



masters
Gentlemen Drivers

DRAFT

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1. Preamble

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

2. Organisation

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

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

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

Tel. +44 333 016 5224
E-mail. team@mastershistoricracing.com
- 2.3. GDGT Organising Committee:

Gillian CARR
Leo DUFOURNEL
Louis PROUST

2.4. GDGT Permanent Officials:

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

Technical and Eligibility Delegates:

- Chris Tee (MSUK #90250)

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

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

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

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

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

3. The Masters App (OnGrid)

3.1. The Masters App (OnGrid) is the official Event communication platform of Masters Historic Racing. The App is available free of charge in the Apple App Store and Google Play Store – both versions can be downloaded via the Masters website <https://mastershistoricracing.app/>.

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

3.2. The Masters App (OnGrid) allows one-way communication from the Race Director before, during and after any Event.

- 3.3. All information that is posted on the Masters App (OnGrid) will have organisational and sporting relevance, including in-Race updates from the Race Director.
- 3.4. The Masters App (OnGrid) will be the exclusive platform where classifications, starting grids, results of all practices and Races, as well as all decisions, information notes and bulletins issued by the officials during a Race weekend will be published.

4. Eligibility Cars (general)

- 4.1. The series is open to pre-1966 GT, GTS and invited GTP cars from FIA Period E and F, or Pre-1963 front-engine sports racing prototypes, running to FIA Appendix K regulations with International History built and raced in the World Endurance Championship in period. Please download the new 2025 version of Appendix K [here](#).
- 4.2. All cars entered must be in possession of a current valid FIA Historic Technical Passport (HTP) issued by a National Sporting Authority for motorsport or other national body recognised by the FIA and must be provided for each car entered and produced at scrutineering at each Competition for which it is entered. All Competitors must submit a full copy (hard or electronic) of their HTP before their first participation in the 2026 series. It is the Competitor's responsibility to ensure that the copy of the HTP held by MHR is the current and complete copy.
- 4.3. MHR reserves the right to accept entries from Competitors 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, under the condition that the HTP application is submitted to the Competitor's National Sporting Authority at least 2 weeks before the concerned race. The Competitor must provide MHR with a copy of the full application. An entry that is accepted by MHR on this basis will be entered in the 'Invitation' Class.
- 4.4. Each individual car must be powered by a period specification engine of a type original fitted to the car during its participation in period International Competition.
- 4.5. Sample Eligibility lists for GDGT can be found [here](#).
- 4.6. Historically interesting Cars that do not comply with the requirements in Article 4.1 may be considered and accepted to run in an 'Invitation' Class on a case-by-case basis. Cars accepted on this basis will be charged a surcharge of €150 on the GDGT Entry fee and will not be eligible to participate in podiums.

5. Classes

A	:	Pre-1963 Sportscars
B1	:	Period E GT cars – up to and including 2,000cc
B2	:	Period E GT cars – over 2,000cc
C1	:	Period F GT cars – up to and including 2,000cc
C2	:	Period F GT cars – over 2,000cc up to and including 3,000cc
C3	:	Period F GT cars – over 3,000cc
CLP	:	Period F GTP cars – up to and including 3,000cc

- 5.1. All Marcos 1800GT and Lotus Elan cars must run in Class CLP.
- 5.2. All Ferrari V12 engined cars must run in Class C3.

6. Livery

- 6.1. Cars must display their period livery unless local laws in the host country holding the event restrict the advertising of certain items such as tobacco and/or alcohol (including but not restricted to). In such cases, MHR will notify by way of specific wording in the Competition Final Instructions, any required livery changes and it is the sole responsibility of the Competitor to ensure that their Car, team apparel, garage equipment and all forms of transport complies with the local laws. Failure to comply with this direction will result in the Competitor being reported to the Stewards which could result in disqualification from participation in the Event.

Should the Organising body or Promotor receive a fine in relation to the failure to comply with these laws then this fine will be the responsibility of the non-compliant Competitor/Team.

- 6.2. MHR series and sponsor decals must be affixed so that they are clearly visible at all times during the Event.
- 6.3. It is mandatory for all Competitors to display the Masters branding on their Race suits at all times during a competition.
- 6.4. The above branding decals will be available from Masters Historic Racing at all Competitions during 2026. The race suit branding will be a flame resistant patch which MUST be held in position with fire resistant thread and only attached to the outer layer of the suit.
- 6.5. All Competitors must abide by the guidelines set down in terms of sponsorship from Series partners as regards Car livery, Team and Competitor overalls. The Promotor reserves space on the Cars and overalls of all Competitors.

7. Eligibility for Competitors, Drivers and entries

- 7.1. GDGT 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".
- 7.2. Upon submitting a Race entry, Competitors and Drivers will automatically become full 2026 racing members of the Masters Racing Club.
- 7.3. For Competitions held in the UK, Competitors and Drivers must hold as a minimum a Motorsport UK Race National licence.
- 7.4. For all Competitions held in Europe, Competitors and Drivers must hold a Race National Licence or an equivalent or superior licence, issued by a National Sporting Authority for motorsport or other national body recognised by the FIA.
- 7.5. Foreign Competitors (those not in possession of a licence issued by the ASN where the Event is taking place) must present an authorisation from their parent ASN to compete. Competitors must be in possession of a current medical certificate of aptitude and permission from their ASN to compete in the relevant international Competition.
- 7.6. Competitors and Drivers must be 16 years old at their first GDGT Competition.
- 7.7. The Race Director, the Stewards or the Chief Medical Officer can require a Competitor or Driver to undergo a medical examination at any time during a Competition. This examination may include, if appropriate, a test for alcohol.

