 - Le Mans 24 Hours
 - FIA Sports Car Championship (2001 – 2003)
 - IMSA (1995 – 1998, 2016)
 - Sports Racing World Cup
 - International Sports Racing Series
 - FIA World Endurance Championship
 - LMES
 - ELMS
 - ALMS
 - ILMC
 - USCC
 - GARR
 - Daytona Prototype IMSA
 - Any feeder series that LMP3 Cars competed in pre-2017
 - Any feeder series that GT3 Cars competed in from 2015 to 2019 inclusive. Earlier GT3 Cars will be considered on a case-by-case basis.
- 4.2. Sample Eligibility lists for MEL1 can be [found here](#).
- 4.3. Eligibility enquiries for Cars not shown in the Eligibility Lists in Art 4.2 may be submitted in writing to the Masters Office via team@mastershistoricracing.com.
- 4.4. To be eligible to Race at an Event a Car must fully comply with its original ACO or IMSA homologation for the year of specification. It is forbidden to select different components from both the ACO and IMSA Technical Regulations for the same Car. The Car must be presented in a specification that it was presented at in a Race for one of the feeder series shown in Art 4.1.
- 4.5. Historically interesting Cars that do not comply with the requirements in Art 4.1 may be considered and accepted to run in an 'Invitation' Class on a case-by-case basis. Cars accepted on this basis will be charged a surcharge of €150 on the MEL1 Entry fee and will not be eligible to participate in podiums.
- 4.6. Hybrid Cars are not eligible to enter MEL1.
- 4.7. Daytona Prototypes will be classified in the appropriate Prototype 2 class.
- 4.8. All LMPC Cars will run in the Prototype 3 Class.

- 4.9. All LMP3 Cars must run in Generation 1 specification.

5. Classes

- 5.1. MEL1 Events will be split into three Groups according to the period in which each Car was originally eligible to compete (Art 4.1), and each Car will be allocated to a Group according to the specification in which the Car is entered for each Event as follows:

- a. **Group 1** – 1995-2004
- b. **Group 2** – 2005-2010
- c. **Group 3** – 2011-2016 (2019 for GT3 Cars)

- 5.2. Each Group will be split into the following six Classes:

- a. **Prototype 1 Cars**
- b. **Prototype 2 Cars**
- c. **Prototype 3 Cars**
- d. **GT1 Cars**
- e. **GT2 Cars**
- f. **GTC / GT3 Cars**

- 5.3. MHR will determine at its own discretion, whether a Car is eligible to compete and into what Group and Class it should be allocated.

6. Livery

- 6.1. Cars must display their period livery as shown in their HTP unless local laws in the host country holding the event restrict the advertising of certain items such as tobacco and/or alcohol (including but not restricted to). In such cases, MHR will notify by way of specific wording in the Event Final Instructions, any required livery changes and it is the sole responsibility of the Competitor to ensure that their Car, team apparel, garage equipment and all forms of transport complies with the local laws. Failure to comply with this direction will result in the Competitor being reported to the Stewards which could result in disqualification from participation in the Event.
- 6.2. MHR series and sponsor decals must be affixed so that they are clearly visible at all times during the Event.
- 6.3. It is mandatory for all Competitors to display the Masters helmet visor sun strip decal and the Masters branding on their Race suits at all times during a competition.
- 6.4. Should the Organising body or Promotor receive a fine in relation to the failure to comply with these laws then this fine will be the responsibility of the non-compliant Competitor/Team.

7. Eligibility Competitors, Drivers (general) and entries

- 7.1. MEL1 is reserved for Competitors and Drivers. For the purpose of these regulations, the firstnamed person on the entry list will be referred to as the "Competitor", and the second-named person on the entry list will be referred to as the "Driver".
- 7.2. Upon submitting a Race entry, Competitors and Drivers will automatically become full 2026 racing members of the Masters Racing Club.
- 7.3. A minimum licence grade of ITB-C, or above, is required for all Drivers who participate in an Event in a Car competing in either the Prototype 1 or Prototype 2 class as defined in Art 5.2 above. A minimum licence grade of ITC-C or above is required for all other Drivers.
- 7.4. Competitors and Drivers must be 16 years old at their first MEL1 Event.
- 7.5. Foreign Competitors (those not in possession of a licence issued by the ASN where the Event is taking place) must present an authorisation from their parent ASN to compete. Competitors must be in possession of a current medical certificate of aptitude and permission from their ASN to compete in the relevant international Event.
- 7.6. The Race Director, the Stewards or the Chief Medical Officer can require a driver to undergo a medical examination at any time during an Event. This examination may include, if appropriate, a test for alcohol.
- 7.7. Commercial Entrants Licences are not required.
- 7.8. **Opening date for Entries:** 01 January 2026.
- 7.9. The closing date for entries is 7 calendar days prior to the date of each Event.
- 7.10. The organizer reserve the right to accept late minute entries even after the closing date.
- 7.11. Including the Competitor, an entry may have no more than 2 (two) Drivers entered.
- 7.12. A Competitor may enter a Car either for all the Events in MEL1 or on an Event-by-Event basis.
- 7.13. Entry forms are available online at www.mastershistoricracing.com
- 7.14. Entry forms must be correctly completed and accompanied by full payment of the Race Entry Fee. Entry forms received without payment will be processed only after all paid entries have been considered. Entry forms that have not been signed by the Competitor will not be accepted.
- 7.15. By completing their entry form, Competitors and Drivers are agreeing to abide by the [Masters Racing Club Code of Conduct](#) and also the [2026 Masters Racing Club Rules](#).
- 7.16. No refund or credit will be given to Competitors who withdraw their entry.

- 7.17. If during an Event the original Car entered becomes unusable due to accident damage or mechanical malfunction, then a written request to change the Car may be made by the Competitor to the Stewards of the meeting (hereafter 'the Stewards'). Should this request be approved after qualifying practice but before a Race, the Car, subject to the prior approval of the MEL1 Technical & Eligibility Delegate, will start the Race from the back of the grid. If more than one Competitor changes the Car under this article and receives permission to start the Race, then the order of each of these Competitors shall be based on the time when the Competitors' request was registered by the Stewards, earliest to latest.

7.18. **Elite Drivers**

- a. The criteria used for Elite driver determination will be the FIA 2026 Driver Classification and current activity levels in all areas of motorsport.
- b. All Drivers who are classified as **Silver** in the 2026 FIA Driver Categorisation List will be classed as '**Elite Driver**', whatever their current racing activities.
- c. All Drivers who are classified in the **Platinum** or **Gold** categories in the 2026 FIA Driver Categorisation List will be classed as '**Elite Driver Plus**', whatever their current racing activities.
- d. Any driver who has reached the age of 65 at 1st January 2026, will not be eligible to be classified as an Elite Driver.
- e. All Elite Drivers will be penalised by way of time penalties in accordance with art 17.12 below.
- f. Although entries will not normally be accepted from a Competitor where both the Competitor and Driver are determined to be Elite Drivers, MHR reserves the right to allow entries where both Drivers are classified as Elite Drivers by MHR. Such an entry will be penalised by way of time penalties in accordance with art 17.12 below. Drivers accepted on this basis will not be able to score any points at that Event.
- g. Any driver who is not categorised in the FIA 2026 Driver Categorisation List must apply directly to the FIA for a categorisation before being accepted as an entrant.
- h. The Organising Committee reserves the right to issue a temporary categorisation to Drivers pending FIA confirmation. Such categorisation may be reviewed and amended on a Race-by-Race basis.
- i. The Organising Committee reserves the right to deviate from the FIA Driver Categorisation in cases where it considers this necessary. Any such decision may be reviewed and amended on a Race-by-Race basis and shall be final.

