

# Masters Endurance Legends

## 2021 TECHNICAL AND SPORTING REGULATIONS

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### **ASN Visa Number: D021-A-000**

#### **1 FOREWORD**

- 1.1 The Series (Masters Endurance Legends) is organised in conformity with the provisions of the FIA's International Sporting Code and its appendices (the Code), the FIA's General Prescriptions and the National Sporting Regulations of Motorsport Ireland (MI). It will be run in conformity with the Series' sporting and technical regulations, the latter being in conformity with the safety prescriptions of the FIA's Appendix J for eligible cars (Article 277).
- 1.2 The Series is designed for 'Gentlemen' racers. Elite drivers will be permitted to race but will be subject to the penalties herein.

#### **2 ADDITIONAL PROVISIONS**

- 2.1 **Title and Jurisdiction:** Masters Endurance Legends (MEL), a race Series comprised of international races registered with the Masters Racing Club (MRC) and organised by Masters Historic Racing Ltd (MHR).
- 2.2 **Future amendments to the regulations:** will be subject to approval by Motorsport Ireland and notified in an official MEL Bulletin to all registered Competitors.

#### **3 ORGANISATION**

- 3.1 Promoter / Organiser: Masters Historic Racing Ltd  
Contact: c/o Masters Historic Racing Ireland Ltd, 163 Kimmage Road Lower, Kimmage, Dublin 6W, Ireland  
Telephone: +44 1234 713800  
Email: [team@mastershistoricracing.com](mailto:team@mastershistoricracing.com)  
Website: [www.mastershistoricracing.com](http://www.mastershistoricracing.com)
- 3.2 ASN: Motorsport Ireland  
Contact: 34 Dawson Street, Dublin 2, Ireland  
Telephone: +353 1 6775628  
Email: [chris@motorsportireland.com](mailto:chris@motorsportireland.com)  
Website: [www.motorsportireland.com](http://www.motorsportireland.com)
- 3.3 Composition of the MEL Organising Committee:  
Rachel Bailey  
Ron Maydon  
Chris Jolly
- 3.4 MEL Delegates:  
Chris Tee (Technical and Eligibility)  
Nicolas Minassian (Sporting Director)
- 3.5 MEL Officials:  
Race Director - Richard Cuene-Grandidier (FIA # FIA-RD-019-000108 and MI # 2429)  
Chairman of Stewards - Marc van Geel (FIA # FIA-ST-019-000107 and KNAF # 9543)  
(see also relevant Supplementary Event Regulations)
- 3.6 Other senior officials to be designated by the ASN of the Competition concerned:  
- A Clerk of the Course

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- A Chief Scrutineer
- A Chief Timekeeper
- Two National Stewards

3.7 In accordance with Article 11 of the Code, the clerk of the course and/or his deputies shall work in permanent consultation with the MEL race director. The MEL 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 MEL race director's express agreement:

- A. The control of any MEL practice and any MEL 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.

### **3.8 INSTRUCTIONS AND COMMUNICATIONS TO COMPETITORS**

3.8.1 In exceptional circumstances, the MEL Race Director may give instructions to competitors by means of special Information Notes in accordance with the Code. These Information Notes will be published on the official noticeboard and will be distributed to all the Competitors.

3.8.2 The timing monitors are also considered as an official noticeboard (if the facilities on the circuit so permit).

3.8.3 All teams must be connected throughout a Competition to the Masters Information & Messaging System (MIMS) if the system is being used at a Competition. Any messages given over the MIMS must be adhered to.

3.8.4 All classifications, starting grids and results of practices and races, as well as all decisions, information notes and bulletins issued by the officials, will be posted on the official notice board as well as on the MIMS notice board, if in use. Documents may also be made available via the MIMS.

3.8.5 Any decision or communication concerning a competitor should be given to him as soon as possible and receipt must be acknowledged. If the MIMS is being used at a Competition it may be used to send documents, and for teams to confirm receipt.

## **4 REGULATIONS**

4.1 **Official binding text:** published in English, which will be the language used should any dispute arise as to their interpretation. There are no other language versions available. The Headings and Typeface used in this document are for ease of reference only and do not form part of these regulations, either Sporting or Technical.