- 7.8. Commercial Entrants Licences are not required.
- 7.9. **Opening date for Entries:** 01 January 2026.
- 7.10. The closing date for entries is 7 calendar days prior to the date of each Competition.
- 7.11. The organiser reserve the right to accept late minute entries even after the closing date.
- 7.12. Including the Competitor, an entry may have no more than 2 (two) Drivers entered.
- 7.13. A Competitor may enter a Car either for all the Competitions in GDGT or on a Competition-by-Competition basis.
- 7.14. Entry forms are available online at www.mastershistoricracing.com
- 7.15. Entry forms must be correctly completed and accompanied by full payment of the Race Entry Fee. Entry forms received without payment will be processed only after all paid entries have been considered. Entry forms that have not been signed by the Competitor will not be accepted.
- 7.16. By completing their entry form, Competitors and Drivers are agreeing to abide by the [Masters Racing Club Code of Conduct](#) and also the [2026 Masters Racing Club Rules](#).
- 7.17. No refund or credit will be given to Competitors who withdraw their entry.
- 7.18. By signing an entry form to compete in the Series either in a single Competition or in all Competitions, the Competitor and Driver guarantees that the entered car complies with its required specification in accordance with Article 4.
- 7.19. Should a GDGT Technical & 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. This request must be approved by the GDGT race director, and the local clerk of the course (where relevant). The Competitor of the car will be responsible for any direct or indirect costs involved in providing proof of compliance.
- 7.20. If during a Competition the Competitor seeks to either replace the Driver or add a Driver to the Entry, then a written request to change or add the Driver may be made by the Competitor to the GDGT race director. Should this request be approved after qualifying practice the car will start the Race from the back of the grid.
- 7.21. 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 GDGT Technical & Eligibility Delegate, will start the Race from the back of the grid. If more than one Competitor changes the Car under this article and receives permission to start the Race, then the order of each of these Competitors shall be based on the time when the Competitors' request was registered by the Stewards, earliest to latest.

7.22. Driver Categorisation

- a. Masters Historic Racing reserve the right to apply two driver classifications. The criteria to determine the 'PRO' and 'AM' driver classification will be determined after referencing the FIA 2026 Driver Categorisation List and consideration of current activity levels in all areas of motorsport.
- b. **PRO** = Platinum, Gold and Silver rating
AM = Bronze
- c. It is the competitors sole responsibility to apply to the FIA to be included in the Categorisation List.
- d. Any driver not categorised in the FIA 2026 Driver Categorisation List must apply directly to the FIA before being accepted as an entrant.
- e. The Organising Committee reserves the right to issue a temporary categorisation to Drivers pending FIA confirmation. Such categorisation may be reviewed and amended on a Race-by-Race basis.
- f. The Organising Committee reserves the right to deviate from the FIA 2026 Driver Categorisation List in cases where it considers this necessary. Any such decision may be reviewed and amended on a Race-by-Race basis and shall be final.

8. Engine Capacity Certification

- 8.1. It is mandatory that all Competitors undertake to have their engine(s) measured and obtain a Certified Engine Capacity Certificate (ECSC) to certify the bore and stroke of the engine(s).
- 8.2. All ECSC's must be completed by an ASN- Licenced Technical Scrutineer and forwarded to chris@mastershistoricracing.com for validation. Full contact details of the person carrying out the measuring and sealing must be completed on the ECSC and signed by the car owner or car preparer. (Un-signed Certificates will be rejected)
- 8.3. The ECSC will be valid for the 2026 calendar year or until the engine seal is broken. Any seal found broken upon scrutineering will invalidate the ECSC.
- 8.4. It is the sole responsibility of the Competitor to ensure all seals remain unbroken. Should a seal need replacing, then a New ECSC must be obtained and submitted.
- 8.5. Seals must be respected at all times and may only be removed with authorisation of the GDGT Technical & Eligibility Delegate.
- 8.6. Any costs incurred in obtaining the ECSC are the sole responsibility of the Competitor.
- 8.7. ECSC templates are available [here](#) and will be sent to Competitors upon registration.

9. Competitors, Drivers and team managers briefings

- 9.1. Attendance at this briefing is mandatory for all Competitors and Drivers taking part in a Competition. Attendance is strongly recommended for all Team Managers.
- 9.2. The time and location of this briefing will be published in the Competitions Supplementary Regulations and in the Final Competitor Competition Instructions. Any Competitor unable to attend must inform the Race Director directly either by telephone, text message, email or in person, no later than 30 minutes before the communicated start of the briefing.

- 9.3. In any case, no Competitor and/or Driver may join the track during a Competition without having received a briefing from the Race Director. Any Competitor and/or Driver who was not present at the briefing must request a personal briefing from the Race Director who will provide this as soon as the time schedule allows it.
- 9.4. Briefing Notes issued by the Race Director are formal documents which must be complied with.
- 9.5. Additional mandatory briefings required during a Competition will be notified to Competitors by way of a bulletin issued by the Race Director.

10. Calendar and Competition format

- 10.1. 2026 Competition Calendar:

30/31 May 2026	Masters Historic Festival *	Brands Hatch (UK)
19/21 Jun 2026	Historic Grand Prix *	Zandvoort (NL)
25/26 Jul 2026	Monza Revival *	Monza (IT)

* Grid combined with Masters Pre-66 Touring Cars at these Competitions

- 10.2. There will be one qualifying practice session and a single race at each Competition.
- 10.3. Competitors will be advised in advance of the Race format for an Event.
- 10.4. The qualifying practice session shall be scheduled for a minimum of 25 minutes and a maximum of 40 minutes during which it is mandatory that both the Competitor and the Driver (where 2 drivers are entered in the same Car at a Competition) have each set a lap time.
- 10.5. Each race shall be scheduled for a minimum of 50 minutes and a maximum of 90 minutes.
- 10.6. The grid for the Race will be set by the fastest lap of the Car as per the final classification of the qualifying practice session.

