

Masters Endurance Legends USA

TECHNICAL AND SPORTING GUIDELINES

1.0 ELIGIBILITY

1.1 Masters Endurance Legends USA races are open to all cars that were eligible to take part in the following competitions between 01 January 1982 and 31 December 2017:

- Le Mans 24 Hours / Daytona 24 Hours / Sebring 12 Hours
- FIA Sportscar Championship (2001 to 2003) Prototypes.
- IMSA (2014 to 2017) Prototype DP and GT
- Sports Racing World Cup (1999 to 2000) Prototypes.
- International Sports Racing Series (1997 to 1998) Prototypes
- FIA World Endurance Championship (2012 to 2017) Prototypes and GT.
- LMES (Le Mans Endurance series) (2004 to 2012) Prototypes and GT.
- ELMS (European Le Mans series) (2013 to 2017) Prototypes and GT.
- ALMS (American Le Mans series) (1998 to 2013) Prototypes and GT.
- ILMC (International Le Mans Series) (2011) Prototypes and GT.
- Asian Le Mans Series, Prototypes and GT.
- Camel / IMSA GT Championship
- IMSA EXXON World Sports Cars (1994 to 2002) Prototypes and GT.
- Grand-Am road racing series, (2003 to 2013) Prototypes and GT.
- Group C, IMSA GTP, GTP Light (1982 to 1993)
- LMP3 cars, Generation 1

1.2 To be eligible to race, a car must be presented in a specification that was used when it was eligible to race in one of the competitions listed above in 1.1.

1.3 Cars must be presented in their original period livery.

1.4 Hybrid cars are not eligible for the Series

1.5 Historically interesting cars that do not comply with the requirements in 1.1 may be considered to run in an 'Invitation' Class on a case-by-case basis.

1.6 Permissions for modifications from the 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.

2.0 CLASSES

2.1 Each Masters Endurance Legends USA Competition will be contested in the following classes:

- Proto 1: LMP1, LMP900
- Proto 2: LMP2, LMPC, LMP675
- Proto 3: LMP3
- Proto DP: Daytona Prototypes
- Proto Historics: C1, C2, GTP, GTP Lights
- GT1-1: 1982 - 1995 GT1, IMSA GTO
- GT1-2: 1996 - 2005 GT1
- GT1-3: 2006 - 2017 GT1
- GT2-1: 1982 - 1995 GT2
- GT2-2: 1996 - 2005 GT2
- GT2-3: 2006 - 2017 GT2, GTLM
- GT3-1: 1996 - 2003 GT3
- GT3-2: 2004 - 2009 GT3, GTD
- GT3-3: 2010 - 2017 GT3, GTD

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2.2 The decision of whether a car is eligible to compete and which class it is allocated to is solely at the discretion of Masters Historic Racing (MHR).

3.0 ELIGIBILITY – Drivers

3.1 MEL USA 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".

3.2 Competitors and Drivers must be 2023 racing members of the Masters Racing Club (MRC)

3.3 All drivers must hold a valid, and current VMC-recognized Race Circuit licence.

3.4 Both Competitors and Drivers must be at least 18 years old at their first MEL US competition.

3.5 A Super licence or the European equivalent is required for all drivers who participate in a Competition in a car competing in either the Proto 1, Proto 2, Proto 3, Proto DP and Proto Historic class shown in 2.1 above.

4.0 ENTRIES

4.1 Opening date for Entries: 01 January 2023

4.2 An entry may have no more than 2 (two) drivers entered, including the Driver. Exception – HSR Classic 24 Hours at Daytona in November 2023.

4.3 Entry forms must be correctly completed and accompanied by full payment of the Race Entry Fee.

5.0 PROOF OF ELIGIBILITY

5.1 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 1.0 above.

6.0 DRIVERS BRIEFING

6.1 Attendance at the briefing is mandatory for all Competitors, Drivers and Team Managers taking part in the Competition. Competitors and Drivers must sign-in for the Briefing.