8. Competitors, Drivers and team managers briefings

- 8.1. Attendance at this briefing is mandatory for all Competitors and Drivers taking part in an Event. Attendance is strongly recommended for all Team Managers.
- 8.2. The time and location of this briefing will be published in the Event's Supplementary Regulations and in the Final Competitor Event Instructions. Any Competitor unable to attend must inform the Race Director directly either by telephone, text message, email or in person, no later than 30 minutes before the communicated start of the briefing.
- 8.3. In any case, no Competitor and/or Driver may join the track during an Event without having received a briefing from the Race Director. Any Competitor and/or Driver who was not present at the briefing must request a personal briefing from the Race Director who will provide this as soon as the time schedule allows it.
- 8.4. Briefing Notes issued by the Race Director are formal documents which must be complied with.

- 8.5. Additional mandatory briefings required during an Event will be notified to Competitors by way of a bulletin issued by the Race Director.

9. Calendar and Event format

- 9.1. 2026 Event Calendar:

08/10 May 2026	Grand Prix de France Historic	Paul Ricard (FR)	Endurance
29/31 May 2026	Masters Historic Festival	Brands Hatch (UK)	Sprint
19/21 Jun 2026	Historic Grand Prix	Zandvoort (NL)	Sprint
24/26 Jul 2026	Silverstone Classic	Silverstone (UK)	Sprint
28/30 Aug 2026	Classic GP Assen	Assen (NL)	Sprint
02/04 Oct 2026	Gran Premio Storico d'Italia	Mugello (IT)	Endurance

- 9.2. There will be a minimum of one qualifying practice session. There will be a one or two Race format at each Event on the calendar. If there are two or more qualifying practice sessions at an Event then the best time from all the qualifying practice sessions for each entry will set the grid for Race 1.
- 9.3. Competitors will be advised in advance of the Race format for an Event.
- 9.4. Each qualifying practice session shall be scheduled for a minimum of 25 minutes and a maximum of 40 minutes. At Events where there are two qualifying practice sessions, it is not mandatory to take part in both sessions, assuming that the Competitor has set a lap time and, for two-driver teams, the Driver also.
- 9.5. Each Sprint Race shall be scheduled for a minimum of 30 minutes and a maximum of 45 minutes. Endurance events may contain Races up to 2 hours.
- 9.6. The grid for Race 1 will be set by the fastest lap of each Competitor as per the final classification of the qualifying practice session. If there are two qualifying practice sessions at an Event, the fastest lap across both qualifying practice sessions will set the grid for Race 1.
- 9.7. At a two-Race Event, the grid for Race 2 will be set from the final classification of Race 1 and retirements from Race 1 shall take their places at the rear of the grid for Race 2 in the order of the classification of Race 1. Any Cars that did not start Race 1 shall be permitted to start Race 2 behind all classified and non-classified Cars from Race 1, in the order of final classification of qualifying practice, subject to approval from the Stewards.
- 9.8. At a two-Race Event, both Drivers in any two-driver team must compete in each Race.

10. Approval to Race

- 10.1. Competitors and Drivers must complete the minimum of one timed lap in the qualifying practice session to be allowed to take part in a Race.
- 10.2. If a Competitor is unable to achieve this, then a written request seeking permission to take part in a Race without having set a lap time may be made by the Competitor to the Stewards. If such a request is approved by the Stewards in consultation with the Race Director, the Competitor will start the Race from last place on the grid. If more than one Competitor does not set a time and receives permission to start the Race, then the order of each of these Competitors shall be based on the time when the Competitors' request was registered by the Stewards, earliest to latest.

- 10.3. If a Driver is unable to achieve this, then a written request seeking permission to take part in a Race without having set a lap time may be made by the Driver to the Stewards. If such a request is approved by the Stewards in consultation with the Race Director, the Competitor must start the first Race in the Car's grid position as per the final classification of qualifying practice. If only the Competitor drives in the first Race then the Competitor must also start the second Race in the Car's grid position as per the final classification of Race 1.
- 10.4. In the case of a Race 2, the grid will be set from the final classification of Race 1 and retirements from Race 1 shall take their places at the rear of the grid for Race 2 in the order of the classification of Race 1. Any Cars that did not start Race 1 shall be permitted to start Race 2 behind all classified and non-classified Cars from Race 1, in the order of final classification of qualifying practice and at the discretion of the Race Director.

11. Scrutineering and Parc Fermée

- 11.1. At each Event, the MEL1 Technical & Eligibility delegates will be the sole MEL1 eligibility scrutineers. At each Event, the chief scrutineer will be responsible to the MEL1's Chief Technical & Eligibility Delegate appointed at that Event (see relevant Supplementary Regulations) in all matters relating to MEL1 eligibility.
- 11.2. All Cars must be presented for scrutineering at each Event with either an AMB/Mylaps TranX 260, Mylaps X2, or MyLaps TR2 transponder which is correctly fitted and working, and must also be 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. It is the sole responsibility of the Competitor to ensure that the transponder remains fully operational throughout the Event.
- 11.3. All Cars must be presented for scrutineering with onboard cameras fitted in the location in which they will remain for the rest of the Event. These must be correctly mounted and secured and are subject to the approval of the MEL1 Chief Technical & Eligibility Delegate. Any footage requested by the MEL1 Race Director as part of an investigation into any sporting incident, must be provided in a timely manner. MHR also retains the right to use any camera footage for commercial purposes.
- 11.4. In the event of an incident, nothing may be removed from a Car until it has been fully inspected by the MEL1 Chief Technical & Eligibility Delegate and ASN Safety Scrutineers. Only when permission has been given by either the Chief Steward or the MEL1 Chief Technical & Eligibility Delegate may the Car be accessed.
- 11.5. In the event of a serious incident, all Cars involved may be removed from the parc ferme area and held under Parc Ferme conditions in a secure location identified by the Chief Steward. Only when permission has been given by the Chief Steward, the Car(s) may be removed by the associated Team members who must be under the control of an official.
- 11.6. The location of Parc Fermée will be confirmed at each Event in the Drivers and Competitors Briefing Notes. Parc Fermée may be located in the Competitors' garage/awning area and all Cars must be in an easily visible roped-off location within this area. No work is allowed on the Car, nor can Drivers and team members touch any part of the Car until Parc Fermé is opened by the Race Director.