11. Approval to Race

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

12. Scrutineering and Parc Fermé

- 12.1. At each Competition, the GDGT Technical & Eligibility delegates will be the sole GDGT eligibility scrutineers. At each Event, the chief scrutineer will be responsible to the GDGT's Chief Technical & Eligibility Delegate appointed at that Competition (see relevant Supplementary Regulations) in all matters relating to GDGT eligibility.
- 12.2. All Cars must be presented for scrutineering at each Event with either an AMB/MyLaps TranX 260, MyLaps X2, or MyLaps TR2 transponder which is correctly fitted and working, and must also be compatible with standard pan-European circuit timing systems. Such transponders are the sole responsibility of the Competitor who must supply the unique serial number shown on the transponder to MHR at the time of entry application. It is the sole responsibility of the Competitor to ensure that the transponder remains fully operational throughout the Event.
- 12.3. All Cars must be presented for scrutineering with onboard cameras fitted in the location in which they will remain for the rest of the Competition. These must be correctly mounted and secured and are subject to the approval of the GDGT Chief Technical & Eligibility Delegate. Any footage requested by the GDGT Race Director as part of an investigation into any sporting incident, must be provided in a timely manner.
- 12.4. In the event of an incident, nothing may be removed from a Car until it has been fully inspected by the GDGT Chief Technical & Eligibility Delegate and ASN Safety Scrutineers. Only when permission has been given by either the Chief Steward or the GDGT Chief Technical & Eligibility Delegate may the Car be accessed.
- 12.5. In the event of a serious incident, all Cars involved may be removed from the Parc Fermé area and held under Parc Fermé conditions in a secure location identified by the Chief Steward. Only when permission has been given by the Chief Steward, the Car(s) may be removed by the associated Team members who must be under the control of an official.
- 12.6. The location of Parc Fermé will be confirmed at each Competition in the Drivers and Competitors Briefing Notes. Parc Fermé may be located in the Competitors' garage/awning area and all Cars must be in an easily visible roped-off location within this area. No work is allowed on the Car, nor can Drivers and team members touch any part of the Car until Parc Fermé is opened by the Race Director.
- 12.7. At the end of all qualifying practices and at the end of each Race, all Cars will be taken under Parc Fermé conditions to either a secure Parc Fermé or to a secure area in the Competitors' garage/awning. Cars will remain under Parc Fermé conditions for not less than 30 minutes after the posting of the provisional results and until the Race Director, in consultation with the Stewards, orders their release. Any Car which is unable to reach the Parc Fermé by its own means shall, forthwith upon such inability occurring, be placed under the sole and exclusive control of the officials who, if requested by the GDGT Chief Technical & Eligibility Delegate following consultation with the Race Director, shall remove the Car to the Parc Fermé.
- 12.8. At any time during an Event, and without exception, MHR reserves the right to unlimited access to any electronically recorded data from any Car for the purpose of scrutineering and eligibility checks. Any data received will be for the sole purpose of MHR and its Officials.

- 12.9. In addition to Article 12.8, MHR reserves the right to publish scrutineering findings in an anonymised form. Such publication may include data, graphs or other evidence that demonstrates non-compliance with the applicable regulations. This publication will never identify a specific Competitor or a Car, but serves solely to clarify regulatory standards and provide transparency to the benefit of all participants.
- 12.10. At all times, Teams, their personnel and suppliers must obey the instructions given by the Organisation of the Competition in terms of the set-up of Sporting, Officials, Hospitality or other units in the paddock. Any refusal to follow the instructions given will result in the Team being summoned to the Stewards and the Competitor may be penalised accordingly.

13. Incidents

- 13.1. "Incident" means any occurrence or series of occurrences involving one or more Drivers, or any action by any driver, which may be reported to the Stewards by the Race Director (or directly noted by the Stewards) which:
- i) Necessitated the suspension of a session (red flag);
 - ii) Constituted a breach of these Sporting Regulations or the Code;
 - iii) Caused a false start in a Race;
 - iv) Caused a collision;
 - v) Forced a driver off the track;
 - vi) Illegitimately prevented a legitimate overtaking manoeuvre by another driver;
 - vii) Illegitimately impeded another driver during an overtaking manoeuvre.
- 13.2. 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.
- 13.3. It shall be at the sole discretion of the Stewards to decide, upon receiving either a report or a request from the Race Director, if a Competitor and/or Driver involved in an incident shall be penalised.

14. Inquiries

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

15. Penalties

- 15.1. At each Competition the Stewards, and Race Director where specified in these regulations, are responsible for imposing penalties on the Competitors. Decisions on penalties imposed by the Race Director are not protestable.
- 15.2. **Drive-Through penalty:** should the Stewards decide to impose such a penalty on a Competitor during a Race the following procedure will be followed:
- A. Notification will be by means of a message on the timing monitors and through the App. The Race Director will concurrently announce the penalty to the driver by signalling from the Control Line. From the time of these notifications, the relevant driver may cross the

Control Line on the track no more than three times before entering the pit-lane and re-joining the track without stopping.

- B. Should a Drive-Through penalty be imposed and notified in the last 10 minutes of the Race, or after the end of the Race or cannot be imposed for operational reasons then at the Stewards' discretion the procedure at Article 15.2 A. above will not apply and an alternative time penalty will be added to the elapsed time of the Competitor.

15.3. **Stop-Go penalty:** should the Stewards decide to impose such a penalty on a Competitor during a Race the following procedure will be followed:

- A. Notification will be by means of a message on the timing monitors and through the App. The Race Director will concurrently announce the penalty to the driver by signalling from the Control Line. From the time of these notifications, the relevant driver may cross the Control Line on the track no more than four times before entering the pit-lane and stopping in the designated area where he shall remain for the period of the penalty. The driver shall then re-join the Race;
- B. Should a Stop-Go penalty be imposed and notified in the last 10 minutes of the Race, or after the end of the Race or cannot be imposed for operational reasons then at the Stewards' discretion the procedure at Article 15.3 A. above will not apply and an alternative time penalty will be added to the elapsed time of the Competitor;
- C. When stationary because of incurring the time penalty, the Car may not be worked on. However, if the engine stops it may be started after the time penalty has elapsed, with outside assistance if required.

15.4. Unless the driver was already in the pit-entry or pit-lane to serve a Drive-Through or Stop-Go penalty, he may not carry out the penalty while the Safety Car has been deployed. The number of times the driver crosses the Control Line behind the Safety Car will be added to the maximum number of times he may cross the Control Line on track (three).

