

Masters Endurance Legends

2025 TECHNICAL AND SPORTING REGULATIONS

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Motorsport Ireland Visa Number: D025-A-000

ART 1 - PREAMBLE

- 1.1 The Series (Masters Endurance Legends) is organised in conformity with the provisions of the FIA's 2025 International Sporting Code and its appendices (the Code), the FIA's 2025 General Prescriptions applicable to International Series and the 2025 National Sporting Regulations of Motorsport Ireland (MI). It will be run in conformity with these Sporting and Technical Regulations. The Technical Regulations will conform to the safety prescription of the Code's 2025 Appendix J - Article 277.
- 1.2 Any amendments to these Technical and Sporting Regulations will require the prior approval of MI. All approved amendments will be notified in an official MEL Bulletin to all registered Competitors and Drivers.
- 1.3 The Series is designed for 'Gentlemen' racers. Elite drivers (Art 5.1) will be permitted to race but will be subject to time handicaps (Art 11.11).
- 1.4 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).
- 1.5 Official text: English. Only the English version of these Technical and Sporting Regulations will be used should any dispute arise as to their interpretation. There are no other official language versions available. Headings and typeface used in these regulations are for ease of reference only and do not form part of the Technical and Sporting Regulations.
- 1.6 **Date of Application:** 01 January 2025

ART 2 - ORGANISATION

- 2.1 Promoter / Organiser: Masters Historic Racing Ltd
c/o Masters Historic Racing Ireland Ltd, 163 Kimmage Road Lower,
Kimmage, Dublin 6W, Ireland
Telephone: +44 1234 713800
Email: team@mastershistoricracing.com
Website: www.mastershistoricracing.com
- 2.2 ASN: Motorsport Ireland
34 Dawson Street, Dublin 2, Ireland
Telephone: +353 1 6775628
Email: art@motorsportireland.com
Website: www.motorsportireland.com
- 2.3 MEL Organising Committee:
Rachel Bailey
Jo Seymour
Chris Jolly

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- 2.4 MEL Permanent Officials:
Race Director – Max Braams (KNAF # 33646)
Chairman of Stewards – Marc van Geel (FIA # STW-022-000150 and KNAF #9543)
Technical & Eligibility Delegate – Chris Tee (MSUK #90250)
Additional delegates may be nominated from time to time by MHR.
- 2.5 Other senior officials to be designated by the ASN of the Competition concerned (refer to the relevant Competition’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 of the Code, the clerk of the course and/or his deputies shall work in permanent consultation with the MEL race director, or his deputy. 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 these Sporting Regulations;
 - B. The stopping of any car in accordance with the Code or these Sporting Regulations;
 - C. The stopping of practice or suspension of the race in accordance with the Code or these Sporting Regulations if he deems it unsafe to continue and to ensure that the correct restart procedure is carried out;
 - D. The starting procedure;
 - E. The use of the Safety Car.

ART 3 - MASTERS RACE INFORMATION APP (the App)

- 3.1 The App allows one-way communication from the Masters Team and the MEL race director before, during and after any Competition. It is strongly recommended that all drivers and their team members download the App to their Apple iOS or Android communication platforms (PC, tablet, telephone).
- 3.2 Although it is not mandatory to have access to the App, all information that is posted by an MHR team member or official on the App will have organisational and sporting relevance, including in-race updates from the MEL race director.
- 3.3 The App will be the only place where MHR will publish classifications, starting grids, and results of all practices and races, as well as all decisions, information notes and bulletins issued by the officials during a race weekend.

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ART 4 – ELIGIBILITY CARS (General)

- 4.1 Open to all cars that were eligible to take part in the following competitions between 01 January 1995 and 31 December 2016 (2019 for GT3 cars):
- 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 from 2015 to 2019 inclusive. Earlier GT3 cars will be considered on a case-by-case basis.
 - Sample Eligibility lists for MEL can be found [here](#).
- 4.2 To be eligible to race at a Competition a car must fully comply with its original ACO or IMSA homologation for the year of specification. It is forbidden to select different components from both the ACO and IMSA Technical Regulations for the same car. The car must be presented in a specification that it was presented at in a race for one of the feeder series shown in 4.1.
- 4.3 All cars must be presented in their original period livery unless prior dispensation has been granted in writing by MHR.
- 4.4 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.
- 4.5 Hybrid cars are not eligible to enter MEL.
- 4.6 Historically interesting cars that do not comply with the requirements in Art 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 subject to a surcharge of £150 on the MEL Entry fee and will not be eligible to participate in podiums or score points.
- 4.7 Daytona Prototypes will be classified in the appropriate Prototype 2 class.
- 4.8 All LMPC cars will run in the Prototype 3 Class.
- 4.9 All LMP3 cars must run in Generation 1 specification.

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4.10 MEL Competitions will be split into three Groups according to the period in which each car was originally eligible to compete (Art 4.1), and each car will be allocated to a Group according to the specification in which the car is entered for each Competition as follows:

- **Group 1: 1995-2004**
- **Group 2: 2005-2010**
- **Group 3: 2011-2016 (2019 for GT3 cars)**

4.11 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**

4.12 MHR will determine, at its own discretion, whether a car is eligible to compete and into what Group and Class it should be allocated.