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4.2 **Date of Application:** 01 January 2021

4.3 **ELIGIBILITY – Cars (General):**

4.3.1 MEL races are open to all cars that were eligible to take part in the following competitions between 01 January 1995 and 31 December 2016:

- 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 pre-2017

4.3.2 To be eligible to race at a Competition, a car must be presented in a specification that was successfully scrutineered when it was eligible to race in one of the competitions listed in 4.3.1.

4.3.3 All cars must be presented in their original period livery.

4.3.4 Permissions for modifications from original specification must be agreed with MHR prior to entry for any Competition. All weights shall be based on the car with no driver and empty of fuel but including engine oil and water.

4.3.5 Hybrid cars are not eligible to enter MEL.

4.3.6 Historically interesting cars that do not comply with the requirements in 4.3.1 may be considered and accepted to run in an 'Invitation' Class on a case-by-case basis for each Competition listed in 5.1.1 below.

4.3.7 Daytona Prototypes will be classified in the appropriate LMP1 class.

4.3.8 A maximum of 8 LMP3 cars will be allowed to enter at any one competition and entries will be allocated on a first-come-first served basis.

4.4 **CLASSES**

4.4.1 MEL will be contested in Groups defined by the period in which cars were originally eligible to compete (4.3.1). Cars will be matched to Groups according to the year of their current specification:

- **Group 1:** 1995-2010
- **Group 2:** 2011-2016
- ~~**Group 3:** 2006-2015~~

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4.4.2 Each Group will be split into the following **six** Classes:

- **Prototype 1 cars**
- **Prototype 2 cars**
- **Prototype 3 cars**
- **GT1 cars**
- **GT2 cars**
- **GTC / GT3 cars**

4.4.3 MHR will determine at its own discretion, whether a car is eligible to compete and what class it should be allocated.

### **4.5 ELIGIBILITY – drivers (General)**

4.5.1 MEL 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".

4.5.2 Every driver must be a full 2021 racing members of MRC.

4.5.3 In accordance with the Code, Appendix L, Chapter 1, Article 2 an FIA Race International Grade B licence is required for all drivers who participate at a Competition in a car competing in either the Prototype 1 or Prototype 2 class shown in 4.4.2 above.

4.5.4 An FIA Race International Grade C or above licence is required for all other drivers.

4.5.4 Both Competitors and Drivers must be at least 18 years old at their first MEL Competition.

4.5.5 Foreign Competitors and Drivers (**those not in possession of a licence issued by the ASN organizing the Competition**) must present an authorisation from their parent ASN to compete.

4.5.6 Commercial Entrants Licences are not accepted nor required.

4.5.7 MHR will determine, at its own discretion drivers who will be classified as Elite Drivers. **The criteria used for this determination will include the FIA Driver Classification amongst others.** Elite Drivers will be penalized by way of time penalties in accordance with 5.3.10 below.

**4.5.8 Entries will not be accepted from a Competitor, driving solo at a Competition, who is determined by MHR to be an Elite Driver.**

**4.5.9 Entries will not be accepted from a Competitor where both the Competitor and Driver are determined by MHR to be Elite Drivers.**