15.5. Any breach or failure to comply with the above procedures may result in the Competitor being disqualified.

15.6. Should the Stewards decide to impose a grid penalty for the Race to more than one Competitor, the order of the application of the penalty will be based on the time that each Competitor caused the offence, from earliest to latest.

15.7. **Code of Driving Conduct.** On track behaviour must comply with Chapter IV of Appendix L of the Code in respect of:

- I. Observance of signals - refer also to Appendix H Article 2.5 of the Code – including the chequered flag;
- II. Overtaking, Car control and track limits,
- III. Stopping during a Race on track;
- IV. Entrance to and exit from the Pit-Lane.

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

15.8. Track limits

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

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

The following penalties may be applied:

Free Practice

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

Qualifying Practice

- A. Any driver identified by a Judge of Fact as having left the track (unless for reasons beyond his control) will have that lap time deleted in session by the Race Director. The driver will also be shown the Black & White flag;
- B. If the track limit infringement occurs at the last Turn exit, then the current lap and the subsequent lap time may also be deleted by the Race Director.
- C. Any driver who repeatedly leaves the track may be reported by the Race Director to the Stewards who may impose further penalties, the maximum being the deletion of all lap times.

Race

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

16. Race start procedure

- 16.1. All Races shall have rolling starts, with a side-by-side (2 X 2 in line) grid.
- 16.2. All Cars will either start from the assembly area or their garages at a predetermined time set out in the Final Competitor Competition Instructions. The Cars will leave the collecting area to cover a single reconnaissance lap around the circuit to the grid. At the end of this lap they will stop on the grid in starting order with their engines stopped. A Car that has entered the grid may only leave it before the one-minute board, being pushed by team technical staff and/or officials into the pit lane with the engine stopped. After the one-minute board is shown, any Car on the grid must remain in its grid position until the green flag is shown, at which point they must vacate its grid position or be pushed off the grid under the instructions of the officials.
- 16.3. Any Car which enters the pits after a reconnaissance lap or which is still in the pits after the five-minute board has been shown may start from the pits, but only under the direction of the Race Director. Cars may only be moved to the pit exit if the driver is seated in the cockpit with seatbelts securely fastened. The order in which Cars leave the pit lane will be determined by the order in which they are received by the pit-lane officials. At the discretion of the GDGT Race Director and, if conditions allow, Cars may be permitted to join the formation lap from the back of the grid. The GDGT Race Director will indicate this intention by briefly switching the pit exit light from red to green, allowing the Cars waiting in the fast lane to leave the pit lane. However, if this is not possible, Cars from the pit lane may join the Race at the end of the formation lap, after the entire field has passed the pit exit on the first racing lap.
- 16.4. The approach of the start will be announced by signalling boards and/or aural signals at three minutes, one minute and thirty seconds before the start of the formation lap. Specific meanings:
 - A. **Three-minute board:** with the exception of officials, MHR and team technical staff, all others must leave the grid. Any car unable to remotely start their engine must seek permission from the GDGT Race Director via an GDGT official on the grid to either push start the car and resume their grid position or to push the car off the grid as directed by the marshalls.
 - B. **One-minute board:** Engines must be started and any work being undertaken on the Car must cease and the team technical staff must leave the grid at this point and either exit the track or be in a safe position outside the track limits. All authorized push starts must have taken place and the Car(s) pushed back to their original grid position.
 - C. **30-seconds board:** any authorised push starts must have taken place and relevant team technical staff must have either exited the track or be in a safe position outside the track limits.
 - D. **Green flag:** will be shown at the front of the grid whereupon the Cars will begin a formation lap behind either an official Car or the Safety Car (acting as the official Car), maintaining their starting order with the pole position driver leading. Any driver who is unable to maintain their grid position is forbidden to pass any other Car and must take up their position at the back of the grid behind all other Cars. An intervention vehicle will follow the grid.
- 16.5. Any driver(s) who is unable to start the formation lap must signal this to the marshalls by raising their arm out of the window. After all of the Cars and the intervention vehicle have cleared the grid, the Car(s) may be push started and then join the formation lap but must remain at the back of the formation.

- 16.6. If the engine does not start at the first attempt, it must be pushed of the grid immediately as directed by the marshalls.
- 16.7. Drivers must maintain no more than five Car lengths from the Car in front of them once they have reached a nominated turn that will be notified in the Briefing Notes. At the end of the last formation lap, the official Car will withdraw into the pit lane and at that moment, the Car in pole position must maintain the same speed and the other Cars their grid position. The Drivers must maintain two lines of Cars driving through their respective grid positions until they cross the start line. The starting signal will normally be given by means of lights (Red Lights on => Red Lights off).

16.8. **Starting a Race behind Safety Car**

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

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

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

17. Mandatory Pit Stop / Pitlane and Pits

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

- 17.5. The pit stop duration is timed and monitored from when the Car registers at the Pit In timing line until the Car registers at the Pit Out timing line. The Car must register at the Pit In line during the period of the notified pit stop window.
- 17.6. During the mandatory pit stop the Car must remain stationary for a single period of not less than:
- sixty (60) seconds duration for Cars up to 4,000cc
 - seventy-five (75) seconds for Cars 4,000cc and over
- 17.7. Engines may remain running if no driver change takes place. In the event of a driver change taking place, engines must be stopped before the driver exits the Car and can only be restarted with the new driver seated in the Car with the belts fastened.
- 17.8. Seat belts must not be undone until a Car is stationary and must be securely fastened before moving off.
- 17.9. A single driver Competitor where no driver change is taking place may remain in the Car with belts securely fastened.
- 17.10. It is forbidden to change any tyres during the mandatory pit stop unless a tyre is damaged and authorised by a GDGT Technical & Eligibility delegate.
- 17.11. Non-compliance with Article 17 (Mandatory Pit Stop / Pitlane and Pits) will result in the Competitor receiving a penalty.
- 17.12. Refuelling during any Race is strictly forbidden.