4.13 MHR decals and MHR Sponsor decals must be clearly displayed on cars at all times.

4.14 PERIOD LIVERY

4.14.1 Cars must display their period livery unless local laws in the host country restrict the advertising of certain items (such as tobacco or alcohol). In such cases, MHR will provide advance notice regarding the specific livery requirements for a particular competition. It is the responsibility of the competitor to ensure that their car's livery complies with local regulations. MHR and/or local organisers reserve the right to reject any period livery that violates these laws. This regulation also applies to all team apparel, equipment, and transport used during the competition. Failure to comply will result in the competitor being disqualified from participation in the event

4.15 Competitors must ensure that their car, pit garage, or paddock area is presentable and accessible throughout a Competition while the event is open to the public. Failure to comply with these requirements may result in disqualification from the Competition.

ART 5 – ELIGIBILITY DRIVERS (General) and ENTRIES

5.1 ELIGIBILITY

5.1.1 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".

5.1.2 Upon submitting a race entry, Competitors and Drivers will automatically become full 2025 racing members of MRC.

5.1.3 A minimum licence grade of ITB-C, or above, is required for all drivers who participate in a Competition in a car competing in either the Prototype 1 or Prototype 2 class as defined in Art 4.11 above.

5.1.4 A minimum licence grade of ITC-C or above is required for all other drivers.

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- 5.1.5 Competitors and Drivers must be 16 years old at their first MEL Competition.
- 5.1.6 Foreign Competitors and Drivers (those not in possession of a licence issued by the ASN where the Competition is taking place) must present an authorisation from their parent ASN to compete. Competitors and drivers must be in possession of a current medical certificate of aptitude and permission from their ASN to compete in the relevant international Competition.
- 5.1.7 The MEL Race Director, the Stewards or the Chief Medical Officer can require a driver to undergo a medical examination at any time during a Competition. This examination may include, if appropriate, a test for alcohol.
- 5.1.8 Commercial Entrants Licences are not accepted nor required.
- 5.2 ELITE DRIVERS**
- 5.2.1 Elite drivers will be classified as an 'Elite Driver' or 'Elite Driver Plus'. Without exception;
- All drivers who are classified as Silver in the 2025 FIA Driver Categorisation List will be classed as 'Elite Driver', whatever their current racing activities
 - All drivers who are classified in the Platinum or Gold categories in the 2025 FIA Driver Categorisation List will be classed as 'Elite Driver Plus', whatever their current racing activities.
- 5.2.2 The criteria used for Elite driver determination will be the FIA 2025 Driver Classification.
- 5.2.3 Any driver who has reached the age of 65 at 1st January 2025, will not be eligible to be classified as an Elite Driver.
- 5.2.4 All Elite drivers will be penalised by way of time penalties in accordance with 11.11 below.
- 5.2.4 Although entries will not normally be accepted from a Competitor where both the Competitor and Driver are determined to be Elite drivers, MHR reserves the right to allow entries where both drivers are classified as Elite drivers by MHR. Such an entry will be penalised by way of time penalties in accordance with 11.12 below. Drivers accepted on this basis will not be able to score any points at that Competition.
- 5.3 ENTRIES**
- 5.3.1 Opening date for Entries: 01 January 2025
- 5.3.2 Closing date for entries is seven calendar days prior to the date of each Competition.
- 5.3.3 A Competitor may only enter one car as his official entry.
- 5.3.4 A Competitor may enter a car either for all the Competitions in the MEL or on a Competition-by-Competition basis.
- 5.3.5 Including the Competitor, an entry may have no more than 2 (two) drivers entered.
- 5.3.6 Entry forms are available online at www.mastershistoricracing.com
- 5.3.7 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

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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.

- 5.3.8 By completing their entry form, Competitors and Drivers are agreeing to abide by the Masters Racing Club Code of Conduct and also the 2025 Masters Racing Club Rules.
- 5.3.9 A full refund of the Race Entry Fee, less a £75 admin fee, will be offered to Competitors who notify the MHR in writing at least 14 calendar days prior to the date of the Competition that they are withdrawing their entry.
- 5.3.10 No refund or credit will be offered to Competitors who notify the MHR in writing during the 14 calendar days prior to the date of the Competition that they are withdrawing their entry.
- 5.3.11 By signing an entry form to compete in either a Competition or all the Competitions, the Competitor guarantees that the entered car complies with its required specifications in accordance with these regulations.
- 5.3.12 Should the MEL 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 at his request with the prior approval of the MEL race director. The Competitor concerned will be responsible for any direct or indirect costs involved in providing proof of compliance.
- 5.3.13 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 & eligibility delegate, will start Race 1 behind all other cars at the back of the grid and Race 2 from the position set by the classification of Race 1. If the original car is replaced after Race 1 the car, subject to the approval of the MEL technical & eligibility delegate will start Race 2 behind all other cars. If more than one Competitor changes the car under this article 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.
- 5.3.14 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 stewards. Should this request be approved after qualifying practice the car will start all the races for which it qualifies from the back of the grid. If the new Driver is classified as an Elite driver (Art 5.1.8) then the entry will be penalised by time penalties in accordance with either Art 11.11, Art 11.12 or Art 11.13 of these regulations.
- 5.3.15 In order to confirm an entry in the MEL race at the 2025 Silverstone Festival, cars must have entered and raced at least one MEL Competition prior to the Silverstone Festival.