6.2 The time and location of this briefing will be published in the Competition's Final Event Instructions.

7.0 CHARACTERISTICS OF THE COMPETITION

7.1 The qualifying practice session shall be scheduled for a minimum of 30 minutes and a maximum of 45 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.

7.2 The grid for Race 1 will be based on the fastest times set in qualifying. If an event has two races the grid for the second race will be set by the finishing positions of Race 1.

7.3 Any two Driver line-up must submit the start driver declaration to MHR before each race.

8.0 MANDATORY PIT STOP

8.1 Each race will have a mandatory pit stop.

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- 8.2 A pit stop is mandatory for all cars during the mandatory pit window (in a 40min race the pit window is between the 15th and 25th min), irrespective of the number of Drivers.
- 8.3 During the mandatory pit stop the car must remain stationary for a single period of not less than ninety (80) seconds duration. The pit stop duration is timed and monitored.
- 8.4 Engines may remain running if it's a single driver entry. Engines must be stopped if a driver change is taking place.
- 8.5 Seat belts must not be undone until a car is stationary and must be securely fastened before moving off.
- 8.6 Single Drivers may remain in the car with belts securely fastened.
- 8.7 Non-compliance with the Mandatory Pit Stop regulations will be subject to time penalties.

9.0 STARTING PROCEDURE

- 9.1 All race competitions shall have rolling starts, with a side-by-side grid.
- 9.2 Green flag: will be shown at the front of the grid whereupon the cars will begin a formation lap behind a Leading car, maintaining their starting order with the pole position Driver leading.
- 9.3 There will be no passing and cars are required to pass through the first few corners in single file format. The "blending" procedure for the start may be different for each event – specific details will be confirmed at the Drivers Briefing.
- 9.4 The "blending" procedure after the green flag start is where the 2nd place driver falls in behind the pole car before the first corner and each row does the same down through the field. Under the "blending" procedure, there will be no overtaking until a nominated turn and marshal post which will be announced in the Drivers Briefing to give the real start. 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.

10.0 TECHNICAL REQUIREMENTS & REGULATIONS

Any car that is entered in MEL USA is required to hold a valid and approved Masters Historic Racing Technical Passport for the car. Templates will be available by emailing team@mastershistoricracing.com

11.0 FUEL & FUEL SYSTEMS

- 11.1 No refuelling will be allowed in the pit lane during practice, timed qualifying and races at any Competition.
- 11.2 We strongly recommend Fuel cells older than five years be replaced or recertified by the manufacturer for an additional period of another 2 years.

12.0 WHEELS AND TYRES

- 12.1 Wheel diameters are free but are subject to prior approval by the MEL USA Eligibility Delegate.
- 12.2 Drivers may choose to use tyres from either Michelin, Dunlop/Goodyear or Avon. Yokohama for BMW GT cars only. No other tyre manufacturers may be used.

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12.3 Wet tyres are free.

12.4 Tyre warmers and tyre heating tents are permitted but may only be used in the immediate vicinity of the pit garage or paddock area.

13.0 RIDE HEIGHT & SUSPENSION

13.1 The minimum ride height for all cars applies at all times through a Competition and testing for compliance may take place at any time during a Competition, including when the Driver is seated, stationary in the car, with fuel and fluids.

13.2 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 USA scrutineer.

13.3 Progressive springs are only acceptable if fitted originally and any helper springs must collapse fully when the car is stationary.

13.4 Dampers will be free, but every effort must be made to ensure that those fitted are as far as is practicable in keeping with the original 'in Period look'.

14.0 ENGINES

14.1 The engine of all cars must be of the same size, type and dimension as used that when the car competed in one of the categories shown in 1.1 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.

14.2 With the exception of Daytona Prototypes (refer to Art 14.3.1), LMPC (refer to Art 14.3.2) and LMP3 (refer to Art 14.3.3) cars engine air intake restrictors must comply to the period regulations for each car and homologation papers prior to any Balance Of Performance (BOP) for the declared year.

14.3 MHR Officials shall at their sole discretion decide on a series of measures to balance the performance of the cars entered at each event. This will be achieved by mandated changes in restrictor sizes and measured weight of the cars.