### **4.6 ENTRIES**

4.6.1 Opening date for Entries: 01 January 2021

4.6.2 Closing date for entries is 7 calendar days prior to the date of each Competition.

4.6.3 A Competitor may only enter one car as his official entry.

4.6.4 A Competitor may enter a car either for all the Competitions in the MEL or on a Competition by Competition basis.

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- 4.6.5 Including the Competitor, an entry may have no more than 2 (two) drivers entered to drive.
- 4.6.6 Entry forms are available online at [www.mastershistoricracing.com](http://www.mastershistoricracing.com)
- 4.6.7 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 a Driver is also listed, then that Driver must sign the entry form before the closing date of the Competition.
- 4.6.8 A full refund of the Race Entry Fee will be offered to Competitors who notify the MHR in writing at least 14 calendar days prior to the Competition that they are withdrawing their entry.
- 4.6.9 Drivers who withdraw their race entry within the 14 calendar days period but before the first day of the Competition to which the withdrawal pertains will receive a credit of that entry fee which will be held on account for 12 months from the date the cancellation is received by MHR.
- 4.6.10 If during a Competition 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 MEL technical delegate, will start Race 1 behind all other cars and Race 2 from the position set by the classification of Race 1. If the original car is replaced after Race 1 it will start Race 2 behind all other cars.
- 4.6.11 The Organisers will hold insurance that complies with the national laws of the host ASN. Details will be available in each Competition's Supplementary Regulations.
- 4.7 PROOF OF ELIGIBILITY**
- 4.7.1. By signing an entry form to compete in either a Competition or all the Competitions, a Competitor guarantees that the entered car complies with its required specification in accordance with 4.3 above.
- 4.7.2 Should the MEL eligibility delegate 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 MEL race director. The Competitor concerned will be responsible for any direct or indirect costs involved in providing proof of compliance.
- 4.8.1 DRIVERS AND TEAM MANAGERS BRIEFING**
- 4.8.2 Attendance at this briefing is mandatory for all Competitors, Drivers and Team Managers taking part in a Competition.
- 4.8.3 The time and location of this briefing will be published in the Competition's Supplementary Regulations and in the Final Event Instructions. Any driver unable to attend must inform the MEL race director in person or via MIMS, if the system is being used at the Competition, no later than 30 minutes before the communicated start of the briefing.

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- 4.8.4 In any case, no driver may join the track during a Competition without having received a briefing from the MEL race director. Any driver who was not present at the briefing must request a personal briefing from the MEL race director who will provide this as soon as the time schedule allows it.
- 4.8.5 Briefing Notes issued by the MEL race director are formal documents which must be complied with.
- 4.8.6 Additional mandatory briefings required during a Competition will be notified to Competitors and Drivers by way of a bulletin issued by the MEL race director.

### 4.9 PITS AND PADDOCK FACILITIES

- 4.9.1 At each Competition, provision must be made for all cars to be accommodated in either pit garages or other suitable secure and covered facilities that allow easy, safe and quick access to the pit lane for both cars and teams.

## 5.0 CALENDAR OF COMPETITIONS AND COMPETITION FORMAT

### 5.1 COMPETITION SCHEDULE

- 5.1.1 The 2021 Calendar is as follows:

Date	Event Name	Venue	ASN
2/3 April	Masters Historic Race Weekend	Donington Park, UK	MUK
10/13 June	Grand Prix Historique de France	Paul Ricard, France	FFSA
16/18 July	Historic Grand Prix	Zandvoort, Holland	KNAF
30 July / 1 August	The Classic	Silverstone, UK	MUK
1/3 October	Spa Six Hours	Spa, Belgium	RACB
22/24 October	Jerez Historic Festival	Jerez, Spain	RACB
29/31 October	Algarve Classic Festival	Portimao, Portugal	FPAK

- 5.1.2 There will be a minimum of one qualifying practice sessions and two races at each Competition under 5.1.1.

### 5.2 CHARACTERISTICS OF THE COMPETITION

~~5.2.1 Competitions may take place over either a Two-day, Three-day or Four-day format. If there is a free practice it will take place on Day 1 before qualifying practice.~~

~~5.2.2 Two-day formats will have qualifying practice and Race 1 on Day 1, with Race 2 on Day 2.~~

~~5.2.3 Three-day formats will have qualifying practice on Day 1 and/or Day 2, Race 1 on Day 2 and Race 2 on Day 3.~~

~~5.2.4 Four-day formats will have qualifying practice on Day 1 and/or Day 2, Race 1 on Day 3 and Race 2 on Day 4.~~

- 5.2.1 Each qualifying practice session shall be scheduled for a minimum of 25 minutes and a maximum of 40 minutes. Each race shall be scheduled for a minimum of 30 minutes and a maximum of 45 minutes. ~~All cars in the same class shall take part in the same qualifying practice session.~~