ART 6 – DRIVERS and TEAM MANAGERS BRIEFINGS

- 6.1 Attendance at a Masters Driver Briefing is mandatory for all Competitors, Drivers and Team Managers taking part in a Competition.

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- 6.2 The time and location of this briefing will be published in the Competition’s Supplementary Regulations and in the Final Competitor Event Instructions. Any driver unable to attend must inform the MEL race director directly either by telephone, text message, email or in person, no later than 30 minutes before the communicated start of the briefing.
- 6.3 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.
- 6.4 Briefing Notes issued by the MEL race director are formal documents which must be complied with.
- 6.5 Additional mandatory briefings required during a Competition will be notified to Competitors, Drivers and Team Managers by way of a bulletin issued by the MEL race director.

ART 7 – CALENDAR and COMPETITION FORMAT

7.0 2025 Competition Calendar

DATE	EVENT	CIRCUIT	ASN
9/11 May	The Jim Clark Revival	Hockenheimring, DE	DMSB
20/22 June	Historic Grand Prix	Zandvoort,NL	KNAF
22/24 August	Silverstone Festival	Silverstone Historic GP, UK	MSUK
24/26 October	Masters Historic Weekend	Dubai Autodrome, UAE	EMSO

- 7.1 There will be a minimum of one qualifying practice session and two races at each Competition on the calendar. If there are two or more qualifying practice sessions at a Competition then the best time from all the qualifying practice sessions for each entry will set the grid for Race 1.
- 7.2 Each qualifying practice session shall be scheduled for a minimum of 25 minutes and a maximum of 40 minutes. At Competitions where there are two qualifying practice sessions, it is not mandatory to take part in both sessions, assuming that the Competitor has set a lap time and, for two-driver teams, the Driver also.
- 7.3 Each race shall be scheduled for a minimum of 30 minutes and a maximum of 45 minutes.
- 7.4 At a single-race Competition, or for the first race of a two-race Competition, the grid for Race 1 will be based on the fastest lap set by the car in qualifying practice (whether driven by one or two drivers). If there are two qualifying practice sessions at a Competition, the fastest lap across both qualifying practice sessions will set the grid for Race 1.
- 7.5 At a two-race Competition, 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 may seek permission from the

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Stewards to start Race 2 behind all classified and non-classified cars from Race 1, in the order of final classification of qualifying practice.

7.6 At a two-race Competition, both drivers in any two-driver team must compete in each race.

7.7 APPROVAL TO RACE

7.7.1 Competitors and Drivers must complete a minimum of one lap in qualifying practice to be allowed to take part in a race.

7.7.2 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 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.

7.7.3 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 MEL race director, the Competitor must start the first race in the car's grid position as per the final classification of qualifying practice. If only the Competitor drives in the first race then the Competitor must also start the second race in the car's grid position as per the final classification of Race 1.

7.7.4 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.

ART 8 – SCRUTINEERING and PARC FERME

8.1 At each Competition, the MEL Technical & Eligibility Delegates will be the sole MEL eligibility scrutineers. At each Competition, the chief scrutineer will be responsible to the MEL's Chief Technical & Eligibility Delegate appointed at that Competition (see relevant Supplementary Regulations) in all matters relating to MEL eligibility.

8.2 All cars must be presented for scrutineering at each Competition 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 Competition.

8.3 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 MEL Chief Technical & Eligibility Delegate. Any footage requested by the MEL race director as part of an investigation into any sporting incident must

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be provided in a timely manner. MHR also retains the right to use any camera footage for commercial purposes.

- 8.4 In the event of an incident, nothing may be removed from a car until it has been fully inspected by the MEL technical & eligibility delegate and ASN Safety Scrutineers. Only when permission has been given by either the Chief Steward or the MEL technical & eligibility delegate may the car be accessed.
- 8.5 In the event of a serious incident, all cars involved may be removed from the parc ferme area and held under Parc Ferme 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.
- 8.6 The location of Parc Fermé will be confirmed at each Competition in the Drivers 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 MEL race director.
- 8.7 At the end of the qualifying practice and the 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 MEL race director in consultation with the steward's 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 & Eligibility Delegate following consultation with the MEL race director, shall remove the car to the Parc Fermé.
- 8.8 At any time during a Competition, 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.

ART 9 – INCIDENTS, STEWARDS INQUIRIES and PENALTIES

9.1 Incidents

- 9.1.1 "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 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 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.
- 9.1.2 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.

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9.1.3 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.

9.2 Inquiries

9.2.1 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.

9.2.2 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 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.

9.3 Penalties

9.3.1 At each Competition the stewards, and MEL race director, where specified in these regulations, are responsible for imposing penalties on the Competitors. Decisions on penalties imposed by the MEL race director are not protestable.

