

Masters Racing Legends for 1966/1985 F1 Cars

2026 Sporting and Technical Regulations



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APPENDIX 1.....	Fout! Bladwijzer niet gedefinieerd.

1. Preamble

- 1.1. Masters Racing Legends for 1966–1985 Formula One Cars, 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 K, 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 Racing Legends Regulations, 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 Racing Legends Bulletin and notified to all registered Competitors.
- 1.3. The Masters Racing Legends (MRL) is an international race series registered with the Masters Racing Club (MRC) and organised by Masters Historic Racing Ltd (MHR).
- 1.4. 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.
- 1.5. **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**

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

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

Fred FATIEN
Leo DUFOURNEL
Louis PROUST

2.4. MRL 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 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. Cars must comply with the requirements of the current FIA Technical Regulations for Formula One Cars (see Appendix K, Appendix IX of the Code). The new 2026 version of Appendix K can be found [here](#).

5. Classes

Jackie Stewart	Formula One Cars built and raced prior to 31/12/1972
Emerson Fittipaldi	Post 1972, non-ground effect Formula One Cars
Patrick Head	Post 1972, ground effect Formula One Cars
Niki Lauda	Post 1972, flat bottomed Formula One Cars
Jean-Pierre Jabouille	Formula One Cars powered by a turbocharged engine from 1977 to 1985

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 Competition 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 comply 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. All of the above branding decals will be available from Masters Historic Racing at all events during 2026. The race suit branding will be a flame resistant patch which **MUST** be held in position with fire resistant thread and only attached to the outer layer of the suit.
- 6.5. 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 Drivers (general) and entries

- 7.1. For the purpose of these regulations, the Driver will be referred to as the "Competitor".
- 7.2. Every Competitor must be a full 2026 racing member of MRC.
- 7.3. An ITC-C level licence or above is required for all Competitors.
- 7.4. 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.
- 7.5. The Race Director, the Stewards or the Chief Medical Officer can require a Competitors to undergo a medical examination at any time during an Event. This examination may include, if appropriate, a test for alcohol.
- 7.6. Commercial Entrants Licences are not required.
- 7.7. **Opening date for Entries:** 01 January 2026.
- 7.8. The closing date for entries is 7 calendar days prior to the date of each Event.
- 7.9. The organizer reserve the right to accept late minute entries even after the closing date.
- 7.10. A Competitor may only enter one Car as his official entry.
- 7.11. A Competitor may enter a Car either for all the Events in MRL or on an Event-by-Event basis.
- 7.12. Entry forms are available online at www.mastershistoricracing.com
- 7.13. 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.
- 7.14. By completing their entry form, Competitors are agreeing to abide by the Masters Racing Club Code of Conduct and also the 2026 Masters Racing Club Rules.
- 7.15. No refund or credit will be given to Competitors who withdraw their entry.
- 7.16. 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 Event (hereafter 'the Stewards'). Should this request be approved after qualifying practice but before a race, the Car, subject to the prior approval of the MRL 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.

8. Competitors and team managers briefings

- 8.1. Attendance at this briefing is mandatory for all Competitors 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 Supplementary Regulations and in the Final Competitor Event Instructions. Any Competitor unable to attend must inform the MRL 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 may join the track during an Event without having received a briefing from the MRL Race Director. Any Competitor who was not present at the briefing must request a personal briefing from the MRL Race Director who will provide this as soon as the time schedule allows it.
- 8.4. Briefing Notes issued by the MRL 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 MRL Race Director.

9. Calendar and Event format

- 9.1. 2026 Event Calendar:

20 April 2026	Official Test & Media Day	Paul Ricard (FR)
08 May 2026 / 10 May 2026	Grand Prix de France Historic	Paul Ricard (FR)
29 May 2026 / 31 May 2026	Masters Historic Festival	Brands Hatch (UK)
19 Jun 2026 / 21 Jun 2026	Historic Grand Prix	Zandvoort (NL)
24 Jul 2026 / 26 Jul 2026	Silverstone Classic	Silverstone (UK)
28 Aug 2026 / 30 Aug 2026	Classic GP Assen	Assen (NL)
11 Sep 2026 / 13 Sep 2026	Dijon Motors Cup	Dijon-Prenois (FR)
02 Oct 2026 / 04 Oct 2026	Gran Premio Storico d'Italia	Mugello (IT)