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- 5.2.2 Competitors and Drivers must complete a minimum of one timed lap in either free or qualifying practice to be allowed to take part in a race.
- 5.2.3 If a Competitor is unable to achieve this, he must submit a request in writing to the MEL race director seeking permission to start a race without having set a lap time. If such a request is approved by the stewards in consultation with the MEL 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 a 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.
- 5.2.4 If a Driver is unable to achieve this qualification criteria, he must submit a request in writing to the MEL race director seeking permission to start a race without having set a lap time. If such a request is approved by the stewards in consultation with the MEL race director, the Competitor must start the race in the car's grid position as per the final classification of qualifying practice.
- 5.2.5 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 and at the discretion of the MEL race director.
- 5.3 MANDATORY PIT STOP:**
- 5.3.1 Each race will have a mandatory pit stop that must be completed during the pit stop window.
- 5.3.2 The timing **and duration** for the pit stop window, the minimum elapsed time for the mandatory 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 Briefing Notes.
- 5.3.3 A pit stop is mandatory for all cars during the pit window, irrespective of the number of drivers in a car.
- 5.3.4 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.
- 5.3.5 During the mandatory pit stop the car must remain stationary for a single period of not less than sixty (60) seconds duration.
- 5.3.6 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.
- 5.3.7 Seat belts must not be undone until a car is stationary and must be securely fastened before moving off.
- 5.3.8 A single driver Competitor where no driver change is taking place may remain in the car with belts securely fastened.

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5.3.9 Non-compliance with the Mandatory Pit Stop regulations will result in the Competitor receiving a penalty.

5.3.10 Any car which contains an 'Elite Driver' (see 4.5.7 above) must remain stationary for an additional period during the mandatory pit stop, as follows:

- In a **scheduled** standard 40-minute **duration race**, the car must remain stationary for an additional **minimum** time period of **45 seconds**;
- In a **scheduled 30-minute duration race**, the car must remain stationary for an additional **minimum time period of 34 seconds**;
- In a **scheduled 35-minute duration race**, the car must remain stationary for an additional **minimum time period of 39 seconds**;
- In a **scheduled 45-minute duration race**, the car must remain stationary for an additional **minimum time period of 51 seconds**.

5.3.11 Elite Driver penalties will be notified either in the Drivers' Briefing and the Briefing Notes or by way of a bulletin issued by the MEL race director at each Competition.

~~5.3.9 Penalties for Elite Drivers may be amended to reflect race lengths shorter than 40 minutes and will be confirmed either in the Drivers Briefing and Briefing Notes or by way of a bulletin issued by the MEL race director at each Competition.~~

### 5.4 DOMINANT CARS

5.4.1 A car that wins both Races at a single Competition will be known as a Dominant Car. These cars will receive time penalties to balance their performance as set out below in 5.4.2 and 5.4.3.

5.4.2 A Dominant Car must remain stationary for an additional period of time, to be determined by MHR at its own discretion, during its mandatory pit stop in each of the two (2) Races at the next Competition that it enters during 2021.

5.4.3 Should a Dominant Car win both races at the next Competition that it enters in 2021 after the application of the time penalty under 5.4.2 then an additional period of time, to be determined by MHR at its own discretion, will be added to its mandatory pit stop in each of the two (2) Races at the next Competition that it enters during 2021.

5.4.4 Dominant Cars and their penalties will be notified either in the Drivers' Briefing and the Briefing Notes or by way of a bulletin issued by the MEL race director at each Competition.

### 6.0 INCIDENTS AND STEWARDS INQUIRIES

#### 6.1 Incidents

6.1.1 "Incident" means any occurrence or series of occurrences involving one or more drivers, or any action by any driver, which can be reported to the stewards by the MEL 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 ISC;
- iii) Caused a false start in a race;
- iv) Caused a collision;

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- 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.

6.1.2 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.

6.1.3 It shall be at the sole discretion of the stewards to decide, upon receiving either a report or a request from the MEL race director, if a Competitor and/or Driver involved in an incident shall be penalised.

### 6.2 Inquiries

6.2.1 The stewards may hold inquiries into incidents observed by them or either referred or reported to them by the MEL race director, series delegate or other parties.

6.2.2 The stewards may seek evidence from any source they choose: in the case of incidents on track the MEL 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.

### 6.3 Penalties

6.3.1 At each Competition the stewards, and MEL race director where specified in these regulations, are responsible for imposing penalties on the Competitors.

### 6.4 In Race Penalties

6.4.1 **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 MIMS. The MEL race director will concurrently announce the penalty to the driver by signalling from the Control (timing) Line. From the time of these notifications, the relevant driver may cross the Control (timing) 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 a Race, or after the end of a Race or cannot be imposed for operational reasons then at the stewards' discretion the procedure at 6.4.1(a) above will not apply and an alternative time penalty ~~of 30-seconds may~~ **will** be added to the elapsed time of the Competitor.