9.4 In Race Penalties

9.4.1 **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 the App. The MEL 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 a Race, or after the end of a Race or cannot be imposed for operational reasons then at the stewards' discretion the procedure at 9.4.1(a) above will not apply and an alternative time penalty will be added to the elapsed time of the Competitor.

9.4.2 **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 the App. The MEL 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 a Race, or after the end of a Race or cannot be imposed for operational reasons then at the stewards' discretion the procedure at 9.4.2(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.

9.4.3 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).

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

9.4.5 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.

9.5 Code of Driving Conduct

9.5.1 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 MEL 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 MEL race director may also report the driver to the stewards who may impose further grid and race time penalties and ultimately disqualification.

9.6 Track limits

9.6.1 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 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.

9.6.2 The following penalties may be applied:

9.6.2.1 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 may 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.

9.6.2.2 Qualifying Practice

- a) Any driver identified by a Judge of Fact as having left the track (unless for reasons beyond his control) will have that lap time deleted in session by the MEL 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 MEL race director.

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c) Any driver who repeatedly leaves the track may be reported by the MEL race director to the stewards, who may impose further penalties, the maximum being the deletion of all lap times.

9.6.2.3 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. 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 further report of the driver leaving the track is received by the MEL 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 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 and ultimately disqualification from the race.

ART 10 – RACE START PROCEDURE

10.1 All races shall have rolling starts, with a side by side (2 X 2 in line) grid.

10.2 The pit lane will open at the time of the showing of the ten-minute board, signalling the start of the countdown procedure and close at the showing of the five-minute board or 60 seconds after the last car leaves the pit lane, whichever is sooner. The cars will leave the pits to cover a single reconnaissance lap around the circuit to the grid. At the end of this lap, they will stop on the grid in starting order with their engines stopped. A car that has entered the grid may only leave it before the one-minute board, being pushed by team technical staff and/or officials into the pit lane with the engine stopped. After the one-minute board is shown, any car on the grid must remain in its grid position until the green flag is shown, at which point it must vacate their grid position or be pushed off the grid under the instructions of the officials.

10.3 Any car that enters the pit lane after completing a reconnaissance lap, or remains in the pit lane after the five-minute board has been shown, may start the race from the pit lane—**strictly under the direction of the MEL 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. It is prohibited to change tyres on any car located in the fast lane of the pit lane or waiting at the pit exit. If a car waiting at the pit exit wishes to change tyres following the race being declared Wet, it must be moved to the working lane so that the tyre change can be completed safely. Once the change is complete, the car must return to the fast lane and remain there until officially released. At the discretion of the MEL Race Director and, if conditions allow, cars may be permitted to join the formation lap from the back of the grid. The MEL 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. Any car joining the race in this manner must maintain its position at the back of the grid until after the race start.**

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- 10.4 The approach of the start will be announced by signalling boards and/or aural signals at ten minutes, five minutes, three minutes, two minutes, one minute and thirty seconds before the start of the formation lap. Specific meanings:
- a) Five-minute board: any tyre changes must be completed and the car must sit with its wheels on the ground – no car may remain on jacks or stands at this point. Any form of tyre blanket or tyre covering for the purpose of retaining heat, is forbidden on the pre-grid, assembly area or grid.
 - b) Three-minute board: with the exception of officials, MHR and team technical staff, all others must leave the grid.
 - c) Two-minute board: engines must be started by the driver 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 push the car off the grid.
 - d) One-minute board: any work being undertaken on the car must cease and the team technical staff must leave the grid at this point and either exit the track or be in a safe position outside the track limits. Any push start authorised by the MEL race director must take place as soon as the one-minute board is shown.
 - e) 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.
 - f) 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. An intervention vehicle will follow the grid.
- 10.5 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 starting signal will be given by means of lights.
- 10.6 When the start signal is given by the green lights replacing the red lights cars may accelerate into the “YELLOW START PROCEDURE”.
- 10.7 **YELLOW START PROCEDURE**
- 10.7.1 When the green lights are illuminated the “Yellow Race Start” procedure will begin with the 2nd (second) place car falling behind the 1st (first) car in single file before the first corner and each following car falling in line accordingly.
- 10.7.2 Under the “Yellow Race Start” procedure, there will be no overtaking until a nominated turn and/or marshal post where a green flag or light board will be shown. Cars must circulate in single file until each individual car is perpendicular to the green flag or light board. The procedure with nominated turn and/or marshal post will be confirmed in the Briefing Notes and at the Drivers Briefing.
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- 10.8 At the end of the formation lap, if the conditions so require, the MEL race director will order the official car to carry out one or more additional formation laps. Should such an additional formation lap be carried out, the start of the race and race time will be considered to have been given at the end of the first formation lap.
- 10.9 If a problem arises when the cars approach the lights at the end of the formation lap the red lights will stay illuminated (no green lights). Cars should return to the grid at reduced speed and await instructions from the MEL race director.
- 10.10 STARTING A RACE BEHIND AN ACTIVATED SAFETY CAR**
- 10.10.1 In exceptional circumstances, the race may be started behind the Safety Car - Appendix H, Article 2.10.18 of the Code.
- 10.10.2 In this case at any time before the one-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.
- 10.10.3 When the green lights on the gantry are illuminated the safety car will leave the grid with all cars following in single file in grid order no more than 5 car lengths apart.
- 10.10.4 There will be no formation lap and the race will start at the illumination of the green lights.
- 10.10.5 Overtaking under a Safety Car start is only permitted if:
- A car is delayed leaving the grid and the cars behind cannot avoid passing it without unduly delaying the remainder of the field;
 - 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.