- 11.7. At the end of all qualifying practices and at the end of each Race, all Cars will be taken under Parc Fermé conditions to either a secure Parc Fermé or to a secure area in the Competitors' garage/awning. Cars will remain under Parc Fermé conditions for not less than 30 minutes after the posting of the provisional results and until the Race Director, in consultation with the Stewards, orders their release. Any Car which is unable to reach the Parc Fermé by its own means shall, forthwith upon such inability occurring, be placed under the sole and exclusive control of the officials who, if requested by the MEL1 Chief Technical & Eligibility Delegate following consultation with the Race Director, shall remove the Car to the Parc Fermé.
- 11.8. At any time during an Event, and without exception, MHR reserves the right to unlimited access to any electronically recorded data from any Car for the purpose of scrutineering and eligibility checks. Any data received will be for the sole purpose of MHR and its Officials. Failure to respect the MRL official will be reported to the Stewards and the Competitor may be penalised accordingly.
- 11.9. In addition to art 11.8, MHR reserves the right to publish scrutineering findings in an anonymised form. Such publication may include data, graphs or other evidence that demonstrates non-compliance with the applicable regulations. This publication will never identify a specific Competitor or a Car, but serves solely to clarify regulatory standards and provide transparency to the benefit of all participants.
- 11.10. At all times, Teams, their personnel and suppliers must obey the instructions given by the Organisation of the Event in terms of the set-up of Sporting, Officials, Hospitality or other units in the paddock. Any refusal to follow the instructions given will result in the Team being summoned to the Stewards and the Competitor may be penalised accordingly.

12. Incidents

- 12.1. "Incident" means any occurrence or series of occurrences involving one or more Drivers, or any action by any driver, which may be reported to the Stewards by the Race Director (or directly noted by the Stewards) which:
- i) Necessitated the suspension of a session (red flag);
 - ii) Constituted a breach of these Sporting Regulations or the Code;
 - iii) Caused a false start in a Race;
 - iv) Caused a collision;
 - v) Forced a driver off the track;
 - vi) Illegitimately prevented a legitimate overtaking manoeuvre by another driver;
 - vii) Illegitimately impeded another driver during an overtaking manoeuvre.
- 12.2. Unless it was beyond doubt that a driver was in breach of any of the above, any incidents involving more than one Car will normally be investigated after the session.
- 12.3. It shall be at the sole discretion of the Stewards to decide, upon receiving either a report or a request from the Race Director, if a Competitor and/or Driver involved in an incident shall be penalised.

13. Inquiries

- 13.1. The Stewards may hold inquiries into incidents observed by them or either referred or reported to them by the Race Director, series delegate or other parties.
- 13.2. The Stewards may seek evidence from any source they choose: in the case of incidents on track the Race Director shall present any available video evidence available as requested by the Stewards including during inquiries with Drivers. Video evidence may be obtained from circuit, on-board and tv broadcast sources and any other source freely available.

14. Penalties

- 14.1. At each Event the Stewards, and Race Director where specified in these regulations, are responsible for imposing penalties on the Competitors. Decisions on penalties imposed by the Race Director are not protestable.
- 14.2. **Drive-Through penalty:** should the Stewards decide to impose such a penalty on a Competitor during a Race the following procedure will be followed:
 - A. Notification will be by means of a message on the timing monitors and through the App. The Race Director will concurrently announce the penalty to the driver by signalling from the Control Line. From the time of these notifications, the relevant driver may cross the Control Line on the track no more than three times before entering the pit-lane and re-joining the track without stopping;
 - B. Should a Drive-Through penalty be imposed and notified in the last 10 minutes of the Race, or after the end of the Race or cannot be imposed for operational reasons then at the Stewards' discretion the procedure at Art 14.2 (A) above will not apply and an alternative time penalty will be added to the elapsed time of the Competitor.
- 14.3. **Stop-Go penalty:** should the Stewards decide to impose such a penalty on a Competitor during a Race the following procedure will be followed:
 - A. Notification will be by means of a message on the timing monitors and through the App. The Race Director will concurrently announce the penalty to the driver by signalling from the Control Line. From the time of these notifications, the relevant driver may cross the Control Line on the track no more than four times before entering the pit-lane and stopping in the designated area where he shall remain for the period of the penalty. The driver shall then re-join the Race;
 - B. Should a Stop-Go penalty be imposed and notified in the last 10 minutes of the Race, or after the end of the Race or cannot be imposed for operational reasons then at the Stewards' discretion the procedure at Art 14.3 (A) above will not apply and an alternative time penalty will be added to the elapsed time of the Competitor;
 - C. When stationary because of incurring the time penalty, the Car may not be worked on. However, if the engine stops it may be started after the time penalty has elapsed, with outside assistance if required.
- 14.4. Unless the driver was already in the pit-entry or pit-lane to serve a Drive-Through or Stop-Go penalty, he may not carry out the penalty while the Safety Car has been deployed. The number of times the driver crosses the Control Line behind the Safety Car will be added to the maximum number of times he may cross the Control Line on track (three).

- 14.5. Any breach or failure to comply with the above procedures may result in the Competitor being disqualified.
- 14.6. Should the Stewards decide to impose a grid penalty for the Race to more than one Competitor, the order of the application of the penalty will be based on the time that each Competitor caused the offence, from earliest to latest.
- 14.7. **Code of Driving Conduct.** On track behaviour must comply with Chapter IV of Appendix L of the Code in respect of:
- I. Observance of signals - refer also to Appendix H Article 2.5 of the Code – including the chequered flag;
 - II. Overtaking, Car control and track limits,
 - III. Stopping during a Race on track;
 - IV. Entrance to and exit from the Pit-Lane.

If an infringement report is received by the Race Director, he may impose an initial grid place penalty of up to 2 grid places or a Race time penalty of up to 5 seconds. The Race Director may also report the driver to the Stewards who may impose further grid and Race time penalties and ultimately disqualification.

14.8. **Track limits**

All Drivers must use the track at all times and may not leave the track without a justifiable reason. For the avoidance of doubt:

- A. The track edges may be defined by white lines, tyre stacks, marker poles or other devices.
- B. A driver will be judged to have left the track if no part of the Car remains in contact with the track, where white lines indicate the track edge or if the Car passes behind, or substantially moves, any physical marker
- C. Should a Car leave the track for any reason, the driver may rejoin. However, this may only be done when it is safe to do so and without gaining any advantage. A driver should give back the whole of any advantage gained by leaving the track.

The following penalties may be applied:

Free Practice

- A. Any driver identified by a Judge of Fact as having left the track (unless for reasons beyond his control) will be shown the Black & White flag by the Race Director as a warning;
- B. Any driver who repeatedly leaves the track may be reported by the Race Director to the Stewards who may impose a penalty, the maximum being a Stop/Go penalty of 5 minutes to be served in the following qualifying practice session.

Qualifying Practice

- A. Any driver identified by a Judge of Fact as having left the track (unless for reasons beyond his control) will have that lap time deleted in session by the Race Director. The driver will also be shown the Black & White flag;
- B. If the track limit infringement occurs at the last Turn exit, then the current lap and the subsequent lap time may also be deleted by the Race Director.

- C. Any driver who repeatedly leaves the track may be reported by the Race Director to the Stewards who may impose further penalties, the maximum being the deletion of all lap times.