- 9.2. There will be a minimum of one qualifying practice session and, either a two-race format or three-race format per Event on the calendar.
- 9.3. Competitors will be advised in advance of the race format for an Event.
- 9.4. The qualifying practice session shall be scheduled for a minimum of 20 minutes and a maximum duration of 30 minutes.
- 9.5. Each race shall be scheduled for a minimum of 20 minutes and a maximum of 30 minutes.
- 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.
- 9.7. The grid for race 2 will be formed from the Final classification of race 1, taking the following parameters into account:
 - A. If there are less than 16 Cars "approved to qualify" for an Event, then the grid for race 2 will be set by the Final Classification from race 1.

- B. If there are 16 or more Cars "approved to qualify" for an Event, then the number of positions that will be reversed for the grid of race 2 will be calculated as 25% of the number of Cars "approved to qualify" rounded up or down to the nearest whole number. If any Competitor in the positions to be reversed withdraws from race 2 then the grid will be updated up to 60 minutes before race 2 is due to start so that the grid slot of the withdrawn Competitor is filled by the remaining classified Competitor(s).
 - C. The other classified Competitors from race 1 will be gridded behind the position that have not been reversed.
 - D. Non-classified Competitors from race 1 shall take their places behind the classified Competitors from race 1. If a non-classified Competitor withdraws from race 2 then the grid will be updated up to 60 minutes before race 2 is due to start so that the grid slot of the withdrawn Competitor is filled by the remaining non-classified Competitor(s).
 - E. Any Competitor that qualifies for race 1 but fails to start race 1 shall be permitted to start behind all classified and non-classified Competitors from race 1 in the final order from qualifying practice.
- 9.8. If there are 3 races at an Event, the grid for race 3 will set by final classification of race 2 with any retirements from race 2 taking their places at the rear of the grid for race 3 in the order of the classification of race 2. Any Cars that did not start race 1 or 2, may seek permission from the Stewards to start race 3 behind all the classified and non-classified Cars in the final order of qualifying practice.

10. Approval to race

- 10.1. Competitors must complete a minimum of one timed lap in qualifying practice 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 MRL 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. Subject to the maximum number of Cars permitted to start on any circuit, all Competitors who record one timed qualifying lap shall be permitted to start unless their fastest qualifying time is outside 130% of the time set by the fastest Competitor in the relevant ground effect and flat-bottomed (Niki Lauda and Patrick Head), non-ground effect (Jackie Stewart and Emerson Fittipaldi) and Turbo (Jean-Pierre Jabouille) classes. If a Competitor fails to register a qualifying time within the 130% and wishes to take part in the race, a request in writing must be submitted to the MRL Race Director. The Competitor request will be considered by the Stewards in consultation with the MRL Race Director. If the request is accepted by the Stewards, the Competitor will start from the last position available on the grid. If this request concerns multiple Competitors, the starting order will be determined in accordance with the fastest times registered by each Competitors during qualifying practice.

11. Scrutineering and Parc Fermé

- 11.1. At each Event, the MRL Technical & Eligibility delegates will be the sole MRL eligibility scrutineers. At each Event, the chief scrutineer will be responsible to the MRL's Chief Technical & Eligibility Delegate appointed at that Event (see relevant Supplementary Regulations) in all matters relating to MRL 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 MRL Chief Technical & Eligibility Delegate. Any footage requested by the MRL Race Director as part of an investigation into any sporting incident, must be provided in a timely manner.
- 11.4. In the event of an incident, nothing may be removed from a Car until it has been fully inspected by the MRL Chief Technical & Eligibility Delegate and ASN Safety Scrutineers. Only when permission has been given by either the Chief Steward or the MRL 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 Fermé area and held under Parc Fermé 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 Fermé will be confirmed at each Event in the Competitors Briefing Notes. Parc Fermé 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 Competitors and team members touch any part of the Car until Parc Fermé is opened by the MRL 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 MRL 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 MRL Chief Technical & Eligibility Delegate following consultation with the MRL 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 article 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 Competitors, or any action by any Competitor, which may be reported to the Stewards by the MRL 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 Competitor;
 - vii) Illegitimately impeded another Competitor during an overtaking manoeuvre.
- 12.2. Unless it was beyond doubt that a Competitor 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 MRL 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 MRL 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 MRL Race Director shall present any available video evidence available as requested by the Stewards including during inquiries with Competitors. 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 MRL Race Director will concurrently announce the penalty to the Competitor by signalling from the Control Line. From the time of these notifications, the relevant Competitor 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 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 MRL Race Director will concurrently announce the penalty to the Competitor by signalling from the Control Line. From the time of these notifications, the relevant Competitor may cross the Control Line on the track no more than three times before entering the pit-lane and stopping in the designated area where he shall remain for the period of the penalty. The Competitor 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 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 Competitor 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 Competitor 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 Competitor to the Stewards who may impose further grid and race time penalties and ultimately disqualification.

