

MASTERS THREE HOUR RACE

Donington Park, June 8/9 2019

A SPORTING REGULATIONS

1 - GENERAL PROVISIONS

1.1 TITLE and JURISDICTION

- 1.1.1 The Masters Three Hours race (MTH) is organised by Masters Historic Racing Ltd (MHR) and run in accordance with the FIA International Sporting Code and its Appendices (the Code) and the specific provisions of these Regulations.
- 1.1.2 The final text and language of these Regulations shall be the English version, which will be used should any dispute arise as to their interpretation

1.2. ELIGIBILITY – CARS (general)

- 1.2.1. For Grand Touring (GT), Grand Touring Prototype (GTP) and Touring cars built between 01 January 1947 and 31 December 1965 (classified under FIA Period E and F) running to period specification and complying with FIA Appendix K.
- 1.2.2 Invitation entries will also be considered for historically interesting Pre-66 GT cars that did not compete Internationally.
- 1.2.3 All cars entered must be in possession of a current valid FIA Historic Technical Passport (HTP) issued by a National Automobile Club or other national body (ASN) recognised by the FIA, and must be provided for each car entered, and produced at scrutineering for each round.
- 1.2.4 MHR reserves the right to accept entries from cars that may comply with the correct homologated specification and Appendix K of the FIA Historic Sporting & Technical Regulations but have yet to acquire HTP papers. Any car that is accepted to enter on this basis will be shown in an 'Invitation' Class.

1.3. ELIGIBILITY – DRIVERS (general)

- 1.3.1 MTH is reserved for Competitors and Drivers. For the purpose of these regulations, the first named 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".
- 1.3.2 All Competitors and Drivers must be full 2019 racing members of Masters Racing Club (MRC). MHR reserve the right to accept or decline a driver's membership in accordance with Article 3.14 of the Code.
- 1.3.3 Competitors and Drivers must hold as a minimum either a Motorsport UK National A Race Licence or an ASN equivalent, issued by an ASN which is a member of the FIA.
- 1.3.4 MHR reserves the right to accept one-off entries from Competitors who are temporary but not full members of the MRC. Any such Competitor may take part on this basis but will be identified with an asterisk (*) against their name in the published online entry list.
- 1.3.5 A Competitor must be at least 18 years old on the date that their entry is received. A Driver must be at least 16 years old prior to taking part in this Competition.
- 1.3.6 Foreign Competitors and Drivers (those not in possession of a Motorsport UK race licence) must present an authorisation from the parent ASN to compete abroad.

1.4 ENTRIES

- 1.4.1 Race Entry Forms for the MTH will be accepted from 1st January 2019. Entry Forms are available online via the Events Information section of the MHR website at www.mastershistoricracing.com and may be submitted by post, fax or email.
- 1.4.2 The closing date for entries for the Competition will be Friday 1st June 2019.
- 1.4.3 Including the Competitor an entry may have no more than 3 (three) drivers entered to drive.
- 1.4.4 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 and where Drivers are also listed, then they must sign the entry form before the closing date of the Competition.
- 1.4.5 A full refund of the Race Entry Fee will be offered to Competitors who notify MHR in writing at least 14 calendar days prior to the start of the Competition that they are withdrawing their entry.
- 1.4.6 If during Qualifying Practice 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.

1.5 PROOF OF ELIGIBILITY

- 1.5.1. By signing their entry form, Competitors are guaranteeing that their car complies with its HTP, the period homologation papers for that model, if relevant, and with these specific Regulations.
- 1.5.2 Should the MTH Eligibility Scrutineer become aware, either through performance, inspection or other reliable information, that a competing car may not be compliant it, and any relevant parts, may be either stripped or sealed for examination at his request with approval from the Clerk of the Course and MTH Race Director. The Competitor concerned will be responsible for any direct or indirect costs involved in providing proof of compliance.