Race

- A. Any driver identified by a Judge of Fact as having left the track (unless for reasons beyond his control) on more than one occasion will be shown the Black & White flag by the Race Director. It is a condition that the driver must have been shown the Black and White flag at least once during the Race before a penalty is applied.
- B. If a third report of the driver leaving the track is received by the Race Director, he may impose a Race time penalty of 5 seconds;
- C. Any driver who continues to leave the track may be reported by the Race Director to the Stewards who may impose a penalty, the minimum being a further Race time penalty of 5 seconds;
- D. Any driver who then continues to leave the track may be reported by the Race Director to the Stewards who may impose further time penalties and ultimately disqualification from the Race.

15. Race start procedure

- 15.1. All Races shall have rolling starts, with a side-by-side (2 X 2 in line) grid.
- 15.2. The pit lane will open at the time of the showing of the ten-minute board, signalling the start of the countdown procedure and close at the showing of the five-minute board or 60 seconds after the last Car leaves the pit lane, whichever is sooner. The Cars will leave the pits to cover a single reconnaissance lap around the circuit to the grid. At the end of this lap they will stop on the grid in starting order with their engines stopped. A Car that has entered the grid may only leave it before the one-minute board, being pushed by team technical staff and/or officials into the pit lane with the engine stopped. After the one-minute board is shown, any Car on the grid must remain in its grid position until the green flag is shown, at which point they must vacate its grid position or be pushed off the grid under the instructions of the officials.
- 15.3. Any Car which enters the pits after a reconnaissance lap or which is still in the pits after the five-minute board has been shown may start from the pits, but only under the direction of the Race Director. Cars may only be moved to the pit exit if the driver is seated in the cockpit with seatbelts securely fastened. The order in which Cars leave the pit lane will be determined by the order in which they are received by the pit-lane officials. It is prohibited to change tyres on any Car located in the fast lane of the pit lane or waiting at the pit exit. If a Car waiting at the pit exit wishes to change tyres following the Race being declared Wet, it must be moved to the working lane so that the tyre change can be completed safely. Once the change is complete, the Car must return to the fast lane and remain there until officially released. At the discretion of the MEL1 Race Director and, if conditions allow, Cars may be permitted to join the formation lap from the back of the grid. The MEL1 Race Director will indicate this intention by briefly switching the pit exit light from red to green, allowing the Cars waiting in the fast lane to leave the pit lane. However, if this is not possible, Cars from the pit lane may join the Race at the end of the formation lap, after the entire field has passed the pit exit on the first racing lap. Any Car joining the Race in this manner must maintain its position at the back of the grid until after the Race start.

- 15.4. The approach of the start will be announced by signalling boards and/or aural signals at ten minutes, five minutes, three minutes, two minutes, one minute and thirty seconds before the start of the formation lap. Specific meanings:

Five-minute board: any tyre changes must be completed and the Car must sit with its wheels on the ground – no Car may remain on jacks or stands at this point. Any form of tyre blanket or tyre covering for the purpose of retaining heat is strictly forbidden on the grid;

- A. **Three-minute board:** with the exception of officials, MHR and team technical staff, all others must leave the grid.
- B. **One-minute board:** Engines must be started and any work being undertaken on the Car must cease and the team technical staff must leave the grid at this point and either exit the track or be in a safe position outside the track limits. Any Car unable to remotely start their engine must seek permission from the Race Director via an MEL1 official on the grid to either push start the Car and resume their grid position.
- C. **30-seconds board:** any authorised push starts must have taken place and relevant team technical staff must have either exited the track or be in a safe position outside the track limits.
- D. **Green flag:** will be shown at the front of the grid whereupon the Cars will begin a formation lap behind either an official Car or the Safety Car (acting as the official Car), maintaining their starting order with the pole position driver leading. An intervention vehicle will follow the grid.

- 15.5. Drivers must maintain no more than five Car lengths from the Car in front of them once they have reached a nominated turn that will be notified in the Briefing Notes. At the end of the last formation lap, the official Car will withdraw into the pit lane and at that moment, the Car in pole position must maintain the same speed and the other Cars their grid position. The Drivers must maintain two lines of Cars driving through their respective grid positions until they cross the start line. The starting signal will normally be given by means of lights (Red Lights on => Red Lights off).

- 15.6. At the end of the formation lap, if the conditions so require, the Race Director will order the official Car to carry out one or more additional formation laps. Should such an additional formation lap be carried out, the start of the Race and Race time will be considered to have been given at the end of the first formation lap.

- 15.7. When the start signal is given by the green lights replacing the red lights Cars may accelerate into the “MASTERS YELLOW START PROCEDURE”.

16. Masters Yellow Start Procedure

- 16.1. When the red lights on the starting gantry are extinguished and the start signal is given, the “Masters Yellow Starting Procedure” procedure will begin. The 2nd (second) place Car must fall in behind the 1st (first) Car in single file before the first corner, with each following Car taking position accordingly.

- 16.2. Under the “Masters Yellow Starting Procedure” procedure, there will be no overtaking until a nominated turn and/or marshal post where a green flag or light board will be shown. Cars must circulate in single file until each individual Car is perpendicular to the green flag or light board. The procedure with nominated turn and/or marshal post for each Event will be confirmed in the Briefing Notes and at the Drivers Briefing.
- 16.3. If a problem arises when the Cars approach the lights at the end of the formation lap the red lights will stay illuminated (no green lights). Cars should return to the grid at reduced speed and await instructions from the Race Director.
- 16.4. **Starting a Race behind Safety Car**

In exceptional circumstances, the Race may be started behind the Safety Car - Appendix H, Article 2.10.18 of the Code.

1. In this case, at any time before the five-minute signal, the Safety Car's orange lights will be turned on. This is the signal to all Drivers and teams that the Race will be started behind an active Safety Car.
2. When the green lights on the gantry are illuminated and/or the green flag is been shown the Safety Car will leave the grid with all Cars following in single file in grid order no more than 5 Car lengths apart.
3. There will be no formation lap and the Race will start at the illumination of the green lights and /or green flags.
4. Overtaking under a Safety Car start is only permitted if:
 - A. A Car is delayed leaving the grid and the Cars behind cannot avoid passing it without unduly delaying the remainder of the field;
 - B. There is more than one Car starting from the pit lane and one of them is unduly delayed.

In either case a) and b), overtaking under a Safety Car start is only allowed to re-establish the original starting order.

17. Mandatory Pit Stop / Pitlane and Pits

- 17.1. Unless otherwise instructed in the Supplementary Regulations, the pit lane speed limit will be 60km/h.
- 17.2. Each Race will have a mandatory pit stop that must be completed during the pit stop window. Endurance Races (Races >60 minutes) may have multiple pit stop windows.
- 17.3. The timing and duration for the pit stop window(s), the minimum elapsed time for the mandatory pit stop(s) and the minimum elapsed time allowed between the Pit In and Pit Out lines to comply with a 60 km/h speed limit will be notified in at least one of: Supplementary Regulations, Final Event Instructions, Event Bulletin or Briefing Notes.
- 17.4. A pit stop is mandatory for all Cars during the pit window(s), irrespective of the number of Drivers in a Car. Any Car that pits before pit window during a Safety Car deployment and does not return to the pit lane to complete a mandatory pit stop before the pit window closes will be penalised 1 Race lap.