6.4.2 **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 MIMS. The MEL race director will concurrently announce the penalty to the driver by signalling from the Control (timing) Line. From the time of these notifications, the relevant driver may cross the Control (timing) 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 driver may then re-join the Race;

b) Should a Stop-Go penalty be imposed and notified in the last 10 minutes of a Race, or after the end of a Race or cannot be imposed for operational reasons then at the stewards' discretion the procedure at 6.4.2(a) above will not apply and an alternative time penalty **will** be added to the elapsed time of the Competitor;

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- c) When stationary because of incurring the time penalty, the car may not be worked on. However, if the engine stops it may only be started after the time penalty has elapsed.
- 6.4.3 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).
- 6.4.5 Any breach or failure to comply with the above procedures may result in the Competitor being disqualified.
- 6.4.6 Should the stewards decide to impose a grid penalty for a 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.
- 6.5 **Code of Driving Conduct**
- 6.5.1 On track behaviour must comply with Chapter iv of Appendix L to the ISC in respect of:
- i) Observance of signals;
  - ii) Overtaking, car control and track limits,
  - iii) Stopping during a race on track;
  - iv) Entrance to and exit from the Pit-Lane.
- 6.6 **Track limits**
- 6.6.1 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 white lines defining the edge of the track are part of the track;
  - b) A driver will be judged to have left the track if all four wheels of the car go beyond the white line;
  - c) Any kerbs installed beyond the white line are not considered to be part of the track;
- 6.6.2 The following penalties may be applied:
- 6.6.2.1 **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 MEL race director as a warning;
  - b) Any driver who repeatedly leaves the track will be reported by the MEL 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.
- 6.6.2.2 **Qualifying Practice**
- a) Any driver identified by a Judge of Fact as having left the track (unless for reasons beyond his control) may have that lap time deleted by the MEL race director;
  - b) Any driver who repeatedly leaves the track may be reported by the MEL race director to the stewards who may impose a penalty, the maximum being the deletion of all lap times.
- 6.6.2.3 **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 MEL race director as a warning. If a further report is received by the MEL race director he may impose a race time penalty of 5 seconds;

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- b) Any driver who repeatedly leaves the track may be reported by the MEL race director to the stewards who may impose a penalty, the minimum being a further race time penalty of 5 seconds;
- c) Any driver who then continues to leave the track may be reported by the MEL race director to the stewards who may impose further time penalties, from a race time penalty of 30 seconds to disqualification from the race.
- d) 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.

### **6.7 RACE START PROCEDURE**

6.7.1 All races shall have rolling starts, with a side by side grid.

6.7.2 The approach of the start will be announced by signalling boards show ten minutes, five minutes, three minutes, two minutes, one minute and thirty seconds before the start of the formation lap. Specific meanings:

- a) Five-minute board: any tyre changes must be completed and the car on the ground
- b) Three-minute board: with the exception of officials and team technical staff, all others must leave the grid;
- c) Two-minute board: engines must be started by the relevant driver seated in the car before the showing of the one-minute board. If a driver is unable to start their engine, they must signal it and seek permission from the MEL race director for his team technical staff to either push start the car or to be pushed out of the grid;
- d) One-minute board: any work being undertaken on the car must cease. Any push start authorised by the race director must take place as soon as the one-minute board is shown. All team technical staff must then leave the grid or be in a safe position;
- e) 30-seconds board: any authorised push starts must have taken place and relevant team technical staff must be in a safe position;
- f) 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.

6.7.3 The pit lane will open at the time of 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 driver 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 their grid position or be pushed off the grid under the instructions of the officials. Any driver who is unable to maintain his grid position will be forbidden to pass any other car and must take a position at the back of the grid behind all other cars.