1.6 PERMANENT MTH OFFICIALS

- 1.6.1 MTH Co-ordinator:
Rachel Bailey, Masters Racing Club, 35a Market Place, Olney, Bucks. MK46 4AJ.
T: +44 (0)1234 713800 E: team@mastershistoricracing.com
- 1.6.2 MTH Race Director:
Richard Cuene-Grandidier (FIA-COC-019-000106)
- 1.6.3 MTH Eligibility Scrutineer:
Peter Farrington (MSUK #092591)

2 DRIVERS AND TEAM MANAGERS BRIEFING

- 2.1 Attendance at the briefings is mandatory for all Competitors and Drivers taking part in the Competition. Attendance is strongly recommended for all Team Managers.
- 2.1 The time and location of the briefing will be published in the Competition's Supplementary Regulations and in the Final Event Instructions.
- 2.2 Briefing Notes issued by the race director or clerk of the course are formal documents which must be complied with.

- 2.4 Additional briefings required during a Competition will be notified to Competitors and Drivers by way of an Event Bulletin issued on decision of the stewards.

3 RESULTS, PODIUMS, AWARDS

3.1 RESULTS

- 3.1.1 Results of a Competition will be published to show:

- A general overall classification with no class divisions;
- A classification showing the results per class.

- 3.1.2 To be classified, Competitors must complete 75% of the race distance covered by the class winner.

3.2 PODIUMS

- 3.2.1 Podiums will be presented as follows:

Podium 1: General Overall

Podium 2: GT cars

Podium 3: Touring cars

- 3.2.2 Podiums may take place simultaneously.

3.3 AWARDS

- 3.3.1 Trophies will be presented by MHR to the 1st, 2nd and 3rd in each of the classes, assuming there are 2 or more entries for each specific class.

- 3.3.2 There will be a Class prize-giving ceremony for the Race at the Competition. Timing and location for the ceremony will be publicised during the Competition.

4 CHARACTERISTICS OF QUALIFYING PRACTICE AND THE RACE

- 4.1 The race is of an endurance format.

- 4.2 The grid for the MTH will be based on the fastest lap set by cars in qualifying practice.

- 4.3 Unless otherwise notified, there will only be one (1) mandatory pit stop for fuel.

- 4.4 a) The maximum duration of uninterrupted driving in the race for a driver is 100 minutes. Every driver must have a minimum 30-minute break before driving again in the race.
b) To monitor compliance to this specific regulation, the following will be used to measure driving times:
- from the time the race officially starts to the time the car registers on the Pit In Timing Line at a pit-stop;
- from the time the car is registered leaving the pits after a pit-stop at the Pit Out Timing Line until the car registers on the Pit In Timing Line;
- from the time the car is registered leaving the pits after a pit-stop at the Pit Out Timing Line until the car crosses the Finish Line at the end of the race (chequered flag).

- 4.5 It is mandatory for all teams to notify a member of the MHR Team at least 90 minutes before the race start the order in which the drivers will drive a car in the race. Any changes to that order must be notified without delay to a member of the MHR Team.

5 STARTING PROCEDURE

- 5.1 All races shall have rolling starts, with a 2 x 2 grid formation.

- 5.2 Whenever possible, the approach of the start will be announced by signalling boards shown three minutes, one minute and thirty seconds before the start of the formation lap. Specific meanings:

- a) One-minute board: any work being undertaken on the car must cease. Engines will be started with the relevant drivers sitting in their cars. Team technical staff must then leave the grid;

b) Green flag: will be shown at the front of the grid whereupon the cars will begin a formation lap behind a Pace Car, maintaining their starting order with the pole position driver leading.

- 5.3 Any driver who is unable to start the formation lap must signal this (by raising his arm). After all the other cars have started their formation lap, his mechanics may push the car on the track to start the engine under the supervision of the officials. The car may then start its formation lap but is forbidden to pass any other competing car. If it will not start after a single attempt, it must be pushed into the pit lane where the mechanics may attempt to start it.
- 5.4 Any car which enters the pits after a reconnaissance lap and any car still in the assembly area or the pitlane after the countdown has commenced may start from the pits but only under the direction of the race director and the pit lane officials. Cars may be moved to the pit exit only with the relevant Competitor seated in the cockpit with belts attached. Cars will join the race when the whole field has passed the pit exit on the first racing lap.
- 5.5 Drivers must maintain no more than ten car lengths from the car in front of them once they have reached a nominated turn that will be notified in the Drivers Briefing Notes. At the end of the last formation lap, the Pace 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 starting signal will be given by means of lights. Cars may only accelerate when the start signal is given (red lights switched off), but may not overtake, nor break formation until they have crossed the Start Line.
- 5.6 At the end of the formation lap, if the conditions so require, the Race Director will order the Pace 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.

