

Masters Sports Car Legends

2025 TECHNICAL AND SPORTING REGULATIONS

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Motorsport Ireland Visa Number: DO25-A-002

ART 1 - PREAMBLE

- 1.1 The Series (Masters Sports Car 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 the Series' sporting and technical regulations, the latter being for individual cars of a type that have international history over endurance events between 1962 and 1976.
- 1.2 Eligible cars should hold an FIA Historic Technical Passport (HTP) as a Two-Seater Racing Car or a Competition GT car over FIA Periods F, G (G1, G2 GR) and H (H1, H2, HR). Cars should be running in their original specification.
- 1.3 Any amendments to these Technical and Sporting Regulations will require the prior approval of MI. All approved amendments will be notified in an official MSCL Bulletin to all registered Competitors and Drivers.
- 1.4 Title and Jurisdiction: Masters Sports Car Legends (MSCL), 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

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2.3 MSCL Organising Committee:

Rachel Bailey
Jo Seymour
Chris Jolly

2.4 MSCL Permanent Officials:

Race Director – Max Braams (KNAF # 33646)
Chairman of Stewards – Marc van Geel (FIA # STW-022-000150 and KNAF #9543)
Technical and Eligibility Delegates – Chris Tee (MUK #90250) and Henri Pluton (FFSA # 44128).
Additional delegates may be nominated over 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 MSCL race director, or his deputy. The MSCL 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 MSCL race director's express agreement:

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

ART 3 - MASTERS RACE INFORMATION APP (the App)

- 3.1 The App allows one-way communication over the Masters Team and the MSCL 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).

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- 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 over the MSCL race director.
- 3.3 The App will be the only place that MHR will publish 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.

ART 4 – ELIGIBILITY CARS (General)

- 4.0.1 All cars must be according to the FIA Appendix K 2025 and have a valid FIA Historic Technical Passport (FIA HTP). **Please download the new 2025 version of Appendix K [here](#).**
- 4.0.2 **MHR has the right to accept entries from cars that have not yet received an issued HTP under the condition that an HTP application has been submitted to the FIA via the appropriate ASN. A copy of the submitted FIA HTP application must be provided to MHR at the time of entering the competition.**
- 4.0.3 **Any car that is accepted on the basis of 4.0.2 will be accepted to run in an ‘Invitation’ Class and will not be eligible to score any points or receive awards. Cars accepted on this basis will be subject to a surcharge of £150 on the Entry fee.**
- 4.0.4 **The same car cannot be accepted for more than a 12-month period, at any competition, regardless of the organiser, under this exceptional condition. The 12-month period shall begin with the date of HTP submission by the appropriate ASN to the FIA. After the 12-month period has expired, the same car will not be accepted to race, at any competition, regardless of the organiser, without a valid HTP.**
- 4.0.5 MHR decals and MHR Sponsor decals must be clearly displayed on cars at all times.
- 4.0.6 **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.**

4.1 ELIGIBLE CARS

- 4.1.1 Individual cars are eligible of a type which have International History and are built to appropriate two-seater racing car or Competition GT car regulations between 1962 and 1976 over FIA Periods F, G & H. Sample MSCL Eligibility lists can be found [here](#). **Please download the new 2025 version of Appendix K [here](#).**
- 4.1.2 In addition to the notes in the Code’s Appendix K, McLaren M1A and M1B are eligible for the Hulme class if they run on 15inch x 8inch front and 15inch x 10inch rear wheels, and on L and M section tyres.
- 4.1.3 Chevron B16s may compete solely in the Marko Class.

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4.1.4 All BDG and BMW M12/7 engined cars must run in the Stommelen Class.

4.1.5 Hydraulic concentric slave cylinders are not acceptable on cars in MSCL unless the competitor proves that this device was installed in the year of specification shown on the HTP Papers.

4.2 ELIGIBLE ENGINES

4.2.1 A car must be powered by a period specification engine of a type originally fitted to the car during its participation in period International Competition.