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- 6.7.4 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 MEL race director and the pit-lane officials. It is forbidden to change tyres on any car positioned in the fast lane or waiting at the pit exit. Cars may be moved to the pit exit only with the relevant driver 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.
- 6.7.5 The cars will be preceded by a Pace Car and followed by an intervention vehicle. 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 and the Drivers Briefing. 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 until they have crossed the Start Line. Then, the «Yellow Start» procedure will begin with the 2<sup>nd</sup> place car falling behind the 1<sup>st</sup> car in single file before the first corner and each following car falling in line accordingly.
- 6.7.6 Under the «Yellow Start» procedure, there will be no overtaking until a nominated turn and marshal post upon which a green flag and/or light board will be shown. Cars must circulate in single file until the marshal post. The procedure and/or nominated turn and marshal post for each Competition will be confirmed in the Briefing Notes and at the Drivers Briefing.
- 6.7.7 At the end of the formation lap, if the conditions so require, the MEL 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.
- 6.7.8 Under certain circumstances, the race may be started under the Safety Car in accordance with FIA Appendix H, Article 2.10.
- 6.7.9 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.
- 6.8 STOPPING OF A RACE / SAFETY CAR PROCEDURE**
- 6.8.1 Refer to the FIA's General Prescriptions.
- 6.8.2 Any race stopped after the leader has completed 75% of the scheduled race time may be considered to have finished, unless the MEL race director deems it appropriate to restart.
- 6.8.3 The Safety Car may be brought into operation in line with FIA Appendix H, Article 2.10
- 6.9 RACE CLASSIFICATION**
- 6.9.1 Points will be awarded in each class for each Race at a Competition as per the points schedule shown below. All results will show unclassified and disqualified Competitors.
- 6.9.2 Points will be awarded as follows to classified drivers in the final results of each Race:

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- For classes with 3 or more starters:
  - 1st 9 points
  - 2nd 6 points
  - 3rd 4 points
  - 4th 3 points
  - 5th 2 points
  - 6th 1 point
- For classes with less than 3 starters:
  - 1st 6 points
  - 2nd 4 points
- For classes with 1 starter:
  - 1st 4 points

6.9.3 A starter is a car that has taken the start of a race.

6.9.4 All 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.

6.9.6 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.

6.9.7 There will be a Class prize-giving ceremony at each Competition. Class Prizes will be awarded **for** both races.

6.9.10 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 Competition.

### **6.10 PODIUM PRESENTATION PROCEDURE**

6.10.1 There will be two podiums at each Competition.

6.10.2 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.

6.10.3 Both podiums may take place simultaneously.

### **6.11 FINAL CLASSIFICATION**

6.11.1 For the final classification of the MEL Series, the results of all the races held at a Competition **listed under article 5.1.1 of these regulations** will be taken into account.

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

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6.11.3 In case of a dead heat, the Competitor and/or Driver, if relevant, with the car with the oldest year of construction will be declared the Champion.

6.11.4 Should the cars prove to be of the same year of construction, a tie will be declared between the drivers concerned.

### **7.0 TECHNICAL REQUIREMENTS & REGULATIONS**

7.0.1 Any car that is entered in MEL is required to hold a valid and approved Masters Historic Racing MHRTP). Templates are available by emailing [team@mastershistoricracing.com](mailto:team@mastershistoricracing.com)

7.0.2 The MHRTP will be valid for a period of two years from the date of issue by the MEL Technical & Eligibility Delegates.

### **7.1 SCRUTINEERING AND PARC FERME**

7.1.1 There must be a minimum of three scrutineers available at each Competition; in addition, there will be MEL Technical & Eligibility Delegates who will be the sole eligibility scrutineers. At each Competition, the ASN's chief scrutineer will be responsible to the MEL's Chief Technical & Eligibility Delegate appointed at that Competition (refer to the relevant Supplementary Regulations) for all matters relating to eligibility.

7.1.2 All cars must be presented for scrutineering at each Competition complete with a standard AMD/Mylaps TranX 260 or Mylaps X2 transponder, which must be correctly fitted and compatible with standard pas-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 the MHR at the time of entry application.

7.1.3 The location for Parc Ferme will be confirmed at each Competition in the Briefing Notes

7.1.4 At the end of the qualifying practice and at the end of each race, all cars will be taken under Parc Fermé conditions for scrutineering in a secure Parc Fermé. However, at certain events, to be advised in the Drivers and Managers Briefing and notes, Parc Fermé may be located in the Competitors' garage/awning area and all cars must be in a easily visible roped-off location within this area. Cars will remain under Parc Fermé conditions until at least 30 minutes after the posting of the provisional results or until the MEL race director 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 MEL technical delegate following consultation with the MEL race director, shall remove the car to the Parc Fermé.