6 STOPPING OF A RACE

- 6.1 Only cars that are proceeding under their own power at the showing of the red flag will be classified.
- 6.2 Any race stopped before the leader has completed 2 (two) laps will be declared a 'No Contest'.
- 6.3 a) Any race stopped after 2 laps but less than 75% of its duration will be considered as the first part of a two-part race. In the interval between stopping and restarting cars may return to the pits for repairs. They may join from the pit road after the other cars have restarted after the whole field has passed the pit exit on the first lap of the re-started race. Non-runners can restart from the pit road behind those cars that were proceeding under their own power at the showing of the red flag but have entered the pit lane behind those referred to above. No work may be carried out to cars on the grid unless on grounds of safety and only then with the approval of the scrutineers.
b) The Race Director may order that that the duration of the second part of the race shall be a shorter time than that originally scheduled or may be abandoned altogether.
- 6.4 Any race stopped after the leader has completed 75% of the scheduled race distance may be considered to have finished, unless the race director in consultation with the stewards deems it appropriate to restart.
- 6.5 The Safety Car may be used to control or neutralise a race in the event of an incident.

B - TECHNICAL REGULATIONS

7 GENERAL PROVISIONS

7.1 SCRUTINEERING

- 7.1.1 All Competitors must make their cars available to the scrutineers for safety scrutineering at the Competition and to the MTH Eligibility Scrutineer at any time during the Competition.
- 7.1.2 Any car that is being used can, at any time, be either stripped or sealed for examination at the request of the MTH Eligibility Scrutineers with approval from the Clerk of the Course and MTH Race Director.
- 7.1.3 It is the Competitors' responsibility to ensure that their entered car complies with the specific MTH Technical Regulations.
- 7.1.4 The Eligibility Scrutineers will check the eligibility of all entered cars against the Technical Regulations, in tandem with the Chief Event Scrutineer.
- 7.1.5 As part of the Scrutineering process all Competitors and Drivers will be required to undertake administrative and safety checks to satisfy the organisers that all the necessary licences and ASN approvals to participate are valid and that safety equipment meets the criteria necessary to participate in the MTH.

7.2 FRONTAL HEAD RESTRAINT SYSTEMS (FHR)

- 7.2.1 The wearing of an FIA-approved FHR, in accordance with Section 3 of FIA Appendix L, Chapter III (Article 3), is strongly recommended for all Competitors and Drivers.

7.3 LIGHTS

7.3.1 RED WARNING LIGHTS

- 7.3.1.1 A rearward facing red warning light of a minimum of 21 watts with a surface area minimum 20cm² maximum 40cm², or minimum of 21 watts with a surface area minimum of 50 cm² and with lens and reflectors to EU standards, must be located within 10cm of the car centre line and be clearly visible from the rear. Cars with full-width bodywork may alternatively use \geq two lights equally located about the centre line of the car.
- 7.3.1.2 An alternative light unit of equal or enhanced constant luminosity or LED lights that are FIA homologated or comply with relevant EU regulations may be used.
- 7.3.1.3 The warning light must be switched on when visibility conditions are reduced, or when instructed by the Race Director.

7.3.2 OTHER LIGHTS

- 7.3.2.1 All cars must have fully functioning headlights.
- 7.3.2.2 Brake lights must be fitted and in full working order.

7.4 ROLL-OVER PROTECTION SYSTEM (ROPS)

- 7.4.1 The ASN mandatory requirements are the minimum acceptable. These cover Safety Cage, Rollbar, Rollcage, Main, Front and Lateral rollbars, Members and other items covered by ROPS.
- 7.4.2 ROPS must be designed and made so that, when correctly installed, they substantially reduce the risk of injury to the occupant.
- 7.4.3 ROPS must not unduly impede driver access to/from the car.