14.8. **Track limits**

All Competitors 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 Competitor 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 leaves the track for any reason, the Competitor may rejoin. However, this may only be done when it is safe to do so and without gaining any advantage. A Competitor should give back the whole of any advantage gained by leaving the track.

The following penalties may be applied:

Free Practice

- A. Any Competitor 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 MRL Race Director as a warning;
- B. Any Driver who repeatedly leaves the track may be reported by the MRL 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 Competitor 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 MRL Race Director. The Competitor 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 MRL Race Director.
- C. Any Competitor who repeatedly leaves the track may be reported by the MRL Race Director to the Stewards who may impose further penalties, the maximum being the deletion of all lap times.

Race

- A. Any Competitor 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 MRL Race Director. It is a condition that the Competitor 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 Competitor leaving the track is received by the MRL Race Director, he may impose a race time penalty of 5 seconds;
- C. Any Competitor who continues to leave the track may be reported by the MRL Race Director to the Stewards who may impose a penalty, the minimum being a further race time penalty of 5 seconds;
- D. Any Competitor who then continues to leave the track may be reported by the MRL 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 be moved to the pit exit only with the relevant Competitor seated in the cockpit with belts attached. The order at pit exit will be that in which the Cars are received by the pit-lane officials. It is forbidden to change tyres on any Car positioned in the fast lane of the pits or waiting at the pit exit. Cars will join the race when the whole field has passed the pit exit on the first racing lap.
- 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 MRL 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 Competitor leading. An intervention vehicle will follow the grid.
- 15.5. Competitors 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 Competitors 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 MRL 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 MRL 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 Competitors 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 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. Pitlane and Pits

- 17.1. The pit lane speed limit will be 60km/h.

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 MRL 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 Competitors 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 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 all races.
- 19.7. Attendance of all the prize-winning class Competitors 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.
- 19.8. **Podium Presentation Procedure**

There will be three podiums at each Event. One podium will be for the top three Competitors in the ground effect and flat-bottomed Niki Lauda and Patrick Head classes. The second podium will be for the top three Competitors in the non-ground effect Jackie Stewart and Emerson Fittipaldi classes. The third podium will be for the top three Competitors in the turbo Jean-Pierre Jabouille class.

Both podiums may take place simultaneously.

19.9. Final Classification

For the final classification of the Series, the results of all the races at every Event will be taken into account.

At the end of the season, there will be five winners:

- One winner in the Niki Lauda Class
- One winner in the Patrick Head Class.
- One winner in the Emerson Fittipaldi Class
- One winner in the Jackie Stewart Class
- One winner in the Jean-Pierre Jabouille Class

19.10. In the case of a dead heat in either class, the Competitor of the older Car will always take precedence.

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

20. Dominant Car

20.1. A Car that wins their respective combined class, in either the Head/Lauda or Stewart/Fittipaldi classes in all four (4) races at two (2) consecutive Events, will be classified as a Dominant Car. A Dominant Car will receive a reduction in the maximum revs allowed in a subsequent Event as set out below in 20.2 and 20.3.

20.2. A Dominant Car must restrict its maximum revs from 10,000 rpm to 9,500 rpm in each of the two (2) races at the next Event that it enters during 2026.

20.3. Should a Dominant Car win its combined class at both races at the next Event that it enters in 2026 after the application of the penalty under 20.2 then a further reduction in maximum revs from 9,500 rpm to 9,000 rpm will be implemented in each of the two (2) or three (3) races (depending on the Event) at the next Event that it enters during 2026.

20.4. Dominant Cars and their penalties will be notified either in the Briefing Notes or by way of a bulletin issued by the MRL Race Director at each Event.