14.3.1 All Daytona Prototypes must use either a single engine air intake restrictor of 80.0mm max. diameter or 2 (two) engine air intake restrictors of less than 40.00mm each max. diameter measured at the smallest diameter and all air entering the engine for combustion must pass through the restrictor(s) only.

14.3.2 All LMPC cars must fit a single-engine air intake restrictor of 80mm max. diameter measured at the smallest diameter and all air entering the engine for combustion must pass through this restriction only.

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- 14.3.3 All LMP3 cars must be fitted with 2 (two) engine air restrictors of 38.5mm max. diameter measured at the smallest diameter and all air entering the engine for combustion must pass through this restriction only.
- 14.3 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 checked by the MHR Official prior to its first race in the MEL USA.
- 14.4 Turbochargers must be of the original type and size as stated on the original homologation papers for the declared year for each car.
- 14.5 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.
- 14.6 It is permissible to change the engine management system to a modern version (e.g., Life, Motec or similar).
- 14.7 A conformity test of the engine air intake restrictor(s) may be carried out during the technical inspection. This test will comprise the temporary disconnection either electrically or mechanically of any intake manifold pressure sensor(s), the engine will then be subject to a stall test whereby sealing the engine air intake must cause the engine to stop immediately. Any failure of this test will result in further investigation and any findings reported to the MEL race director and the stewards who may impose penalties.

15 MINIMUM WEIGHTS

- 15.1 All cars have to run the weights in adherence to their period technical/weight specifications. Competitors have to provide documentation to the MHR Official stating what period BOP was applied to a car during the time it was raced in one of the series at 1.1 Lightweight prototypes (P675s) must comply with the relevant minimum weight for their class.

16.0 SAFETY

- 16.1 Fully operational fire systems must conform to the current ACCUS minimum standard. The systems must not be plumbed into the original car's 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.
- 16.2 ACCUS Homologated harnesses are highly recommended
- 16.3 All cars must have fully functioning brake lights. Working Headlights are strongly recommended; for night races headlights are mandatory.

17.0 DRIVERS EQUIPMENT

- 17.1 The wearing of an ACCUS-approved head restraint system is highly recommended.
- 17.2 All driver's clothing and other safety equipment (including fireproof underwear, gloves, balaclavas, socks, shoes and helmets) must conform to ACCUS standards and be worn at all times.

18.0 RADIO COMMUNICATION

- 18.1 Pit-to-car and car-to-pit radio communications are permitted. This is subject to each Driver requesting approval from the relevant authorities in the country in which the Competition is

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taking place for the use of a dedicated frequency, plus receiving and paying (if required) for such approval.

- 18.2 It's the responsibility of the Driver that they have the appropriate approval or authorization (e.g., short-term frequency assignment) from the relevant authorities.

19.0 RACE CLASSIFICATION & AWARDS

- 19.1 Podium awards will be at the discretion of the event organisers.

- 19.2 At each event, class awards will be presented for the overall combined classification of race 1 and race 2.

20.0 POINTS AND OVERALL SERIES WINNER

Points will be awarded in each class for each race at each event as per the points schedule shown below.

- 20.1 Points will be awarded as follows to classified finishers in the final results of each Race:

- 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, 4 points

- 20.2 A starter is a Competitor/Driver who has qualified and started in the race.

- 20.3 All Competitors/Drivers who start a Race will be classified providing that they have completed at least 75% of the distance covered by the race winner (rounded up to the nearest whole lap).

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

- 20.5 At the end of the year, there will be two winners of the Series. The first winner will be the top points scorer in the Prototype Class. The second winner will be the top points scorer in the GT Class.

- 20.6 In case of a dead heat, the Competitor/Driver of the older car will take precedence.

21.0 DAMAGE & CLEAN UP

- 21.1 If MHR incurs costs due to damage or cleaning of the racetrack or the corresponding facilities caused by the participants, these will be passed on to the participants 1:1.

22.0 FORCE MAJEURE

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- 22.1 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.