- 17.5. The pit stop duration is timed and monitored from when the Car registers at the Pit In timing line until the Car registers at the Pit Out timing line. The Car must register at the Pit In line during the period of the notified pit stop window.
- 17.6. During the mandatory pit stop the Car must remain stationary for a single period of not less than sixty (60) seconds duration.
- 17.7. Engines may remain running if no driver change takes place. In the event of a driver change taking place, engines must be stopped before the driver exits the Car and can only be restarted with the new driver seated in the Car with the belts fastened.
- 17.8. Seat belts must not be undone until a Car is stationary and must be securely fastened before moving off.
- 17.9. A single driver Competitor where no driver change is taking place may remain in the Car with belts securely fastened.
- 17.10. Except for endurance Races and otherwise instructed, It is forbidden to change any tyres during the mandatory pit stop unless a tyre is damaged and authorised by a MEL1 technical & eligibility delegate.
- 17.11. Non-compliance with Art 17 (Mandatory Pit Stop / Pitlane and Pits) will result in the Competitor receiving a penalty.
- 17.12. Refuelling for Sprint Races are prohibited. Refuelling for Endurance Races are allowed. See Article 22 for refuelling regulations for endurance Races.
- 17.13. Any Car which contains an Elite driver (Art 7.17) must remain stationary for an additional period during the mandatory pit stop in a scheduled duration Race, as follows:

Elite Drivers:

- Any Car being shared by a driver classed as an 'Elite Driver' must remain stationary for an additional minimum time period. This additional Time Period will be published in the Briefing Notes / Briefing Slides / Bulletin or the Supplementary Regulations.
- Any Car being driven solo by a driver classed as an 'Elite Driver' must remain stationary for an additional minimum time period. This additional Time Period will be published in the Briefing Notes / Briefing Slides / Bulletin or the Supplementary Regulations.

18. Stopping / suspending a Race and Safety Car

- 18.1. Refer to the Code's Appendix H Article 2.5.4.1(b).
- 18.2. Any Race stopped after the leader has completed 75% of the scheduled Race time may be considered to have finished unless the Race Director deems it appropriate to resume.
- 18.3. Resuming a stopped/suspended Race: will be resumed behind a Safety Car in accordance with Appendix H, Articles 2.10.20 of the Code.

- 18.4. The Safety Car may only be brought into operation during a Race (refer to Appendix H Article 2.10 of the Code) and if the Safety Car is still deployed at the beginning of the last lap or is deployed during the last lap, it will enter the pit lane at the end of the last lap and the Cars will take the chequered flag as normal without overtaking (Appendix H Article 2.10.17 of the Code).

19. Points, podiums and classifications

- 19.1. Points will be awarded in each class for each Race as per the points schedule shown below. All results will show unclassified and disqualified Competitors.
- 19.2. Points will be awarded as follows to classified Competitors in the final results of each Race:

For classes with 3 or more starters:

1 st	20 points
2 nd	17 points
3 rd	14 points
4 th	11 points
5 th	9 points
6 th	7 points
7 th	5 points
8 th	3 points
9 th	2 points
10 th	1 points

For classes with less than 3 starters:

1 st	15 points
2 nd	10 points

For classes with 1 starter:

1 st	10 points
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- 19.3. A starter is a Car that has taken the start of a Race.
- 19.4. Should there be a dead-heat in a Race, each of the Drivers so classified is attributed a number of points equal to the arithmetical average taken to one decimal place of the points corresponding to the places which they would have occupied if they had been classified one after another.
- 19.5. All Competitors and their Drivers participating in a Race will be classified, providing that their Car has completed at least 75% of the distance covered by the Race-winning Car (rounded up to the nearest whole lap) and provided they are not disqualified from the Race.
- 19.6. There will be a Class prize-giving ceremony at each Event. Class Prizes will be awarded for both Races.
- 19.7. Attendance of all the prize-winning class Drivers is requested. In their enforced absence, the representative or team manager should attend to collect any awards. Timings for the ceremonies will be publicised daily at each Event.

20. Podium Presentation Procedure

- 20.1. There will be two podiums at each Event.

20.2. The first podium will be for the top three overall Drivers in the Prototype Classes. The second podium will be for the top three overall Drivers in the GT Classes. All Drivers of Cars running in the Invitation class will not be eligible to participate in the podium ceremonies if they are in the top three overall.

20.3. Both podiums may take place simultaneously.

21. Final Classification

21.1. For the final classification of the Series, the results of all the Races held at an Event listed in Art. 9 of these regulations will be taken into account.

21.2. The final classification of the MEL1 Series will include an overall winner of the combined Prototype Classes and an overall winner of the combined GT Classes.

21.3. In case of a dead heat the Competitor, and Driver if relevant, with the Car with the oldest year of construction will be declared the Champion(s).

21.4. Should the Cars prove to be of the same year of construction, a tie will be declared between the Drivers concerned.

22. Technical Requirements

22.1. Any Car that is entered in the Series is required to hold a valid and approved Masters Historic Racing Technical Passport (the MH RTP). Templates are available to download from the MEL1 Race series section of the Masters website or by emailing: team@mastershistoricracing.com

22.2. The MRL Technical & Eligibility Delegate reserves the right to accept or refuse any entry with respect to incorrect documentation. In certain circumstances a “one race” waiver will be applied and must be signed by both the competitor and the team manager.

22.3. The MH RTP will be valid for a period of two years from the date it is issued by the MEL1 Chief Technical & Eligibility Delegate.

23. Fuel and Oil

- 23.1. For all events within this Championship, Sodifuel is designated as the Official Fuel Supplier.

Orders can be placed with Sodifuel at:

Address: 8 Av. d'Aubière, 63800 Cournon-d'Auvergne, France

Website: www.sodifuel.com

Phone: +33 4 73 83 96 26

Email: masters@sodifuel.com

- 23.2. Competitors are required to use exclusively the fuel supplied by Sodifuel during all official sessions (practice, qualifying, and Race).
- 23.3. The official fuel will be provided solely by Sodifuel in the form designated by them (e.g. sealed drums or containers) and must be used without any performance additives or modifications.
- 23.4. Valvoline SYNpower 2T is the only official 2-Stroke oil to be added to the fuel to maintain correct fuel system operation.
- 23.5. The use of any other fuel or additives is strictly prohibited unless expressly approved in writing by the Organising Committee.
- 23.6. Under exceptional circumstances, the Promoter reserves the right to grant exemptions to this Article.
- 23.7. Any breach of this Article may result in penalties, including but not limited to time penalties, disqualified from the results, or any other sanction as determined by the Stewards and/or the Promotor.
- 23.8. 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. Actual lead may also be added if needed but it is not recommended. 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). The official fuel supplier, Sodifuel, will provide the reference sample for each event against which all fuel testing will be carried out.
- 23.9. Competitors must ensure that a three-kilo sample of fuel can be taken from the Car at any time during the Event.
- 23.10. Except for Endurance Races (Races >60 minutes), no refuelling will be allowed in the pit lane during free practice, qualifying practice and Races at any Event.
- 23.11. It is strictly forbidden to use fuel for the purpose of ballast.
- 23.12. Fuel system capacity sizes to include fuel lines/collector pots and reserve tanks for all Cars must be no bigger than period requirements and must be of a maximum capacity of 100 litres.
- 23.13. A dry break fuel fitting take off must be fitted to the fuel system and Competitors must be able to demonstrate when required to do so for a capacity check either that the Car is empty of fuel or that the system is full.