### **7.2 FUEL & FUEL SYSTEMS**

7.2.1 Fuel must comply with FIA Appendix J, Art. 252 Art.9

7.2.2 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 100litres.

7.2.3 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.

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- 7.2.4 No refueling will be allowed in the pit lane during free practice, qualifying practice and Race at any Competition.
- 7.2.5 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.
- 7.2.6 A current FIA spec 200mbar roll over / vent valve must be fitted to the fuel tank and be accessible at all times.
- 7.2.7 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.
- 7.2.8 It is strictly forbidden to use fuel for the purpose of ballast.
- 7.3 WHEELS AND TYRES**
- 7.3.1 Wheel diameters and width are free but are subject to prior approval by the MEL Eligibility Delegate.
- 7.3.2 Drivers may choose to use tyres from either Michelin or Dunlop / Goodyear. No tyres obtained from other tyre manufacturers may be used.
- 7.3.3 The unique tyre manufacturers barcode numbers of the tyres intended for use at a Competition must be recorded by the Competitor on the pre-supplied tyre registration form. This form must be submitted to the MEL Technical Delegate prior to the car taking part in the relevant Competition.
- 7.3.4 A maximum of two (2) sets of four (4) new dry weather tyres may be introduced during a Competition. The MEL eligibility delegate will mark up these tyres on the outside wall either with a painted stencil or by means of scanning and logging of the unique tyre manufacturers barcode prior to the car taking part in the relevant Competition.
- 7.3.6 Any previously registered used tyres are free.
- 7.3.7 In the event of any registered tyre sustaining a puncture, damage or a defect due to a manufacturing issue, then an additional tyre may be granted subject to the approval of the MEL technical delegate and relevant tyre manufacturer, and after consultation with the MEL race director.
- 7.3.8 No other tyres are permitted at any time during a Competition except for wet weather tyres for which there is no limit on numbers and no requirement for these to be registered.
- 7.3.9 Wet weather tyres can only be used when a wet session is declared by the MEL race director prior to a qualifying practice or a race.
- 7.3.10 Tyre warmers and tyre heating tents are permitted but may only be used in the immediate vicinity of the pit garage area or paddock area if MEL are not in pit garages at a Competition (i.e. not on the grid or pre-grid assembly area).

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### **7.4 ENGINES**

- 7.4.1 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 4.3.1. It is permitted to use any parts that were available to the car during the original period of competition 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.
- 7.4.2 Engine air Intake restrictors must comply to the period regulations for each car and will be sealed prior to the practice sessions at the first Competition of the season at which the car is entered. Cars may choose to use the largest one that was available during the original period of competition before any 'in-period' Balance of Performance (BOP) change. MHR shall at its sole discretion decide on a series of measures to balance the performance of the cars entered at each Competition. This will be achieved by mandated changes in restrictor sizes and / or changes to the weight of the cars.
- 7.4.3 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 competition, the car may only be permitted to run if its specification is approved by the MEL eligibility delegate prior to its participation in its first Competition of the season.
- 7.4.4 It is permissible to change the engine management system to a modern version (e.g. Life, Motec or similar).
- 7.4.5 Turbochargers must be of the original type and size for each car.

### **7.5 RIDE HEIGHT & SUSPENSION**

- 7.5.1 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 MEL eligibility delegate.
- 7.5.2 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 MEL race director and the stewards and could result in a penalty.
- 7.5.3 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 competition.

### **7.6 AERO PACKAGES**

- 7.6.1 Aero package is to be as raced for year of specification selected – the choice of high or low downforce is free.
- 7.6.2 Any additional dive planes / or other aerodynamic options must be in keeping with items available during the original period of competition and photos showing their use in period must be included in the car's MH RTP.

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### **7.7 MINIMUM WEIGHTS**

- 7.7.1 All cars running in Prototype 1 or Prototype 2 classes must be at or above a minimum weight of 900kgs without a driver onboard, unless a Competitor can provide documentation to the MEL Eligibility Delegate stating what period BOP was applied to a car during the time it was raced in one of the series at 4.3.1.
- 7.7.2 MEL 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.
- 7.7.3 Lightweight prototypes (LMP675s) must comply with the relevant minimum weight for their class.
- 7.7.4 During a Competition, when a car has been selected for weighing, no liquid, solid or gaseous substance may be added.