18. Stopping / Suspending a Race and Safety Car

- 18.1. Refer to the Code's Appendix H Article 2.5.4.1(b).
- 18.2. Any Race stopped after the leader has completed 75% of the scheduled Race time may be considered to have finished unless the Race Director deems it appropriate to resume.
- 18.3. Resuming a stopped/suspended Race: will be resumed behind a Safety Car in accordance with Appendix H, Articles 2.10.20 of the Code.
- 18.4. The Safety Car may only be brought into operation during a Race (refer to Appendix H Article 2.10 of the Code) and if the Safety Car is still deployed at the beginning of the last lap or is deployed during the last lap, it will enter the pit lane at the end of the last lap and the Cars will take the chequered flag as normal without overtaking (Appendix H Article 2.10.17 of the Code).

19. Podiums and Classifications

- 19.1. All Competitors and their Drivers participating in a Race will be classified, providing that their Car has completed at least 75% of the distance covered by the Race-winning Car (rounded up to the nearest whole lap) and provided they are not disqualified from the Race.
- 19.2. Trophies will be presented by MHR to the top 3 positions in each of the classes in the race at a Competition, providing there are 2 or more entries in each specific class at the Competition.
- 19.3. A starter is a Car that has taken the start of a Race.

- 19.4. There will be a Class prize-giving ceremony at each Competition.
- 19.5. 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.

20. Podium Presentation Procedure

- 20.1. There will be two (2) podiums at each Competition.
- 20.2. The first podium will be for the top three (3) cars in the over 2-litre classes (Class B2, C2 & C3). The second podium will be for the top three (3) cars in the under 2-litre classes (Class A, B1, C1 & CLP)
- 20.3. All Competitors and Drivers of Cars running in the Invitation class will not be eligible to participate in the podium ceremonies if they finish in the top three (3) overall.
- 20.4. Both podiums may take place simultaneously.

21. Technical Requirements

- 21.1. Roll-Over Protection System (ROPS)
- The ASN mandatory requirements are the minimum acceptable. These requirements cover the Safety Cage, Rollbar, Rollcage, Main, Front and Lateral rollbars, Members and other items covered by ROPS.
- 21.2. ROPS must be designed and constructed in a way that when installed correctly the risk of injury to the occupant is substantially reduced.
- 21.3. The ROPS must not unduly impede the drivers access to/from the car.
- 21.4. Any modification to a homologated ROPS (other than the fitment of permitted reinforcements to the roof and/or windscreen pillars, door bars and harness bars) is strictly forbidden.
- 21.5. 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.

22. Fuel and Fuel Systems

- 22.1. For all events within this Championship, Sodifuel is designated as the Official Fuel Supplier.
- Orders can be placed with Sodifuel at:
Address: 8 Av. d'Aubière, 63800 Cournon-d'Auvergne, France
Website: www.sodifuel.com
Phone: +33 4 73 83 96 26
Email: masters@sodifuel.com
- 22.2. Competitors are required to use exclusively the Sunoco fuel supplied by Sodifuel during all official sessions (practice, qualifying, and Race).

- 22.3. The official fuel will be provided solely by Sodifuel in the form designated by them (e.g. sealed drums or containers) and must be used without any performance additives or modifications.
- 22.4. Fuel must be in accordance with Appendix J, Article 252.9.1, and Appendix K of the Code. Compounds, which are added to petrol to replace lead, may be added if freely available from commercial retailers. Actual lead may also be added if needed but it is not recommended. The addition of these compounds must not raise the octane value of the fuel beyond the limit of 90 MON nor of 102 RON. Lead content must not be greater than 0.4 g/l in any case (EN 237 or ASTM D3237). The official fuel supplier, Sodifuel, will provide the reference sample for each event against which all fuel testing will be carried out.
- 22.5. Competitors must ensure that a three-litre (3) sample of fuel can be taken from the Car at any time during the Competition.
- 22.6. No refuelling will be allowed in the pit lane during free practice, qualifying practice or Races at any Competiton.
- 22.7. Cars may only be fuelled in a Team awning or inside a pit box allocated to the car. It is the Competitor's sole responsibility to ensure that this is carried out in a controlled safe manner compatible with the general safety of persons and objects in the vicinity. At all times that fuel is being handled a member of the team should be on standby with a suitable fire extinguisher to prevent any risk of fire.
- 22.8. It is strictly forbidden to use fuel for the purpose of ballast.
- 22.9. It is a strongly advised to install a current FIA spec 200mbar roll over / vent valve to the fuel tank to prevent fuel leakage on track.
- 22.10. It is Any fuel system components located in the cockpit such as fuel pumps must be covered either by a passenger seat, carbon fibre or aluminium cover.

23. Lighting

- 23.1. All Cars must have fully functioning headlights, tail lights and brake lights. At all times when driving in the pit lane and on track Cars must circulate with headlights switched on.
- 23.2. Two (2) Brake lights must be fitted and in full working order.
- 23.3. A rearward facing red warning light of a minimum of 21 watts with a surface area minimum 20cm² maximum 40cm², or a 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 two lights equally located about the centre line of the car.
- 23.4. Where the warning light used is of the LED type, this must be an FIA homologated item at least 90% of the elements must be operational.
- 23.5. The warning light must be switched on when visibility conditions are reduced or when instructed by the Race Director.

24. Towing Point

- 24.1. All Cars must have substantial towing eyes securely fixed either by welding or a mechanical method to the main structure of the Car at both the front and rear. These towing eyes must remain within the confines of the body of the Car.

- 24.2. The towing eyes must have a minimum internal diameter of 60mm and all towing eyes/points must be painted brightly in either dayglow RED, ORANGE or YELLOW.