ART 11 – MANDATORY PIT STOP

- 11.1 Each race will have a mandatory pit stop that must be completed during the pit stop window.
- 11.2 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 mandatory 60 km/h pit lane speed limit will be notified in at least one of: Supplementary Regulations, Final Event Instructions, Event Bulletin or Briefing Notes.
- 11.3 A pit stop is mandatory for all cars during the pit window, irrespective of the number of drivers in a car. Any car that pits before the pit window opens 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.
- 11.4 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.

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- 11.5 During the mandatory pit stop the car must remain stationary for a single period of not less than sixty (60) seconds duration.
- 11.6 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.
- 11.7 Seat belts must not be undone until a car is stationary and must be securely fastened before moving off.
- 11.8 A single driver Competitor where no driver change is taking place may remain in the car with belts securely fastened.
- 11.9 It is forbidden to change any tyres during the mandatory pit stop unless a tyre is damaged and authorised by the MEL technical & eligibility delegate.
- 11.10 Non-compliance with the Mandatory Pit Stop regulations will result in the Competitor receiving a penalty.
- 11.11 Any car which contains an Elite driver (Art 5.2) must remain stationary for an additional period during the mandatory pit stop in a scheduled standard 40-minute duration race, as follows:

Elite Drivers:

- Any car being shared by a driver classed as an 'Elite Driver' must remain stationary for an additional minimum time period of 20 seconds for cars in the Prototype classes and an additional minimum time period of 10 seconds for cars in the GT classes.
- Any car being driven solo by a driver classed as an 'Elite Driver' must remain stationary for an additional minimum time period of 40 seconds for cars in the Prototype classes and an additional minimum time period of 20 seconds for cars in the GT classes.

Elite Driver Plus:

- Any car being shared by a driver classed as an 'Elite Driver Plus' must remain stationary for an additional minimum time period of 40 seconds for cars in the Prototype classes and an additional minimum time period of 20 seconds for cars in the GT classes.
 - Any car being driven solo by a driver classed as an 'Elite Driver Plus' must remain stationary for an additional minimum time period of 60 seconds for cars in the Prototype classes and an additional minimum time period of 30 seconds for cars in the GT classes.
- 11.12 Any car accepted to race that is being shared by any two Elite drivers (as per article 5.2) must remain stationary for an additional minimum time period of 80 seconds for cars in the Prototype classes and an additional minimum time period of 40 seconds for cars in the GT classes.
- 11.13 For all other race durations, the Elite driver Pit Stop penalty will be calculated pro rata of the penalties shown above in 11.10 and 11.11.
- 11.14 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.
- 11.15 Unless otherwise instructed in the Supplementary Regulations, the pit lane speed limit will be 60km/h.

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11.16 DOMINANT CAR

11.16.1 A car that wins both races at a 2-race Competition, will be known as a Dominant Car. A Dominant Car will receive time penalties as follows:

- at the next scheduled 2025 Competition in which the Dominant Car competes after its two (2) consecutive victories, it must remain stationary for an additional period of time during its mandatory pit stop. This additional time period will be determined by MHR Organising Committee on a circuit by circuit.

11.16.2 Dominant Cars and their penalties will be notified either in the briefing notes or by way of a bulletin issued by the MEL race director at each Competition.

ART 12 – STOPPING / SUSPENDING A RACE and SAFETY CAR

12.1 Refer to Appendix H, Article 2.5.4.1(b) of the Code.

12.2 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 resume.

12.3 Resuming a stopped/suspended race: will be resumed behind a Safety Car in accordance with Appendix H, Article 2.10.20 of the Code.

12.4 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).

ART 13 – POINTS, PODIUMS and CLASSIFICATIONS

13.1 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.

13.2 Points will be awarded as follows to classified drivers 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:

1st	4 points
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- 13.3 A starter is a car that has taken the start of a race.
- 13.4 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.
- 13.5 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.
- 13.6 For races in which two drivers are entered in the same car, as long as each driver participates in the race then each driver is individually awarded points on the same basis as if they were solo drivers under the points system shown above. In the event that drivers share more than one car in a competition, they may only count points for the higher of their finishing positions.
- 13.7 There will be a Class prize-giving ceremony at each Competition. Class Prizes will be awarded for both races.
- 13.8 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.
- 13.9 PODIUM PRESENTATION PROCEDURE**
- 13.9.1 There will be two podiums at each Competition.
- 13.9.2 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.
- 13.9.3 Both podiums may take place simultaneously.
- 13.10 FINAL CLASSIFICATION**
- 13.10.1 For the final classification of the Series, the results of all the races held at a Competition listed in Article 7 of these regulations will be taken into account.
- 13.10.2 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.
- 13.10.3 In case of a dead heat the Competitor, and Driver if relevant, with the car with the oldest year of construction will be declared the Champion(s).
- 13.10.4 Should the cars prove to be of the same year of construction, a tie will be declared between the drivers concerned.