21. Technical Requirements - Car

21.1. Each Competitor must provide when requested by an MRL Technical & Eligibility Delegate copies (or original's) of the following documents,

- Original FIA HTP document or written proof of application
- Up-to-date Condition Testing certification including itemised parts tested list (see FIA Appendix K, Appendix I – Condition Testing)
- Current fuel tank certificate

21.2. 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.

21.3. Hydraulic concentric slave cylinders are not acceptable on Cars running in the Stewart or Fittipaldi Class unless the Competitor can prove that this type of device was used on the Car at the year of specification according to the HTP.

- 21.4. It is acceptable that Cars fitted with the Ford Cosworth DFV engine may use either a long or short stroke configuration but must respect the 3-litre maximum capacity at all times.
- 21.5. The only sensor permitted for the correct operation of the engine is 1x Crankshaft position sensor.
- 21.6. Cars using Ford Cosworth DFV engines must have an engine revolution (rev) limiter set at 10,000rpm. This regulation will be checked by an MRL Technical & Eligibility Delegate using the Masters rev limit checker. Original style connections must be used on the Ford Cosworth DFV spark box to permit rev limiter checking.
- 21.7. Only original Lucas spark boxes are acceptable for use in MRL and must remain completely unmodified. Approval to run any other type or manufacturer of spark box must be sought in writing from the MRL Technical & Eligibility Delegate prior to entering an Event.
- 21.8. Before the start of the Event, the MRL Technical & Eligibility Delegate will check and reset the rev limit setting, if necessary, and place an anti-tamper seal across the adjuster, which should remain in place for the remainder of the Event. At this time, any other spare Ford Cosworth DFV spark boxes intended for use during the Event must be presented for checking and sealing.
- 21.9. For Cars using Ford Cosworth DFV engines, the exhaust manifolds must respect the design of the year of specification between 1967 and 1985. The exhaust manifold design must be 4-into-1 regardless of the length of the exhaust unless period proof is provided that another design was used in International Event(s).
- 21.10. For Cars using other engines than Ford Cosworth DFV, Technical delegate will check specifically the engine based on its original specifications.

22. Fuel and Oil

- 22.1. 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

- 22.2. Competitors are required to use exclusively the fuel supplied by Sodifuel during all official sessions (practice, qualifying, and race).
- 22.3. 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.
- 22.4. Valvoline SYNpower 2T is the only official 2-Stroke oil to be added to the fuel to maintain correct fuel system operation.
- 22.5. The use of any other fuel or additives is strictly prohibited unless expressly approved in writing by the Stewards on request of the Organising Committee.
- 22.6. Under exceptional circumstances, the Stewards on request of the Promoter reserves the right to grant exemptions to this article.

- 22.7. 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.
- 22.8. 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.
- 22.9. Competitors must ensure that a three-kilo sample of fuel can be taken from the Car at any time during the Event.
- 22.10. No refuelling will be allowed in the pit lane during free practice, qualifying practice and races at any Event.

23. Tyres

- 23.1. For all Events in this Championship, the Promoter designates the following tyre:

Goodyear Tyres
ADDRESS TBC

- 23.2. 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.
- 23.3. Tyres must be used in compliance with the specifications and compounds approved by the Promoter, as provided by the chosen tyre supplier.
- 23.4. Under exceptional circumstances, the Promoter reserves the right to permit a Competitor to grant other exemptions to this article.
- 23.5. 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.
- 23.6. The following specifications are the only tyres acceptable for use in this series;
- Avon/Goodyear A11 compound slick tyre for dry weather use.
- Avon/Goodyear A15 compound treaded tyre for wet weather use.
- 23.7. Only Cars running in the Jackie Stewart Class may run a hand-cut Avon/Goodyear A11 compound slick, or Dunlop Post Historic CR82 or CR65 compound treaded tyres, but not a combination of Dunlop and Avon/Goodyear.
- 23.8. Competitors may nominate a maximum of eight (8) new Slick tyres in the first Event of the MRL Series in which they participate. For subsequent Events, each Competitor is limited to eight (8) Slick tyres, of which at least four (4) Slicks must have been registered at a previous Event of the MRL Series.