25. Wheels and Tyres

- 25.1. Wheels rim sizes are to be as stated on the HTP.
- 25.2. It is mandatory that all Cars run on Goodyear/Dunlop Racing L-Section tyres (or earlier specification Dunlops) in 204 compounds.
- 25.3. The maximum size of front tyre that can be used is a Goodyear/Dunlop 650 L-Section tyre.
- 25.4. Tread depth, both at scrutineering and in the assembly areas before both qualifying and the race, must be a minimum of 1.6 mm. Re-grooving, tyre adhesives and/or any form of performance-enhancing chemicals are prohibited.
- 25.5. Any form of static tyre warming, heat retention or cooling is prohibited except for direct sunlight and ambient weather conditions.
- 25.6. For all Competitions in this Championship, the Promoter designates the following service provider:

H.P. Tyres Ltd

Email: office@hptyres.com

Web: <https://hptyres.com>

Phone: +44 (0) 1327 301887

- 25.7. All tyres used to participate in 2026 Masters Historic Racing Events must be exclusively purchased from the official designated service provider in 25.6
- 25.8. All authorised tyres used must be identified by a Masters Historic Racing logo.
- 25.9. Tyres must be pre-ordered from the official designated service provider at least ten (10) days prior to the Event. These tyres will be identified, delivered and fitted by the official designated service provider on site at the Event.
- 25.10. Tyres may also be ordered and delivered to the competitors / preparers premises if they wish prior to the Event. These tyres will be supplied with the Masters logo already affixed to the sidewall by the official designated service provider, however, it is the responsibility of the competitor / preparer to inform the sales team that these tyres are for use at a Masters Historic Racing event and therefore require the Masters logo in place.
- Please factor in delivery time when placing your pre-race order.
- 25.11. Any breach of this Article may result in penalties, including but not limited to time penalties, disqualifying from the results, or any other sanction as determined by the Organising Committee and/or the Stewards.
- 25.12. It is forbidden to carry out a tyre change during the mandatory pit stop.

26. Engines and Gearboxes

- 26.1. Exhaust manifolds must match those shown in the current HTP of the Car.
- 26.2. Only period correct gearboxes are permitted and must match that shown in the current HTP of the Car.

- 26.3. Hydraulic concentric slave cylinders are not acceptable on cars unless the Competitor can prove that this type of device was installed in the year of specification shown on the HTP.
- 26.4. All Cars must have a fully operable and functioning reverse gear that can be selected by the Competitor whilst seated in their normal driving position with their safety belts securely fastened.
- 26.5. All Competitors must be able to demonstrate when requested by the GDGT Technical & Eligibility Delegate, the correct operation of the reverse gear selection method. Any Competitor unable to demonstrate the correct functioning reverse gear will be reported to the Stewards.

27. Electronic Ignition

- 27.1. 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 is non-programmable and the mechanical parts within that distributor are the sole means of determining the timing of the ignition.
- 27.2. It is recommended that those teams wishing to compete in FIA-regulated Competitions, either leave their systems completely compliant with Appendix K or fit an electronic system that is easily interchangeable for FIA-regulated Competitions.

28. RPM Limits

- 28.1. The Revolution Per Minute (RPM) limit on all cars will be restricted as per Article 28.10 (below) unless the engine type used is not listed therein.
- 28.2. The use of an MSD 6AL ignition control (ref: MSD PN 6425 or 6420) is mandatory to control the RPM. This ignition control unit must be fitted out of reach of the Competitor/Driver when sitting in the driving seat with the safety harness secured (see Appendix I below for MSD installation instructions).
- 28.3. Any control of the advance curve must only be RPM related. It must be executed solely by means of the distributor. No external control of the advance system is permitted. The use of an MSD ignition box that can control advance or allow advance mapping is strictly forbidden.
- 28.4. A Car may only run one MSD box at any one time, with the exception of twin-spark engines, which may run two MSD boxes which must be set to the same RPM limit.
- 28.5. The Car must use the standard wiring loom as supplied by MSD and must maintain the original connectors. It is strictly forbidden to substitute the original connectors for after-market alternatives.
- 28.6. The original wiring between the MSD unit and the distributor must be protected by a transparent sheath (not black tape or black heatshrink), allowing the GDGT Technical & Eligibility delegates ease when tracing the wiring in the Car.
- 28.7. All Cars fitted with the MSD 6AL ignition control unit (MSD Part No.6425 or 6420) will be subject to a maximum RPM check by GDGT Technical & Eligibility delegates using the MSD universal ignition test unit (MSD Part No. 89981) to verify correct RPM limit settings. If the check is completed to the GDGT Technical & Eligibility delegate's satisfaction, then the ignition control unit will be sealed using a MHR tamper-proof seal.

- 28.8. Ferrari V12 engined Cars may choose not to run the MSD unit but must be able to prove the maximum revs achieved at any time of the Competition when requested by the GDGT Technical & Eligibility delegate.
- 28.9. Any refusal to follow the instructions given in Article 28.7 will result in the Team being summoned to the Stewards and the Competitor may be penalised accordingly.
- 28.10.
- | | |
|----------------------------|-----------|
| V8-engines | 7,000 rpm |
| Twin-cam engines | 8,200 rpm |
| Cobra Daytona | 6,600 rpm |
| TVR Griffith | 6,600 rpm |
| Ferrari V12 | 9,000 rpm |
| Jaguar straight-six engine | 7,000 rpm |

29. Noise / Silencing

- 29.1. All Cars are subject to mandatory silencing. Temporary silencers, by-pass pipes or the inclusion of temporary parts to achieve the silencing requirements are forbidden.
- 29.2. All Cars must conform to 105dBA measured at $\frac{3}{4}$ of maximum engine rpm at a distance of 0.5 metre above the ground located at 45 degree angle and 0.5 metres from the exhaust outlet. Where the Car has more than one (1) exhaust outlet, then the test will be carried out on each outlet and the highest reading will be used.
- 29.3. The maximum noise level allowed at a Competition will be published in the individual Competitions Supplementary Regulations.