### **7.8 FRONTAL HEAD RESTRAINT SYSTEMS (FHR)**

- 7.8.1 The wearing of an FIA-approved FHR system, in accordance with FIA Appendix L, Chapter III (Article 3), is mandatory for all drivers.

### **7.9 SAFETY**

- 7.9.1 Fully operational fire systems must conform to current FIA minimum standard. 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 hose and nozzles. Failure to comply will void the homologation of the unit.
- 7.9.2 Cars must use a current FIA Homologated harness.
- 7.9.3 All cars must have fully functioning headlights. At all times when on track cars must circulate with headlights switched on.
- 7.9.4 Brake lights must be fitted and in full working order.
- 7.9.5 All other fire protection including personal racewear clothing must be to current FIA standards and comply with the Code.

### **7.10 PRESENTATION OF THE CARS / STANDARD OF PREPARATION**

- 7.10.1 Competitors must be aware of potential age-related component failure and must endeavor to maintain their cars to the highest possible standards by carrying out detailed component inspection at regular intervals throughout the competition life of the car.
- 7.10.2 It is the Competitors' responsibility to ensure that they maintain their cars to a high standard.
- 7.10.3 Competitors must always have in their possession valid Condition Testing Certificates to satisfy the MEL eligibility delegate as to the standard of preparation.
- 7.10.4 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.
- 7.10.5 All cars must be presented in good cosmetic condition with bodywork correctly painted in period livery (4.3.3 above). Any bodywork accident damage incurred during a Competition or

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outside of a Competition must be repaired to a high standard prior to the next Competition for which a car is entered.

### **7.11 CONDITION TESTING REQUIREMENTS**

7.11.1 The following items 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 MEL eligibility delegate.

7.11.2 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 MEL eligibility delegate upon request. Each component must be clearly listed on the certificate and have corresponding serial numbers for cross referencing.

7.11.3 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 MEL eligibility delegate.

7.11.4 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 be contained in the list above.

7.11.5 The tests must be carried out according to the following standards: BSI; DIN; ISO; ASTM

\* Penetration Flaw Detection: BS 6443 and BSM 39; DIN 54152; ISO 3452

\* Magnetic Particle Flaw Detection: BSM 34; ASTM 709

\* X-Ray Flaw Detection: BS 6072 and BSM 35; DIN 54111-1; ISO 557

### **7.12 RADIO COMMUNICATION**

7.12.1 Pit to car and car to pit radio communications are permitted. However, it is the responsibility of Competitor to request approval from the relevant authorities in the country in which the Competition is to take place, to use a dedicated frequency. It is the Competitor's responsibility to ensure that any costs involved are met.

7.12.2 It is the responsibility of the Competitor that they receive the appropriate approval and authorization (e.g. short-term frequency assignment) from the relevant authorities.

## **8 GENERAL CONDITIONS FOR COMPETITORS**

8.1 Competitors must ensure that their cars are in full view of spectators whenever reasonably possible.

8.2 They must ensure that their car is fully on display in the pit lane or other designated area at a time specified by the MEL race director or organiser, to allow the cars to be seen during any "Pit Lane Walkabout". This regulation may only be waived by direct application to either MHR or the MEL

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race director. In addition, “story boards” must be on display in the garage area.

- 8.3 During the “Pit Lane Walkabout” or other public or press access times, all drivers must be present and dressed in race overalls or appropriate team or period apparel.
- 8.4 Competition or race sponsor decals must be clearly displayed on cars, but only during the Competition to which they relate.
- 8.5 They must respect at all times the good standing of MEL and conduct themselves in such a manner as not to bring MRC and MHR into disrepute at any time.
- 8.6 If an overall sponsor for MEL is secured, they must make available an area (of a size to be advised) on the front and rear wing end plates for the display of the Series sponsor’s decals. These decals must always be displayed during a Competition.

### **9 PROTESTS AND APPEALS**

- 9.1 All protests must be lodged in accordance with Article 13 of the Code.
- 9.2 All protests must be made in writing and handed to the MEL 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.
- 9.3 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 a Competition as the case warrants.
- 9.4 All appeals shall be governed by Article 15 of the Code.

### **10 FORCE MAJEURE**

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