- 23.9. Each Avon/Goodyear 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 MRL Technical & Eligibility Delegate before the start of the official practice session at each Event.
- 23.10. Any failure to ensure that a Car's tyres have been scanned by a MRL Technical & Eligibility Delegate will be reported to the Stewards.
- 23.11. The eight slick (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. They may not be exchanged and/or loaned between Competitors.
- 23.12. Should any registered tyre be subject to a puncture, sustain damage, or have a fault, then an additional tyre may be approved by a MRL Technical & Eligibility Delegate in agreement with the Championship tyre supplier technician and after consultation with the MRL Race Director, if all other registered tyres are deemed unfit for purpose.
- 23.13. 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 of these regulations. There is no limit on the number of Wet tyres that can be used and no requirement for the bar codes to be scanned. The wet-weather tyres must be cut to the historic wet-weather pattern in accordance with Avon/Goodyear specifications. It is prohibited to cut any form of pattern into the A11 compound slick tyres. All wet-weather tyres must carry the official Masters branding sticker affixed by the tyre supplier.
- 23.14. Wet-weather tyres may only be used when a wet session is declared by the MRL 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.
- 23.15. Tyre adhesives and/or any form of performance-enhancing chemicals are prohibited.
- 23.16. 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. Minimum Weight, Dimensions and Ground Clearance

- 24.1. All weights and dimensions must comply with Appendix K, Appendix IX, Article 19 of the Code.
- 24.2. During an Event, when a Car has been selected for weighing, it is forbidden to add any liquid, solid or gaseous substance.
- 24.3. The minimum ride height for all Cars applies at all times throughout an Event. Testing for compliance may take place at any time during an Event.
- 24.4. All Cars must pass a simple ground clearance test to show a minimum ride height of 40mm at all times during an Event. The ground clearance test will be carried out with the Driver fully attired with race kit and seated in the Car. During this test, the Car must conform to having normal operating fluid levels and the fuel tank should carry at least the minimum 3-kilo mandatory fuel sample.

- 24.5. No entirely sprung part of the Car may be less than 40 mm from the ground. It must be possible for the official scrutineering ground clearance gauge to move freely under the Car, the side skirts and front wing endplates.
- 24.6. It is forbidden, apart from the complete front and rear wheels, to allow any part of the Car to systematically or continuously touch the ground when the Car is in motion.
- 24.7. Any device fitted to the Car that bridges the area between the bodywork and the ground at any time is forbidden.
- 24.8. Any device fitted to the Car to lower its ground clearance whilst in motion, and/or any component which has that same effect is forbidden.
- 24.9. Any non-conformity will be reported to the Stewards and may be penalised.

25. Suspension

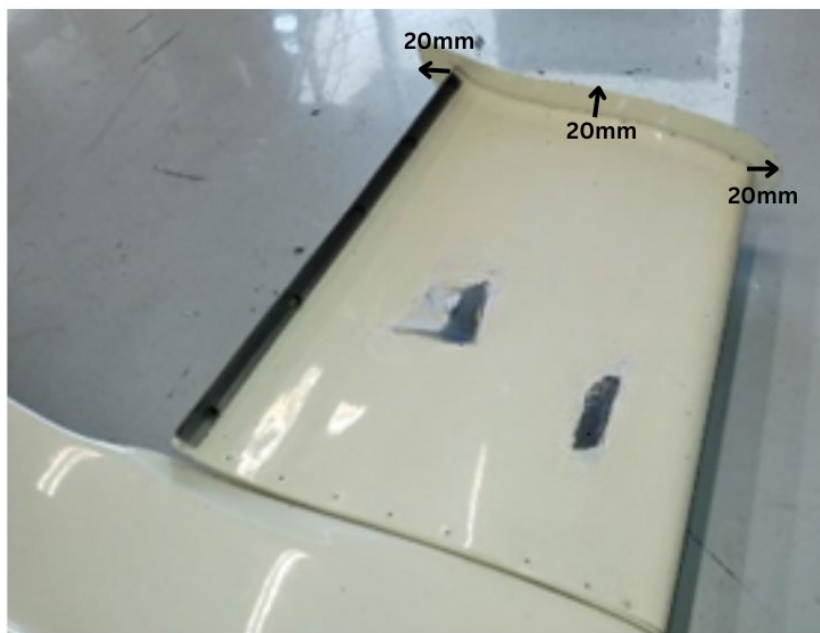
- 25.1. All Cars in the Emerson Fittipaldi, Patrick Head and Niki Lauda classes must use either the period standard specification KONI 8212 Aluminium Body or the KONI 8211 Steel Body equivalent shock absorbers of appropriate length. Jackie Stewart Class Cars may use either these KONI shock absorbers or the period specification Armstrong damper.
- 25.2. At any time during an Event, the MRL Series Technical and Eligibility Delegates may select a Car(s) for additional checks to the shock absorbers. At this time, the shock absorbers will be sealed and removed for checks to be carried out by an authorised KONI specialist. Competitors should always ensure they have a spare set of shock absorbers with them to ensure that their Car is transportable should the shock absorbers be removed.
- 25.3. The shock absorber must be fitted with the standard KONI adjustable lower spring platform, locking ring and standard top spring abutment. Where the design of the original suspension does not permit the use of the standard top or lower spring abutment, the original design may be used, providing that period specification can be proven to have been used on the same type or model of Car in period.
- 25.4. Internal shock absorber valving on Patrick Head Class Cars must conform to KONI B8 and/or B8+ specification.
- 25.5. All other classes may use KONI internal valving specification ranging from B1 to B8X.
- 25.6. The use of monotube, gas pressurised and/or remote reservoir shock absorbers is not permitted.
- 25.7. Solid internal or external packers to restrict the stroke of the damper are permitted. No form of secondary springing is permitted.
- 25.8. The use of bump stops and/or solid packers are free for all classes.
- 25.9. For Cars in the Patrick Head and Niki Lauda classes, to ensure compliance with Article 24.4 above, a suspension deflection test may be applied at any time during the Event. The suspension deflection test will be carried out with the Driver fully attired with race kit and seated in the Car. During the suspension deflection test, the tyres must be adjusted to 14psi Front and 12psi Rear, it must include all normal operating fluid levels, and the fuel tank should carry at least the minimum 3-kilo mandatory fuel sample.