ART 14 – TECHNICAL REQUIREMENTS

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14.1.1 Any car that is entered in the Series is required to hold a valid and approved Masters Historic Racing Technical Passport (the MHRTP). Templates are available to download from the MEL race series section of the Masters website or by emailing: team@mastershistoricracing.com

14.1.2 The MHRTP will be valid for a period of two years from the date it is issued by the MEL Chief Technical & Eligibility Delegate.

14.2 FUEL & FUEL SYSTEMS

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

14.2.2 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 100 litres.

14.2.3 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.

14.2.4 It is forbidden to refuel or drain fuel in the pit lane and or pit garage area during a Race.

14.2.5 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.

14.2.6 A current FIA spec 200mbar roll over / vent valve must be fitted to the fuel tank and be accessible at all times.

14.2.7 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.

14.2.8 It is strictly forbidden to use fuel for the purpose of ballast.

14.2.9 Competitors must ensure that a three-litre sample of fuel can be taken from the car at any time during the Competition (MS UK J5.13.18 / D34).

14.3 WHEELS AND TYRES

14.3.1 Wheel diameters and widths must be as per the ACO or IMSA Technical Regulations for the year of homologation declared.

14.3.2 Drivers may choose to use dry or wet tyres from either Michelin or Dunlop / Goodyear. No tyres obtained from other tyre manufacturers may be used.

14.3.3 All Dunlop / Goodyear tyres must be purchased from the official approved Goodyear tyre supplier, HP Tyres who can be contacted on office@hptyres.com, <https://hptyres.com/> or +44 (0) 1327 301887. HP Tyres will provide a full tyre fitting service at all MEL Competitions.

14.3.4 The approved Michelin supplier and distributor will be BZ Consult, who can be contacted on pneumatiques@bzconsult.ch, +41 79 832 23 92 or +33 6 15 78 49 08.

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- 14.3.5 The unique tyre manufacturers barcode numbers of the tyres intended for use at a Competition will be scanned by the MEL Technical & Eligibility Delegate prior to the car taking part in the relevant Competition. No car will be allowed to take part in a Competition without prior scanning of its tyre bar code numbers. Any failure to ensure a car's tyres have been scanned by the MEL Technical & Eligibility Delegate will be reported to the stewards.
- 14.3.6 Prior to qualifying practice, competitors must have had their tyre bar code numbers scanned and registered by the MEL Technical & Eligibility Delegate.
- 14.3.7 A maximum of twelve (12) dry weather tyres are allowed for use during a Competition, this must consist of at least four (4) tyres previously registered and used in a previous competition and a maximum of two (2) sets of four (4) new dry-weather tyres.
- 14.3.8 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 Chief Technical & Eligibility Delegate together with a representative from the relevant tyre manufacturer, and after consultation with the MEL race director.
- 14.3.10 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.
- 14.3.11 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. In accordance with the Code, when a session is declared 'WET' the rain/visibility rear light must be switched on and remain on at all times that the car is on track. Where the rain light used is of the LED type, at least 90% of the elements must be operational. If weather conditions change during qualifying practice or a race, tyre choice is then free.
- 14.3.12 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). Any form of tyre blanket or tyre covering for the purpose of retaining heat, is forbidden on the grid.
- 14.3.13 During a race, it is forbidden to carry out any tyre changes with the exception of the following circumstances:
- A sudden deterioration to track conditions DRY to WET
 - A marked improvement in track conditions WET to DRY
 - Damaged tyre resulting in a puncture – only one (1) tyre will be allowed to be replaced with a previously nominated tyre
 - It is forbidden to race a car with a combination of dry and wet tyres
- 14.3.14 It is forbidden to carry out a tyre change during the mandatory pit stop.

14.4 ENGINES

- 14.4.1 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 4.1. The fitment of an alternative engine and air restrictor combination may be approved by MHR but only after consultation with the MEL Chief Technical & Eligibility Delegate and the relevant engine manufacturer. It is permitted to use any parts that were available to the car during the original period of

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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.

- 14.4.2.1 With the exception of LMPC (refer to Art 14.4.4) and LMP3 (refer to Art 14.4.5) cars, engine air intake restrictors on each car must comply with the period regulations or homologation papers prior to any Balance Of Performance (BOP) for the declared year. It is the sole responsibility of the Competitor to fit the correct size of restrictor(s) and provide a copy of the period regulation restrictor table as proof.
- 14.4.2.2 The restrictor(s) will be measured and sealed in position prior to the first qualifying practice at the first Competition at which the car is entered.
- 14.4.2.3 Anti-tamper seals must be respected at all times and may only be removed with authorisation of the MEL Technical & Eligibility Delegate.
- 14.4.3 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 minimum weight of the cars.
- 14.4.4 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.
- 14.4.5 All LMP3 cars must be fitted with 2 (two) Generation 1 engine air restrictors of 38.5 mm max. diameter each measured at the smallest diameter and all air entering the engine for combustion must pass through this restriction only.
- 14.4.6 A conformity test of the engine air intake restrictor(s) will be carried out during technical inspection. This test will comprise the temporary disconnection of any intake manifold pressure sensor wiring, the engine will then be started, and the intake will be sealed, causing the engine to stall immediately. It is the responsibility of the Competitor to comply. Failure to comply with this test will result in further investigation and any findings reported to the stewards.
- 14.4.7 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 MHR and the MEL Chief Technical & Eligibility Delegate prior to its participation in its first Competition.
- 14.4.8 It is permissible to change the engine management system to a modern version (e.g., Life, Motec or similar).
- 14.4.9 Turbochargers must be of the original type and size as stated on the original homologation papers for the declared year for each car.
- 14.4.10 All turbocharged cars must respect the original boost pressure as set out in the period regulations or homologation papers prior to any Balance Of Performance (BOP). See Appendix II