- 7.4.4 Any modification to a homologated ROPS (other than fitment of permitted reinforcements to roof and windscreen pillar, and door bars and harness bars) is prohibited.
- 7.4.5 Except for cars in which the ROPS is an integral part of the chassis (i.e. welded or riveted and bonded to the chassis), it **must not** be made from **aluminium alloy**. ROPS made from steel or titanium alloy are acceptable provided they are to the original design and are braced according to the requirements of FIA Appendix J.
- 7.5 NOISE LIMITATIONS**
- 7.5.1 All cars must run in compliance to a maximum noise limit of 105 dB(A). Failure to comply may lead to exclusion by the Competition's officials, and any fees and associated costs relating to the entry will not be refunded.
- 7.5.2 Any GT40 and GTP cars may run at a noise limit of 118 dB(A).
- 7.6 ELECTRONIC IGNITION**
- 7.6.1 Ignition systems must be to period specification, or in the interests of reliability an electronic ignition system may be used providing the car is fitted with an original make and type of distributor and the mechanical parts within that distributor are the sole means of determining the timing of the ignition.
- 7.6.2 It is strongly recommended that those teams wishing to compete in FIA regulated events, either leave their systems completely compliant with Appendix K, or fit an electronic system that is easily interchangeable for FIA regulated events.
- 7.7 ENGINE REV LIMITS ON V8-ENGINED CARS**
- 7.7.1 All V8-engined cars will be restricted to running engine revolutions of no more than 7,000 rpm.
- 7.7.2 The rpm limit on V8 engines must be controlled by the use of an MSD 6AL ignition control (part number MSD 6425 only). Any control of the advance curve must be RPM related only, and be executed by the sole means of the distributor. No external control of advance system is permitted, and MSD ignition boxes that control advance, or allow advance mapping, are not permitted. The MSD box must be mounted out of reach of the driver.
- 7.7.3 Any V8-engined car planning to run on a one-off basis, and which does not comply with articles 7.7.1 and 7.7.2 of these regulations may apply to enter on an invitational basis.
- 7.8 TOWING EYES**
- 7.8.1. There must be substantial towing eyes securely fixed to the main structure of the vehicle, front and rear, within the confines of the body to enable the vehicle to be moved.
- 7.8.2 Towing eyes must have a minimum internal diameter of 60mm and all towing eyes/points should be painted in a contrasting bright colour (dayglow red, orange or yellow).
- 7.9 PITS TO CAR RADIO**
- 7.9.1. Except for time-keeping purposes, any radio communications from and to cars is prohibited.
- 7.10 TIMING TRANSPONDERS**
- 7.10.1. All cars must be presented for scrutineering complete with a standard AMB TranX 260 Timing Transponder, which must be correctly fitted and be compatible with standard Pan-European race track 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 submitting the entry.

8 MANDATORY and OTHER PIT STOPS, FUEL, REFUELLING and PARC FERMÉ;

8.1 PIT STOPS

- 8.1.1 The pit stop window, the minimum elapsed time for the pit stop 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 Driver Briefing Notes.
- 8.1.2 The pit stop duration will be timed and monitored from when the car registers at the Pit In timing line until the car registers at the Pit Out timing line.
- 8.1.3 A pit stop is mandatory for all cars during the notified pit stop window, irrespective of the number of drivers in a car. The car must register at the Pit In line during the period of the notified pit stop window.
- 8.1.4 For the mandatory pit stop and any other pit stop where REFUELLING TAKES PLACE the car must remain stationary for a single period of not less than 3 minutes (180 seconds) in duration.
- 8.1.5 a) For all other pit stops which do not involve refuelling the car must remain stationary for a single period of at least 1 minute (60 seconds) in duration.
b) EXCEPTION: a pit stop does not require the car to remain stationary for a minimum period for reasons of safety (loose fuel cap, door unlatched, single tyre puncture, etc). Note that during such a pit stop no driver change is permitted and nor is any refuelling allowed.
- 8.1.6 Seat belts must not be undone until a car is stationary, and must be securely fastened before moving off.
- 8.1.7 Wheels and tyres may be changed during any pit stop. No modern pneumatic wheel changing equipment may be used for wheel changes.