- 25.10. The maximum deflections specified below will be measured at the centre lines of the front and rear axles of the Car as follows. First, the tyre pressures must be set to 14psi Front and 12psi Rear. Next, the front and rear reference measurements will be noted before two (2) equal loads of 100kg are applied to the sprung chassis simultaneously at the front and rear axle centre line and the new measurements noted, the maximum deflection will include any tyre deflection.

<u>MAXIMUM DEFLECTION</u>	<u>@FRONT Suspension</u>	<u>@REAR Suspension</u>
Patrick Head Class	20mm	15mm
Niki Lauda Class	24mm	18mm

26. Aerodynamic Aids

- 26.1. Must comply with Appendix K, Appendix IX of the Code.
- 26.2. The number of skirts is limited, per Car and per Event, to a maximum of one set (1 LH and 1 RH) of skirts with no replacement permitted. The skirts will be marked and/or sealed at scrutineering by the MRL Technical & Eligibility Delegate.
- 26.3. These skirts are related solely to each individual Car (where applicable) and are prescribed from the beginning of qualifying practice to the end of the races and may not be exchanged and/or loaned between other Competitors Cars.
- 26.4. Ground Effect Cars that originally ran non-fixed or fixed (up to the end of 1982) skirts in period and ran with or without front wings may be fitted with a front wing to the specification detailed in the Technical Drawing of Appendix IX of Appendix K as the alternative to the period specification.
- 26.5. The only modification allowed to the design of the FIA Technical Drawing is the addition of a single 900 folded gurney, maximum of 10mm high, and mounted with the rear of the gurney level with the rear edge of the wing. This wing can be made from either aluminium or carbon fibre and be fitted with flat aluminium endplates that extend no further than 20 mm beyond the profile section (front, back, lowest and highest points) of the wing. See pictures below:



- 26.6. The use of carbon fibre for front or rear wings, including any side plates, brake ducts, or any other parts of the Car is forbidden unless a Competitor is able to prove that this material was used on the specific Car at International Event(s) in period.

27. Data Acquisition, Onboard Camera's & Sensors

- 27.1. During an Event, Cars may use data acquisition systems to monitor engine rpm, engine oil pressure, engine oil temperature, engine water temperature, fuel pressure and water pressure. Car speed may be recorded by either GPS or the use of one wired wheel speed sensor, providing it is not fitted to any engine-driven wheel or driveshaft.