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14.4.11 All LMP3 cars must run Generation 1 exhaust silencers, straight-through pipes are not acceptable.

14.5 GEARBOXES

14.5.1 Prototype 3 (LMP3) cars are only permitted to use the original “short set” or “long set” of gear ratios from the original ACO homologation without any substitutions. No mixed ratio sets are permitted. See Appendix III

14.5.2 All MEL cars must have a fully operable and functioning reverse gear that can be selected by the Competitor in their normal driving position.

14.6 RIDE HEIGHT & SUSPENSION

14.6.1 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 Chief Technical & Eligibility Delegate.

14.6.2 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 stewards.

14.6.3 All Prototype cars that are designed to run with the mandatory period plank are required to have a minimum thickness of 15mm before the start of a Competition.

14.6.4 Prototype 3 cars may use either PKM or Ohlin dampers as specified in the original homologation for the car manufacturer .

14.7 BRAKES

14.7.1 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.

14.8 AERO PACKAGES

14.8.1 The aero package should be to the exact specifications of the original homologation papers for the declared year. The choice of a high or low downforce package is free. The Competitor must provide period photos of the car or an identical model of car racing in a feeders series shown in 4.1 during the year of declared specification. These photos should clearly show the front splitter, rear diffuser, rear wing and bumpers and must be attached to the MHRTP at the time of submitting to MHR.

14.8.2 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 MHRTP. Any photos issued as supporting evidence must be accompanied with a reference to where this information is commercially freely available.

14.9 MINIMUM WEIGHTS

14.9.1 All cars competing in Prototype 1 or Prototype 2 classes must respect either the ACO or IMSA technical regulations for the homologation declared.

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- 14.9.2 LMPC cars competing in Prototype 3 class must be at or above a minimum weight of 900kgs without a driver onboard. LMP3 cars competing in Prototype 3 class must at or above a minimum weight of 930kgs without a driver onboard.
- 14.9.3 MHR 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. MHR reserves the right to adjust any BOP until 120 minutes before the start of a Race. Any such changes to BOP during a Competition will be made via an Event Bulletin.
- 14.9.4 All lightweight prototypes are allowed to run at their original weights from period providing documentation supporting this is provided.
- 14.9.5 During a Competition, when a car has been selected for weighing, it is forbidden to add any liquid, solid or gaseous substance.

14.10 SERIES SCRUTINEERING DATA LOGGING SYSTEM

- 14.10.1 All Prototype cars running turbocharged or supercharged engines are required to have the ability to fit an additional scrutineering data logger when requested by the MEL Chief Technical & Eligibility Delegate. This system has been independently tested and will not influence the car's performance in any way. The Competitor must provide a +12volt Master Switch controlled supply (must remain live when the ignition is turned off) situated within the cockpit of the car terminating with a DTM06 – 2S. See Appendix II
- 14.10.2 The series scrutineering logger together with all additional wiring and sensors remains the sole property of MHR.
- 14.10.3 The series scrutineering logger will record the following parameters but is not limited to air pressure within the intake plenum and vehicle speed/position via GPS.

ART 15 – SAFETY

- 15.1.1 The wearing of an FIA-approved FHR system, in accordance with Appendix L, Chapter III Article 3 is mandatory for all drivers.
- 15.1.2 All cars must be equipped with a fully operational fire extinguishing system homologated in accordance with FIA Article 253-7.2. 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 tubing and nozzles. Failure to comply will void the homologation of the unit. 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.
- 15.1.3 All GT cars and closed cockpit Prototype cars must be equipped with an external means to isolate the entire electrical system. It must be operated by either a handle or ring from a distance with the use of a hook. This handle or ring must be clearly marked by a symbol showing a red spark inside a white-edged blue triangle.
- 15.1.4 All GT cars must use a drivers 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

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FIA homologation label clearly displaying either the date of manufacture or the 'not valid after' date.

- 15.1.5 All drivers must wear a current FIA homologated crash helmet as defined by Appendix L to the code.
- 15.1.6 Cars must use a current FIA Homologated harness.
- 15.1.7 All cars must have fully functioning headlights and tail lights. At all times when driving in the pit lane and on track cars must circulate with headlights switched on.
- 15.1.8 Brake lights must be fitted and in full working order.
- 15.1.9 Where the rain light used is of the LED type, at least 90% of the elements must be operational.
- 15.1.10 All other fire protection, including personal racewear clothing, must be to current FIA standards and comply with the Code.