8.2 FUEL and FUEL TANKS

- 8.2.1 Fuel must be in accordance with FIA Appendix J, Article 252.9.1, and FIA Appendix K.
- 8.2.2 Fuel tanks must be standard tanks, homologated tanks or safety tanks. It is recommended to fill tanks with safety foam in conformity with American Military Specification MIL-B-83054 or 'D-Stop' anti-explosion foil.
- 8.2.3 For all cars of Period F, the fuel tank is free but must be filled with safety foam in conformity with American Military Specification MIL-B-83054 or 'D-Stop' anti-explosion foil. It must be within the validity of homologation.
- 8.2.4 Any fuel tank must comply with the period maximum capacity specification and must not exceed either the originally homologated or specified capacity.

8.3. REFUELLING

- 8.3.1 No refuelling may take place in the pit lane during qualifying practice.
- 8.3.2 During the race any refuelling must take place on the pit lane apron in front of the garages, not in the pit garages.
- 8.3.3 Refuelling may be carried out using either:
a) FIA/MSUK approved 20 litres, unmodified, Tuffjugs fitted with a Ripper dry-break nozzle (as supplied by Anglo American Oil Company); or
b) FIA/MSUK approved dump churns of a maximum of 25 litres fitted with an FIA compliant dry-break nozzle.

- 8.3.4 In any pit stop where refuelling takes place it is mandatory for one team member (the fireperson) to be positioned beside the car near to where the fuelling is taking place. The fire fireperson must hold at all times an extinguisher (minimum capacity of 5 kg) armed and ready to work.
- 8.3.5 During a pit stop it is mandatory for both the person fuelling the car and the fireperson to wear a safety suit to FIA 8856-2000 standard with balaclava and gloves in accordance with FIA regulations.
- 8.3.6 It is mandatory that both the person fuelling the car and the fireperson wear goggles.
- 8.3.7 Before fuelling couplings are attached to the car, it is mandatory that the engine be stopped, all the doors be shut closed, the exhaust pipe be blanked off, the car earthed and a petrol absorbent mat laid under the fuel filler pipe.
- 8.3.8 No person can be inside the vehicle, nor may any person be working on the vehicle whilst refuelling takes place.
- 8.3.9 A maximum of 75 litres of fuel may be filled into a car at any refuelling stop whether mandatory or not. The maximum amount of fuel that any Competitor may store in both the pit lane and the garage at any one time is 75 litres total.
- 8.3.10 Storage of fuel is only permitted in containers having a screw or other approved safety cap.
- 8.3.11 If any fuel is stored in a pit, the Competitor that is using that fuel must ensure that an effective fire extinguisher is kept adjacent to such fuel.

NOTE: the fuel supplier, Anglo American Oil Company, will be open until 30 minutes before the finish of the race.

8.4 PARC FERMÉ

- 8.4.1 Cars may be held under Parc Fermé conditions after both qualifying practice and the race, in a designated area that will be notified to all Competitors at the Driver Briefing and in the Briefing Notes.

C - SPECIFIC TECHNICAL REGULATIONS

9 GRAND TOURING

9.1 CLASSES

- 9.1.1
- | | |
|-----|-------------------------------------------------------------------------------|
| A | Sportscars Pre-1063 |
| B1 | GT cars up to end of 1960 up to 2,000cc |
| B2 | GT cars up to end of 1960 over 2,000cc |
| C1 | GT cars up to 1965 up to 2,000cc |
| C2 | GT cars up to 1965 up to 3,000cc |
| C3 | GT cars up to 1965 over 3,000cc |
| CLP | Invited light-weight bodied Pre-66 GT cars and Pre-66 GTO cars under 2-litre. |
- 9.1.2 All Marcos 1800GT and Lotus Elans must run in Class CLP
- 9.1.3 The decision of whether a car is eligible to compete and which class it is allocated to is solely at the discretion of MHR.

9.2 E-TYPE, COBRA and TVR GRIFFITHS: WEIGHTS

9.2.1 Jaguar E-Type, AC Cobra and TVR Griffiths models will be required to show a minimum weight of 1,000kgs, without driver, under Parc Fermé conditions at race end. Nothing other than fuel may be removed from the car and no liquid, solid or gaseous substance may be added. Any ballast added to a car must be done in accordance with FIA Appendix K, Appendix IX, Paragraph 16.