- 27.2. No other form of Competitor/chassis data acquisition is permitted at any time during an Event, including but not limited to any form of lambda, throttle, brake, steering, aerodynamic, pitot, suspension position or load sensors. The fitment of any or all of the above sensors is strictly forbidden for the duration of the Event.
- 27.3. At the start of each Event, Competitors must declare by way of a signed and dated sheet, all the sensors they have on the Car other than those mentioned in Article 27.1 of these regulations. All declared sensors must be disconnected by means of a connector near them (100 mm maximum distance). The signed and dated declaration sheet must be handed to the MRL Technical & Eligibility Delegate before the commencement of official practice.
- 27.4. If during the course of the Event a Competitor is found to have re-connected any sensor during any session, he will be reported to the Stewards.
- 27.5. A maximum of 2 on-board pencil cameras (not GoPro style) are permitted and must be securely fitted within the original silhouette looking from the front of the Car (refer also to Art 11.3 of these regulations). On-board cameras are strictly forbidden to be fitted inside the cockpit or footwell area of the Car. Stick-on or suction mounts are forbidden. See pictures of allowed on-board cameras below:

ALLOWED:



NOT ALLOWED:



- 27.6. Cars should maintain a period-style dash wherever possible, and for safety reasons NO form of instrumentation/display is permitted to be added on the steering wheel.
- 27.7. For steering wheels fitted with a 'Toggle' style engine kill switch, it is advisable to have a metallic shroud around the lever.

- 27.8. Steering wheels must be of the full circular type and may have flat bottom appearance. Open top (with horns) steering wheels with/without integral displays are forbidden.
- 27.9. Any footages from the onboard videos are the right to the organiser. And the organizer reserves the right to use the footage for sporting review or commercials.
- 27.10. Inside-helmet cameras are only permitted if they are FIA-approved accessories, designed for use with helmets homologated under the FIA standards and listed in the manufacturer's homologation documentation for that specific helmet model. Any helmet fitted with a non-approved or non-homologated camera will be deemed non-compliant.

28. Onboard Starters

- 28.1. As per FIA Appendix K, Appendix IX, Para 6, onboard air starters may be changed to an onboard electric starter together with an Anderson style boost battery connector.
- 28.2. For the 2026 Season, and in the interest of ensuring Events are not compromised by Cars stranded on track, it is highly recommended that all Cars with an onboard air starter upgrade to an electric starter.

29. Safety

- 29.1. ROPS must comply with Appendix K, Appendix II of the Code.
- 29.2. When seated correctly in the Car and with the safety belts securely fastened, there must be a minimum of 50mm clearance between the top of the Competitor's crash helmet and a line drawn horizontally from the top of the ROPS.
- 29.3. The wearing of an FIA-approved FHR system, in accordance with Appendix L, Chapter III Article 3 is mandatory for all Competitors.
- 29.4. Competitors 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 Competitor 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.
- 29.5. Fully operational fire systems must conform to current FIA minimum standards. The systems must not be plumbed into the original Car's system and the kit must only be fitted as per the instructions supplied and using the supplied tubing and nozzles. Failure to comply will void the homologation of the unit. It is recommended to have the original manufacturer's fitting instruction leaflet available with the Car's paperwork.
- 29.6. As per FIA Appendix K, Article 5.15.1, all cars must be fitted with a safety belt harness complying to either FIA Standard No. 8853/98 or FIA Standard No. 8853-2016.
- 29.7. The use of 'tank tape or gaffer tape' to cover the Competitor's seat and/or cockpit padding is forbidden, any covering must be of a flameproof material.
- 29.8. All other fire protection including personal racewear clothing and helmets must be to current FIA standards and comply with the Code (see also art. 29.4 of these regulations). Checks may be carried out at any time, and in case of any infringement during a session, the Competitor will be reported and may be disqualified.

- 29.9. 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.
- 29.10. Any bodywork accident damage incurred during a Event or outside of a Event must be repaired prior to the next Event for which a Car is entered.

30. Radio communication

- 30.1. 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.
- 30.2. It is strictly forbidden to carry a mobile phone device inside the cockpit at any time whilst driving in an Event.

31. Protests, appeals & force majeure

- 31.1. All protests must be lodged in accordance with Article 13 of the Code.
- 31.2. All protests must be made in writing and handed to the Chair of the Steward, 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.
- 31.3. 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.
- 31.4. All appeals shall be governed by Article 15 of the Code.
- 31.5. The Protest and Appeal Fees (KNAF) are as follows:

Protest Fee: €500
Appeal Fee: €1750
- 31.6. MHR, MRC and MRL, 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.