- 23.14. Fuel cells older than five years must be replaced or recertified by the manufacturer. No rubber bladders shall be used for more than 5 years after the date of manufacture unless inspected and recertified by the manufacturer for a period of up to another 2 years. Certificates must be available to MHR upon request.
- 23.15. A current FIA spec 200mbar roll over / vent valve must be fitted to the fuel tank and be accessible at all times.
- 23.16. Any fuel system components located in the cockpit such as fuel pumps must be covered either by a passenger seat, carbon fibre or aluminium cover.
- 23.17. **Refueling Procedure for Endurance events**

Refuelling must take place in front of the team's own pit area and may only be carried out by team members. Refuelling is permitted by means of:

- a. A refuelling installation as described in the current FIA Annex J, Article 252.9.6, including all prescribed FIA-approved couplings, hoses, breathers and breather tanks.
- b. Steel jerrycans of 20 litres, equipped with a fixed filling hose with a maximum length of 500 mm measured from the tap or cap, optionally fitted with a breather valve. The use of funnels is prohibited. Only **one jerrycan** may be used at a time during refuelling.

During any pitstop containing refuelling, a minimum duration of **90 seconds per refuelling stop** applies.

A team member in fire-resistant clothing must be ready with the team's own fire extinguisher of at least 6 kg. Circuit fire extinguishers may not be used for this purpose. A lollipop man must stand in front of the Car during refuelling overseeing the operation.

During refueling, engines must be switched off.

Fire-resistant clothing must comply with FIA Standard 8856-2000. All personnel involved must wear a balaclava, shoes and gloves in addition to overalls.

Driver changes and all kinds other work on the Car are only permitted **before or after refuelling**.

During refuelling all doors and windows must remain closed.

Fuel stock in the pit box must be stored in steel jerrycans or drums of a maximum of 60 litres, placed in a liquid-tight drip tray of sufficient capacity (at least 10% more than the stored volume).

Officials will supervise the safety standards of refuelling installations and jerrycans.

Team members may cover the upper part of the tyre closest to the fuel filler below the filler neck with a wet towel or a tyre cover in combination with a drip tray to collect any spilled fluids.

Example of a refuelling stop:

- Driver 1 enters the pit lane and crosses the designated timing loop.
- Driver 1 stops the Car in front of the pit box.
- Driver 1 exits the Car, Driver 2 gets in.
- Refuelling may start only once all doors and windows are closed. The 90-second timer starts when the fuel cap is opened.
- If refuelling takes 60 seconds, the team must wait an additional 30 seconds before any work may be carried out on the Car.
- Once all work is completed and Driver 2 is correctly belted in, Driver 2 may leave the pit box (e.g. after 105 seconds).

24. Wheels and Tyres

24.1. Wheel diameters and widths must be as per the ACO or IMSA Technical Regulations for the year of homologation declared.

24.2. For all events in this Championship, the Promoter designates the following tyre:

Goodyear Tyres

ADDRESS TBC

24.3. During all official sessions (practice, qualifying, and Race), Competitors are required to use exclusively tyres supplied and purchased from the official tyre supplier. These tyres will carry Masters branding, applied in the form of an official sticker affixed by the tyre supplier. Only tyres bearing this Masters identification will be considered eligible. The use of any other tyres, or tyres not obtained through the designated supplier, is strictly prohibited.

24.4. Tyres must be used in compliance with the specifications and compounds approved by the Promoter, as provided by the chosen tyre supplier.

24.5. Under exceptional circumstances, the Promoter reserves the right to permit a Competitor to grant other exemptions to this Article.

24.6. Any breach of this Article may result in penalties, including but not limited to time penalties, disqualifying from the results, or any other sanction as determined by the Organising Committee and/or the Stewards.

24.7. The following specifications are the only tyres acceptable for use in this series;

TBC

24.8. A maximum of twelve (12) dry weather tyres are allowed for use during an Event, this must consist of at least four (4) tyres previously registered and used in a previous Event and a maximum of two (2) sets of four (4) new dry-weather tyres

24.9. Each slick tyre has a unique FIA bar code printed on the sidewall of the tyre. The individual bar code for each slick tyre must be scanned by a MEL1 Technical & Eligibility Delegate before the start of the official practice session at each Event.

24.10. Any failure to ensure that a Car's tyres have been scanned by a MEL1 Technical & Eligibility Delegate will be reported to the Stewards.

- 24.11. The eight (8) tyres registered for each Event are solely intended for an individual Competitor and are prescribed from the start of qualifying practice to the end of Race 2 (or Race 1 in a single Race weekend) and may not be exchanged and/or loaned between Competitors. Should any registered tyre be subject to a puncture, sustain damage, or have a fault, then an additional tyre may be approved by a MEL1 Technical & Eligibility Delegate in agreement with the Championship tyre supplier technician and after consultation with the Race Director, if all other registered tyres are deemed unfit for purpose.
- 24.12. Should track conditions during an Event require the use of Wet weather treaded tyres, then the only tyres permitted are listed in Art 23.6 & 23.7. There is no limit on the number of Wet tyres that can be used and no requirement for the bar codes to be scanned. All wet-weather tyres must carry the official Masters branding sticker affixed by the tyre supplier.
- 24.13. Wet-weather tyres may only be used when a wet session is declared by the Race Director prior to a practice, qualifying, or Race. In accordance with the Code, when a session is declared "WET", the rear rain/visibility light must be switched on at all times while a Car is on track. Where the rain light used is of the LED type, at least 90% of the elements must be operational. If weather conditions change during qualifying practice or a Race, tyre choice is then free.
- 24.14. Tyre adhesives and/or any form of performance-enhancing chemicals are prohibited.
- 24.15. Electric tyre blankets and/or tyre warming tents are permitted but may only be used in the immediate vicinity of the pit garage area. The use of any form of covering for the purpose of retaining heat in the tyres/wheel rims on the pre-grid assembly area or the starting grid is strictly forbidden.
- 24.16. During a Race, it is forbidden to carry out any tyre changes with the exception of the following circumstances:
- A. A sudden deterioration to track conditions DRY to WET
 - B. A marked improvement in track conditions WET to DRY
 - C. Damaged tyre resulting in a puncture – only one (1) tyre will be allowed to be replaced with a previously nominated tyre
 - D. It is forbidden to Race a Car with a combination of dry and wet tyres
- 24.17. It is forbidden to carry out a tyre change during the mandatory pit stop.