15.2 CONDITION TESTING REQUIREMENTS

15.2.1 As per FIA Appendix K, Appendix 1, Article 2 & 3, the following items (but not limited to) 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 Technical & Eligibility Delegate.

- 15.2.2 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 Technical & Eligibility Delegate upon request at each Competition. Each component must be clearly listed on the certificate and have corresponding serial numbers for cross-referencing. Certificates are only valid for a period of 2 years from the date of issue.
- 15.2.3 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 technical & eligibility delegate.
- 15.2.4 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 contained in the list above.
- 15.2.5 As per FIA Appendix K, Appendix 1, Article 4, the tests must be carried out according to the following standards:
 - * Visual Inspection: BS EN ISO 17637:2016
 - * Penetration Flaw Detection: BS EN ISO 3452-1:2021
 - * Magnetic Particle Flaw Detection: BS EN ISO 9934-1:2016
 - * X-Ray Flaw Detection: BS EN 13068-3:2001
 - * Conventional Ultrasonic Testing

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- 15.2.6 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.
- 15.2.7 Competitors must always have in their possession valid Condition Testing Certificates to satisfy the MEL technical & eligibility delegate as to the standard of preparation.
- 15.2.8 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.
- 15.2.9 All cars must be presented in good cosmetic condition with bodywork painted in the correct period livery (Art 4.3.3 above). 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.

ART 16 – RADIO COMMUNICATION

- 16.1.1 Pit-to-car and car-to-pit radio communications are permitted. However, it is the Competitor's responsibility to request approval from the relevant authorities in the country where 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 and that they receive the appropriate approval and authorisation (e.g., short-term frequency assignment) from the relevant authorities.

ART 17 – PROTESTS, APPEALS & FORCE MAJEURE

- 17.1 All protests must be lodged in accordance with Article 13 of the Code.
- 17.2 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. 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.
- 17.3 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.
- 17.4 All appeals shall be governed by Article 15 of the Code.
- 17.5 The Protest and Appeal Fees via Motorsport Ireland are as follows:
Protest Fee: €1000
Appeal Fee: €4000
- 17.6 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.

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APPENDIX 1

1.1 Restrictors for Normally Aspirated Engines (Table Deleted 06/02/2025)

APPENDIX II

2.1 Boost Pressure for Turbocharged/Supercharged Engines

All pressures include atmospheric pressure of 1000 mbar.

Chassis	Year of Spec.	Engine Config / Capacity	Intake Restrictor Number / dia.	Maximum Boost
Audi R8	2000	V8 twin turbo 3600cc	2x 33.2 mm	1670 mbar
MG Lola EX257	2001	4 cyl 4 valve turbo 2000cc	1x 43.0 mm	2500 mbar
Reynard Protran	2005	4 cyl 4 valve turbo 2000cc	1x 43.0 mm	2500 mbar
Courage LC75	2007	4 cyl 4 valve turbo 2000cc	1x 42.0 mm	2500 mbar
Lola B07/46	2008	4 cyl 4 valve turbo 2000cc	1x 42.0 mm	2500 mbar
Peugeot 908 Diesel	2010	V12 twin turbo 5500cc	2x 37.8 mm	2590 mbar
Peugeot 90X Diesel	2011	V8 twin turbo 3700cc	2x 33.5 mm	3000 mbar
HPD ARX 03b	2012	V6 twin turbo 2800cc	2x 28.3 mm	1950 mbar
Lola B12/60	2012	4 cyl 4 valve turbo 2000cc	1x 42.9 mm	2500 mbar
Lola B12/80	2015	4 cyl 4 valve turbo 2000cc	1x 40.0 mm	2500 mbar

NOTE: If your Chassis and engine combination is not listed in either of the tables above, please contact the MEL Technical & Eligibility Delegate for clarification.

2.2 Series Scrutineering Data Logging System

2.2.1 Connector type: DTM06 – 2S

Contact 1 - +12v – 20 awg Raychem Type 55 wire or equiv.

Contact 2 - Chassis Earth – 20 awg Raychem Type 55 wire or equiv.

2.2.2 Sensor Requirements

- An easily accessible standard “Dash 3” steel or aluminium male fitting is mandatory on the air intake plenum for the fitment of the scrutineering pressure sensor. The diameter of the open hole into the airstream must be a minimum of 2.5mm.
- This fitting must not be positioned directly above any induction trumpet.
- This fitting must be sealed with a metal blanking cap whenever the scrutineering system is not fitted to the car.

APPENDIX III

3.1 LMP3 Gear Ratio's

Gear	Long Set		Short Set	
1	13:37	0.351	13:37	0.351
2	13:29	0.448	13:29	0.448
3	13:23	0.565	15:28	0.353
4	19:28	0.679	14:22	0.354
5	19:24	0.792	20:27	0.355
6	23:25	0.920	16:19	0.356
R	13:35	0.371	13:35	0.371
Final Drive	11:31	0.355	11:31	0.355

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