30. Brakes

- 30.1. TVR Griffith Cars may use the brake cooling ducts as shown in Appendix 2
- 30.2. Any Car fitted with an adjustable brake balance system must not be operable by the Competitor or Driver whilst seated in their normal driving position with their safety belts securely fastened.
- 30.3. MHR reserves the right to allow modifications to the braking system components in the interest of safety.

31. Weights and Balance Of Performance

- 31.1. As a Balance of Performance measure, the following Cars must comply to the minimum weights listed:
- | | |
|---------------|---------|
| AC Cobra | 865 kg |
| Jaguar E-Type | 920 kg |
| TVR Griffith | 1000 kg |
| Cobra Daytona | 1075 kg |
- 31.2. All other models, with the exception of those listed in Article 31.1 may be checked for compliance with the minimum weight stated in their HTP.
- 31.3. All weights will be measured without any driver installed. 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 IV, Paragraph 3.7

32. Data Logging System and On-Board Camera System

- 32.1. GDGT Cars may use a data logger system (i.e. Race Logic or Aim) incorporating GPS and one (1) wheel speed sensor providing it is fitted to an undriven wheel. The system may also have provision for “pencil” style cameras.
- 32.2. No other sensors are permitted during a Competition.
- 32.3. The only permitted electrical connection to the vehicle for the data logger is the 12 volt power supply and Ground connection.
- 32.4. To avoid delays or complications during scrutineering, Competitors who use data logging during testing must ensure that either the sensors and/or their connecting cables are removed for the duration of the Competition.
- 32.5. On-board cameras are strictly forbidden to be fitted inside the footwell area of any Car. At any point during a Competition a Competitor may be selected to run an on-board camera by the series official media team, this must have prior approval from the GDGT Technical & Eligibility Delegate and must be checked for acceptable fitment before entering the track.
- 32.6. With reference to Article 12.3 of these regulations, MHR Officials may request copies of onboard camera footage to assist in any sporting investigations.
- 32.7. MHR reserves the right to request any/all onboard camera footage for commercial purposes.
- 32.8. Cars should maintain a period-style dash. Digital displays other than a simple timing device are not permitted.

33. Safety

- 33.1. The wearing of an FIA-approved FHR system, in accordance with Appendix L, Chapter III Article 3 is strongly recommended for all Competitors and Drivers.
- 33.2. Competitors must wear overalls, gloves, long underwear, a balaclava, socks and shoes, which meet the FIA Standard FIA 8856-2018. Helmets and clothing must pass Scrutineering before every round. The Competitor does not need to be present when his equipment is presented. Competitors may be requested to present any or all equipment to the ASN scrutineers at any time during any Competition.
- 33.3. All Drivers must wear a current FIA homologated crash helmet as defined by Appendix L to the code.
- 33.4. The use of any form of visor cam or inside-helmet camera is only permitted if it is a type of accessory approved by the FIA and designed for use with helmets homologated under the FIA standards listed in the manufacturer’s homologation documentation for that specific helmet model. The Competitor can provide the helmet manufacturer’s homologation documentation model. Any helmet fitted with a non-approved or non-homologated camera will be deemed non-compliant and will be reported to the stewards immediately.
- 33.5. All Cars fitted with a proprietary seat should use a seat homologated by the FIA as defined in 8855-1999, 8855- 2021 or 8862-2009 standards and must not be modified in any way. The seat should carry the relevant FIA homologation label clearly displaying either the date of manufacture or the ‘not valid after’ date.

- 33.6. As per FIA Appendix J, Article 259.14.2.1, all cars must be fitted with a safety belt harness complying to FIA Standard No. 8853-2016.
- 33.7. All Cars must be equipped with a fully operational fire extinguishing system homologated in accordance with FIA Article 253-7.2. The system must not be plumbed into the Cars original system and the kit must only be fitted as per the instructions supplied using the supplied tubing and nozzles. Failure to comply will void the homologation of the system. It is recommended to have the original manufacturers fitting instruction leaflet available with the Cars' paperwork. The external means of triggering must be marked with a red letter "E" inside a red-edged white circle measuring at least 100mm in diameter.
- 33.8. All other fire protection, including personal Racewear clothing, must be to current FIA standards and comply with the Code.
- 33.9. All Cars must be equipped with an external means to isolate the entire electrical system. It must be possible for a marshall using a "pole with a hook" to operate either a handle or ring from a distance. This handle or ring must be clearly marked by a symbol showing a red spark inside a white-edged blue triangle.

34. Condition and Presentation of Cars

- 34.1. All Cars must be presented in good cosmetic condition with bodywork painted in the correct period livery (refer to Article 6.1 of these regulations). Any bodywork accident damage incurred during a Competition or outside of a Competition must be repaired to a high standard prior to the next Competition for which a Car is entered.
- 34.2. 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.
- 34.3. Competitors must be aware of potential age-related component failure and must endeavour to maintain their Cars to the highest possible standards by carrying out a detailed component inspection at regular intervals throughout the Competition life of the Car.
- 34.4. It is the responsibility of the Competitor to ensure that the Car is maintained to the highest safety standards at all times.

35. Radio communication

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

36. Protests, appeals & force majeure

- 36.1. All protests must be lodged in accordance with Article 13 of the Code.
- 36.2. All protests must be made in writing and handed to the Race Director or his assistant, or in their absence to any of the Stewards, together with a sum to be specified in the Supplementary

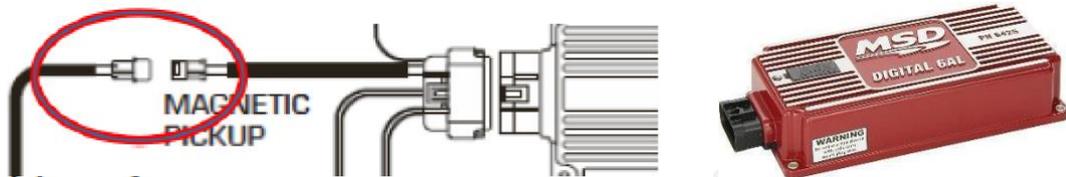
Regulations. If the protest requires the dismantling and re-assembly of different parts of a Car, the claimant must pay an additional deposit set by the Stewards.