25. Engines

- 25.1. The engine of all Cars must be of the same size, type and dimension as used when the Car competed Internationally in one of the categories shown in 4.1. The fitment of an alternative engine and air restrictor combination may be approved by MHR but only after consultation with the MEL1 Chief Technical & Eligibility Delegate and the relevant engine manufacturer. It is permitted to use any parts that were available to the Car during the original period of Event to update the engine. It is permitted to use components from the same family of engines and modern commercially available pistons, conrods, valves etc to update the engine but these parts must be of a general type of period components. The onus of proof is the responsibility of the Competitor.
- 25.2. With the exception of LMPC (refer to Art 26.6) and LMP3 (refer to Art 26.7) Cars, engine air intake restrictors on each Car must comply with the period regulations or homologation papers prior to any Balance Of Performance (BOP) for the declared year. It is the sole responsibility of the Competitor to fit the correct size of restrictor(s) and provide a copy of the period regulation restrictor table as proof.
- 25.3. The restrictor(s) will be measured and sealed in position prior to the first qualifying practice at the first Event at which the Car is entered.
- 25.4. Anti-tamper seals must be respected at all times and may only be removed with authorisation of the MEL1 Technical & Eligibility Delegate.
- 25.5. MHR shall at its sole discretion, decide on a series of measures to balance the performance of the Cars entered at each Event. This will be achieved by mandated changes in restrictor sizes and / or changes to the minimum weight of the Cars.
- 25.6. All LMPC Cars must fit a single-engine air intake restrictor of 80mm max. diameter measured at the smallest diameter and all air entering the engine for combustion must pass through this restriction only.
- 25.7. All LMP3 Cars must be fitted with 2 (two) Generation 1 engine air restrictors of 38.5 mm max. diameter each measured at the smallest diameter and all air entering the engine for combustion must pass through this restriction only.
- 25.8. A conformity test of the engine air intake restrictor(s) will be carried out during technical inspection. This test will comprise the temporary disconnection of any intake manifold pressure sensor wiring, the engine will then be started, and the intake will be sealed, causing the engine to stall immediately. It is the responsibility of the Competitor to comply. Failure to comply with this test will result in further investigation and any findings reported to the Stewards.
- 25.9. If the type of Car applied for has had its engine configuration changed for a different type of engine that was also available during the original period of Event, the Car may only be permitted to run if its specification is approved by MHR and the MEL1 Chief Technical & Eligibility Delegate prior to its participation in its first Event.
- 25.10. It is permissible to change the engine management system to a modern version (e.g., Life, Motec or similar).
- 25.11. Turbochargers must be of the original type and size as stated on the original homologation papers for the declared year for each Car.

25.12. All turbocharged Cars must respect the original boost pressure as set out in the period regulations or homologation papers prior to any Balance Of Performance (BOP). See Appendix II

25.13. All LMP3 Cars must run Generation 1 exhaust silencers, straight-through pipes are not acceptable.

26. Gearbox

26.1. Prototype 3 (LMP3) Cars are only permitted to use the original “short set” or “long set” of gear ratios from the original ACO homologation without any substitutions. No mixed ratio sets are permitted. See Appendix III.

26.2. All MEL1 Cars must have a fully operable and functioning reverse gear that can be selected by the Competitor in their normal driving position.

27. Ride Height and Suspension

27.1. Cars will be required to comply with the ride height that was originally specified in either the period technical manual for the Car or the period regulations for the championships in which the Car first participated in its current year of specification. Components that were specified in period are mandatory. Skid block and planks which meet period technical specifications are also mandatory and wear of these components will be monitored by the MEL1 Chief Technical & Eligibility Delegate.

27.2. Any significant difference in measured wear of either skid blocks or planks resulting in them being outside of the original specification will be reported to the Stewards.

27.3. All Prototype Cars that are designed to run with the mandatory period plank are required to have a minimum thickness of 15mm before the start of an Event.

27.4. Prototype 3 Cars may use either PKM or Ohlin dampers as specified in the original homologation for the Car manufacturer.

28. Brakes

28.1. Braking systems are to be of the same specification that was fitted to that particular type of Car as Raced during the original period of Event.

29. Aero Packages

29.1. The aero package should be to the exact specifications of the original homologation papers for the declared year. The choice of a high or low downforce package is free. The Competitor must provide period photos of the Car or an identical model of Car racing in a feeders series shown in Art 4.1 during the year of declared specification. These photos should clearly show the front splitter, rear diffuser, rear wing and bumpers and must be attached to the MHRTP at the time of submitting to MHR.

29.2. Any additional dive planes / or other aerodynamic options must be in keeping with items available during the original period of Event and photos showing their use in period must be included in the Car's MHRTP. Any photos issued as supporting evidence must be accompanied with a reference to where this information is commercially freely available.

30. Minimum Weights

- 30.1. All Cars competing in Prototype 1 or Prototype 2 classes must respect either the ACO or IMSA technical regulations for the homologation declared.
- 30.2. LMPC Cars competing in Prototype 3 class must be at or above a minimum weight of 900kgs without a driver onboard. LMP3 Cars competing in Prototype 3 class must at or above a minimum weight of 930kgs without a driver onboard.
- 30.3. MHR reserve the right to give any Car a BOP adjustment in the form of a change in restrictor size and/or a change of minimum weight. MHR reserves the right to adjust any BOP until 120 minutes before the start of a Race. Any such changes to BOP during an Event will be made via an Event Bulletin.
- 30.4. All lightweight prototypes are allowed to run at their original weights from period providing documentation supporting this is provided.
- 30.5. During an Event, when a Car has been selected for weighing, it is forbidden to add any liquid, solid or gaseous substance.

31. Series Scrutineering Data Logging System

- 31.1. All Prototype Cars running turbocharged or supercharged engines are required to have the ability to fit an additional scrutineering data logger when requested by the MEL1 Chief Technical & Eligibility Delegate. This system has been independently tested and will not influence the Car's performance in any way. The Competitor must provide a +12volt Master Switch controlled supply (must remain live when the ignition is turned off) situated within the cockpit of the Car terminating with a DTM06 – 2S. See Appendix II
- 31.2. The series scrutineering logger together with all additional wiring and sensors remains the sole property of MHR.
- 31.3. The series scrutineering logger will record the following parameters but is not limited to air pressure within the intake plenum and vehicle speed/position via GPS.

32. Safety

- 32.1. The wearing of an FIA-approved FHR system, in accordance with Appendix L, Chapter III Article 3 is mandatory for all Drivers.
- 32.2. Drivers must wear overalls, gloves, long underwear, a balaclava, socks and shoes, which meet the FIA Standard FIA 8856-2018. Helmets and clothing must pass Scrutineering before every round. The driver does not need to be present when his equipment is presented. Drivers may be requested to present any or all equipment to the ASN scrutineers at any time during any Event.
- 32.3. All Cars must be equipped with a fully operational fire extinguishing system homologated in accordance with FIA Article 253-7.2. The systems must not be plumbed into the original Cars system and the kit must only be fitted as per the instructions supplied using the supplied tubing and nozzles. Failure to comply will void the homologation of the unit. It is recommended to have the original manufacturers fitting instruction leaflet available with the Cars' paperwork. The external means of triggering must be marked with a red letter "E" inside a red-edged white circle measuring at least 100mm in diameter.