9.3 WHEELS & TYRES

9.3.1 All cars must run on Dunlop Racing L or M section tyres (or earlier specification Dunlops) to CR65 204 compound. The maximum size of front tyre that can be used is a Dunlop 650 L section tyre. Tread depth, both at scrutineering and in the assembly areas before both qualifying and the race, must show a minimum depth of 1.6 mm. Re-grooving, tyre adhesives and/or any form of performance enhancing chemicals are prohibited.

9.3.2 Any form of static tyre warming, heat retention or cooling is prohibited except for direct sunlight and the ambient weather conditions.

10 TOURING CARS

10.1 CLASS STRUCTURE

10.1.1	A	Over 2,001cc
	B	1,601cc to 2,000cc
	C	1,301cc to 1,600cc
	D	up to 1,300cc

10.2. ENGINES

10.2.1 An eligible car may only be powered by a period specification engine of a type originally fitted to the car during its participation in International competition prior to 1st January 1966.

10.3 TRANSMISSION

10.3.1 Overdrives are permitted provided they were an original production option and homologated by the manufacturer prior to 1st January 1966.

10.4 TYRES

10.4.1 All cars must be fitted with Dunlop 'L' or 'M' section tyres to CR65 204 compound. Tread depth, both at scrutineering and in the assembly areas before both qualifying and the race, must show a minimum depth of 1.6 mm. Re-grooving, tyre adhesives and/or any form of performance enhancing chemicals are prohibited.

10.4.2 All V8-engined cars must only use a tyre with a maximum width equivalent to the Dunlop 550M.
EXCEPTION: Ford Galaxies may run Dunlop 650M tyres

10.4.3 Wheels must conform in appearance and style to the period specification of the model in question.

10.4.4 Any form of static tyre warming, heat retention or cooling is prohibited except for direct sunlight and the ambient weather conditions.

10.5 BODY

10.5.1 Bodywork must be complete and the original shape and silhouette must be maintained and presented.

10.6 FORD FALCONS (PERIOD F SPECIFICATION) WEIGHT

10.6.1 Ford Falcons complying with FIA Period F specification will be required to show a minimum weight of 1,140kgs, without driver, under Parc Fermé conditions at race end. Nothing other than fuel may be

removed from the car and no liquid, solid or gaseous substance may be added. Any ballast added to a car must be done in accordance with FIA Appendix K, Appendix IX, Paragraph 16.

10.7 EXHAUST SYSTEMS: FORD MUSTANGS

10.7.1 Ford Mustang engines may use fabricated tubular steel exhaust headers but are not required to do so

11 GTP CARS

11.1 CLASS STRUCTURE

11.1.1 A single class for all GTP cars.

11.1.2 All GTP cars must run to Period F specification.

11.2 WHEELS AND TYRES

11.2.1 All Ford GT40 cars running to Period F specification may only run on the following rim dimensions:

Front: 6.5 x 15 inches

Rear: 8 x 15 inches.

11.2.2 All other cars must run on Dunlop Racing 'L' or 'M' section tyres (or earlier specification Dunlops).

APPENDIX 1 - GENERAL CONDITIONS FOR COMPETITORS

A1.1 Competitors must ensure that their cars, when in the paddock or in a pit garage, are in full view of spectators whenever reasonably possible.

A1.2 Competitors must ensure that their car is fully on display in the pit road or other designated area at a time specified by the Race Director, Promoter, Organiser or member of the MHR team to allow the cars to be seen during the "Pit Lane Walkabout".

A1.3 Competition or race sponsors decals must be clearly displayed on cars.

A1.4 All Competitors must display the Masters decals and any Masters' sponsors' decals at all times during qualifying and the race.

A1.5 If an overall sponsor for MTH is secured, Competitors must make available an area (of a size and location to be advised) for the display of the overall sponsor's decals. These decals must always be displayed during the Competition.

A1.6 No private decals are permitted to exceed 100cm² and none may conflict with the decals of official Masters sponsors.

A1.7 Competitors must respect the sport at all times and conduct themselves in such a manner as not to bring MTH, MRC, MHR, the Organisers, Promoter and Motorsport UK into disrepute at any time.

APPENDIX 2 - FORCE MAJEURE

A2.1 MRC and MHR together with any associated companies and partners (together Masters) shall not be deemed either liable or to be in breach of Contract if the MTH Competition 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; 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.