- 36.3. 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.
- 36.4. All appeals shall be governed by Article 15 of the Code.
- 36.5. The Protest and Appeal Fees (KNAF) are as follows:
- Protest Fee: €500
- Appeal Fee: €1750
- 36.6. MHR, MRC and GDGT, 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.

APPENDIX 1 – Installation of MSD Unit

#6420 and #6425 only references allowed (programmable devices forbidden)

Original factory connectors only



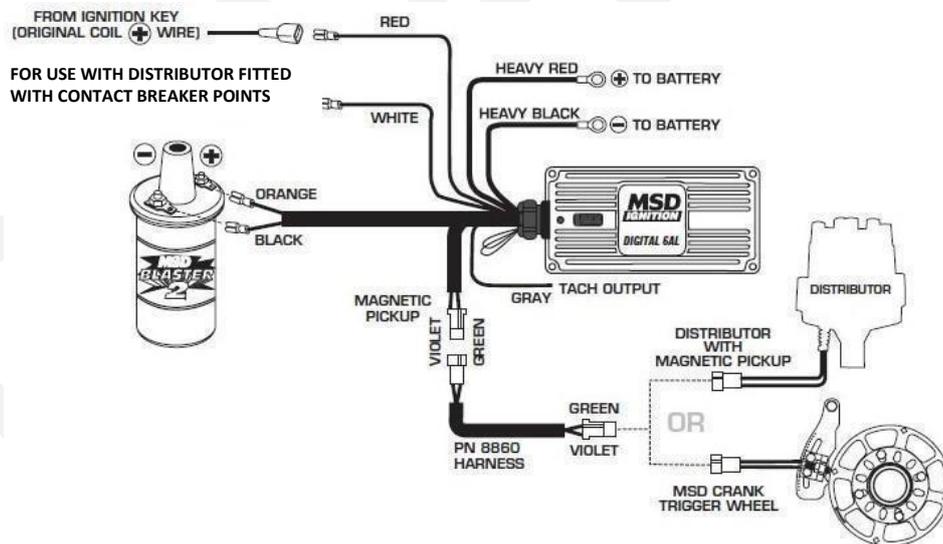
1) Position of MSD

Mandatory:

The MSD device must be in a position that is accessible and visible. The MSD device will be sealed before the car takes part in qualifying practice by the Eligibility Scrutineer.

2) Connection of the MSD

a. MSD 6AL ref: PN 6425



Mandatory:

A car must use the standard wiring loom with all the original connectors as supplied by MSD. Under no circumstances must after-market connectors be substituted.

It is mandatory for all MSD wiring to be assembled in transparent sheathing and fitted in such a way that the wiring is totally accessible and traceable throughout the entire installation.

It is forbidden to remove any wires from the original MSD-supplied loom. Any unconnected wires should be suitably capped and insulated.

APPENDIX 2 - Brake Ducting for TVR GRIFFITHS

TVR Griffith may use brake cooling ducts as per the pictures below. The large hole is 75mm diameter, the smaller hole is 55mm diameter.



Masters Historic Racing Ltd 2026 Terms of Entry & Competitor Declarations

The Main Competitors/Co-Drivers agree to perform and abide by the following terms and conditions:

Main and secondary competitors agree to comply with the following conditions:

Registration and Payment Conditions

A competitor's entry will only be processed once the full entry fee has been received and cleared. The entry becomes definitive only after validation by Masters Historic Racing, such validation being a prerequisite for accessing the rights specified in the Special Conditions. Once payment has been made, no refund may be claimed for any reason.

Masters Historic Racing reserves the right, for safety reasons or in the event of force majeure, to modify, postpone or cancel the event at any time, including during its course, without such decisions giving rise to any form of compensation.

Terms for Participation:

1. In consideration of Masters Historic Racing Ltd ("Masters") accepting the competitor's participation in the events it organises, the owner, entrant, driver and/or co-driver of the race car(s) entered ("Participants"), on their own behalf and on behalf of their heirs, representatives, successors and assigns:
2. WAIVE, RELEASE, DISCHARGE AND AGREE NOT TO SUE the promoters, organisers, associations, Masters Historic Racing Ltd, circuit operators and owners, officials, staff, teams, marshals, participants, rescue personnel, sponsors, owners or tenants of the venue, and any person operating in restricted areas, from any liability for personal injury, property damage or death arising from the event, whether caused by negligence or otherwise.
3. ACKNOWLEDGE THAT MOTORSPORT IS DANGEROUS, exposing participants, mechanics, spectators and staff to significant risks of injury, death or property damage, which may be aggravated by potentially negligent rescue operations.
4. AGREE TO DEFEND, INDEMNIFY AND HOLD HARMLESS the released parties from any loss, damage, liability or cost arising from participation in the event.
5. ASSUME ALL RISKS of injury, death or property damage related to participation in the event, whether arising from negligence or any other cause.
6. ACCEPT THAT THIS WAIVER extends to all acts of negligence, including rescue operations, and shall be interpreted as broadly as permitted by applicable law.
7. WARRANT that the car entered complies with the current FIA and/or Masters technical and sporting regulations, meets all safety requirements and is fit to compete.
8. CONFIRM that they have read, understood and accepted the regulations of Masters, the FIA, Motorsport UK and any other applicable regulations.
9. DECLARE that they have read, understood and agreed to comply with the Masters Racing Club rules and Code of Conduct.

10. CONFIRM that they have no known medical condition that could affect their participation, and undertake to inform Masters should such circumstances change.

11. ACKNOWLEDGE that any dispute not subject to FIA jurisdiction shall fall under the laws of England and Wales, and that the prevailing party may claim reasonable legal fees.

12. AGREE that their name and car details may be shared with event organisers and used publicly in entry lists, communications, promotional material and event results.

13. AUTHORISE Masters to film, photograph or record their participation, and to use such images or footage across any media, including for commercial and promotional purposes.

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