- 32.4. All GT Cars and closed cockpit Prototype Cars must be equipped with an external means to isolate the entire electrical system. It must be operated by either a handle or ring from a distance with the use of a hook. This handle or ring must be clearly marked by a symbol showing a red spark inside a white-edged blue triangle.
- 32.5. All GT Cars must use a Drivers seat homologated by the FIA as defined in 8855-1999, 8855-2021 or 8862-2009 standards and must not be modified in any way. The seat should carry the relevant FIA homologation label clearly displaying either the date of manufacture or the 'not valid after' date.
- 32.6. All Drivers must wear a current FIA homologated crash helmet as defined by Appendix L to the code.
- 32.7. As per FIA Appendix J, Article 259.14.2.1, all cars must be fitted with a safety belt harness complying to FIA Standard No. 8853-2016. All Cars must have fully functioning headlights and tail lights. At all times when driving in the pit lane and on track Cars must circulate with headlights switched on.
- 32.8. Brake lights must be fitted and in full working order.
- 32.9. Where the rain light used is of the LED type, at least 90% of the elements must be operational.
- 32.10. All other fire protection, including personal Racewear clothing, must be to current FIA standards and comply with the Code.

33. Condition Testing Requirements

- 33.1. As per FIA Appendix K, Appendix 1, Article 2 & 3, the following items (but not limited to) must be checked for structural integrity and corrosion by a non-destructive test:
- Tubular suspension wishbones
 - Light alloy suspension part
 - Complete steering columns and arms
 - Fabricated uprights
 - Brake pedals and brake pedal balance bars
 - Wheels A comprehensive list is available from the MEL1 Technical & Eligibility Delegate.
- 33.2. All of the above components (including spares) must be tested and certified using a method appropriate to the material and type of construction of the component in question. Certificates must be available to the MEL1 Technical & Eligibility Delegate upon request at each Event. Each component must be clearly listed on the certificate and have corresponding serial numbers for cross-referencing. Certificates are only valid for a period of 2 years from the date of issue.
- 33.3. In the event of an accident or mechanical failure, any mechanical component used to replace a damaged part must be included in the original crack test certification papers. Certificates are valid for a period of 2 years from the date of testing, unless approved by the MEL1 technical & eligibility delegate.
- 33.4. It is strongly recommended that similar inspections be carried out on components that are vital to the integrity of the Car, but which are not contained in the list above.

- 33.5. As per FIA Appendix K, Appendix 1, Article 4, the tests must be carried out according to the following standards:
- Visual Inspection: BS EN ISO 17637:2016
 - Penetration Flaw Detection: BS EN ISO 3452-1:2021
 - Magnetic Particle Flaw Detection: BS EN ISO 9934-1:2016
 - X-Ray Flaw Detection: BS EN 13068-3:2001
 - Conventional Ultrasonic Testing
- 33.6. Competitors must be aware of potential age-related component failure and must endeavour to maintain their Cars to the highest possible standards by carrying out a detailed component inspection at regular intervals throughout the Event life of the Car.
- 33.7. Competitors must always have in their possession valid Condition Testing Certificates to satisfy the MEL1 technical & eligibility delegate as to the standard of preparation.
- 33.8. MHR reserves the right to cancel an entry at any time should it feel that it is not being prepared to the highest technical and safety standards.
- 33.9. All Cars must be presented in good cosmetic condition with bodywork painted in the correct period livery (Art 4.34.4 above). Any bodywork accident damage incurred during an Event or outside of an Event must be repaired to a high standard prior to the next Event for which a Car is entered.

34. Radio communication

- 34.1. Pit-to-Car and Car-to-pit radio communications are permitted. However, it is the responsibility of the Competitor to request approval from the relevant authorities in the country in which the Event is to take place, to use a dedicated frequency. It is the Competitor's responsibility to ensure that any costs involved are met and that they receive the appropriate approval and authorization (e.g., short-term frequency assignment) from the relevant authorities.
- 34.2. It is strictly forbidden to carry a mobile phone device inside the cockpit at any time whilst driving in an Event.

35. Protests, appeals & force majeure

- 35.1. All protests must be lodged in accordance with Article 13 of the Code.
- 35.2. All protests must be made in writing and handed to the Race Director or his assistant, or in their absence to any of the Stewards, together with a sum to be specified in the Supplementary Regulations. If the protest requires the dismantling and re-assembly of different parts of a Car, the claimant must pay an additional deposit set by the Stewards.
- 35.3. The right to protest lies only with a Competitor. Nevertheless, any official acting in his official capacity may, even in the absence of a protest, take such official action at an Event as the case warrants.
- 35.4. All appeals shall be governed by Article 15 of the Code.
- 35.5. The Protest and Appeal Fees (KNAF) are as follows:
- Protest Fee: €500

Appeal Fee: €1750

- 35.6. MHR, MRC and MEL1, together with any associated companies and partners (together Masters) shall not be deemed either liable or to be in breach of Contract if any Event or Race is cancelled or postponed due to any circumstances beyond Masters 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.

APPENDIX 1

N/A

APPENDIX 2

2.1 Boost Pressure for Turbocharged/Supercharged Engines

All pressures include atmospheric pressure of 1000 mbar.

Chassis	Year of Spec.	Engine Config / Capacity	Intake Restrictor Number / dia.	Maximum Boost
Audi R8	2000	V8 twin turbo 3600cc	2x 33.2 mm	1670 mbar
MG Lola EX257	2001	4 cyl 4 valve turbo 2000cc	1x 43.0 mm	2500 mbar
Reynard Protran	2005	4 cyl 4 valve turbo 2000cc	1x 43.0 mm	2500 mbar
Courage LC75	2007	4 cyl 4 valve turbo 2000cc	1x 42.0 mm	2500 mbar
Lola B07/46	2008	4 cyl 4 valve turbo 2000cc	1x 42.0 mm	2500 mbar
Peugeot 908 Diesel	2010	V12 twin turbo 5500cc	2x 37.8 mm	2590 mbar
Peugeot 90X Diesel	2011	V8 twin turbo 3700cc	2x 33.5 mm	3000 mbar
HPD ARX 03b	2012	V6 twin turbo 2800cc	2x 28.3 mm	1950 mbar
Lola B12/60	2012	4 cyl 4 valve turbo 2000cc	1x 42.9 mm	2500 mbar
Lola B12/80	2015	4 cyl 4 valve turbo 2000cc	1x 40.0 mm	2500 mbar

NOTE: If your Chassis and engine combination is not listed in either of the tables above, please contact the MEL1 Technical & Eligibility Delegate for clarification.

2.2 Series Scrutineering Data Logging System

2.2.1 Connector type: DTM06 – 2S

Contact 1 - +12v – 20 awg Raychem Type 55 wire or equiv.

Contact 2 - Chassis Earth – 20 awg Raychem Type 55 wire or equiv.

2.2.2 Sensor Requirements

- An easily accessible standard “Dash 3” steel or aluminium male fitting is mandatory on the air intake plenum for the fitment of the scrutineering pressure sensor. The diameter of the open hole into the airstream must be a minimum of 2.5mm.
- This fitting must not be positioned directly above any induction trumpet.
- This fitting must be sealed with a metal blanking cap whenever the scrutineering system is not fitted to the Car.

APPENDIX 3

3.1 LMP3 Gear Ratio's

Gear	Long Set		Short Set	
1	13:37	0.351	13:37	0.351
2	13:29	0.448	13:29	0.448
3	13:23	0.565	15:28	0.353
4	19:28	0.679	14:22	0.354
5	19:24	0.792	20:27	0.355
6	23:25	0.920	16:19	0.356
R	13:35	0.371	13:35	0.371
Final Drive	11:31	0.355	11:31	0.355