4.2.2 All Chevrolet engines in the Rodriguez Class must have steel blocks and a maximum capacity of 5000cm³, with the exception of 1967/1968 specification Lola T70 Coupes (these cars must run in full "early" FIA homologated specification) and T70 Spyderys which may use a cast iron block Chevrolet engine with a capacity of 5700cm³ provided this capacity has been accepted on their FIA HTP.

4.2.3 'Cosworth BD' and BMW M12/7 engines are accepted.

4.2.4 Eligible cars with 'Cosworth DFV' engines must be restricted to a rev limit of 9500rpm (see 14.9.4). This limit will be checked by an MSCL Technical and Eligibility Delegate using the Masters rev limit checker.

4.2.5 Eligible cars running with 'Cosworth FVC' engines are required to have a steel block and a maximum capacity of 1850cm³, which permits a re-bore of the original block size of 1790cm³. The original stroke must remain the same. Short-stroke engines are not permitted.

4.2.6 BMW engines below 2000cm³ in period GR are defined as being to M10 specification or earlier. In period HR, BMW engines below 2000cm³ are defined as being to M12/7 specification.

4.2.7 McLaren M1C and M1 derivatives in the Rodriguez class may only race with a maximum engine capacity of 5000cc.

4.3 ENGINE CAPACITY CERTIFICATION

4.3.1 It is compulsory that all Competitors seal their car engines and obtain an [Engine Capacity Seal Certificate \(ECSC\)](#) to certify the bore and stroke of their engine.

4.3.2 All ECSCs must be completed by an ASN-licensed Technical Scrutineer and forwarded to MHR for validation. Full contact details of the person sealing the engine must also be provided. Once MHR has approved the ECSC, a validated copy will be returned to the Competitor.

4.3.3 The ECSC will be valid for the 2025 calendar year or until the engine seal is broken, which will invalidate the ECSC.

4.3.4 Any costs incurred in obtaining the ECSC are the sole responsibility of the Competitor.

4.3.5 Templates of the certificate will be available on the Masters website and sent to all entrants upon registration.

4.4 CONDITION TESTING

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4.4.1 Cars with engines over 2000cm³ over Period G (FIA HTP for reference) or later must comply with the FIA Condition Testing procedure of the current year (see Appendix K, Appendix 1 of the Code) and the certificates relating to the Condition Testing must be available for inspection at each Competition.

4.4.2 Competitors that cannot comply with the requirements in 4.3.1 must seek advice over the MHR prior to submission of an entry.

4.5 FUEL SYSTEMS

4.5.1 Must comply with the requirements of the Code's Appendix K, Appendix K, Article 5.5.2 of the Code

4.6 CLASSES

Hulme	Pre-1967 Two Seater Racing Cars and GT cars
Bonnier	Two Seater Racing Cars up to and including 2000cm ³ conforming to a specification between 01/01/1966 and to 31/12/1969
Rodriguez	Two Seater Racing Cars over 2000cm ³ conforming to a specification between 01/01/1967 and to 31/12/1971
Marko	Two Seater Racing Cars up to and including 2000cm ³ , conforming to a specification between 01/01/1970 and 31/12/1971
Stommelen	"Open" Two Seater Racing Cars up to and including 2000cm ³ , conforming to a specification between 01/01/1972 and to 31/12/1976
De Cadenet	Two Seater Racing cars with a DFV engine or with engine of 3000cm ³ maximum conforming to a specification between 01/01/72 to 31/12/76
Pescarolo	Competition GT cars over 2000cm ³ , conforming to a specification prior to 31/12/1976 with or without turbo

4.7 PERIOD LIVERY

4.7.1 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

ART 5 – ELIGIBILITY DRIVERS (General) and ENTRIES

5.1 ELIGIBILITY

5.1.1 MSCL is reserved for Competitors and Drivers and is designed for 'Gentlemen' racers. 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.

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- 5.1.3 An ITC-C level licence or above is required for all drivers.
 - 5.1.4 Both Competitors and Drivers must be at least 16 years old at their first MSCL Competition.
 - 5.1.5 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 over their parent ASN to compete. Competitors and Drivers must be in possession of a current medical certificate of aptitude and permission over their ASN to compete in the relevant international Competition.
 - 5.1.6 The MSCL 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.
 - 5.1.7 Commercial Entrants Licences are not accepted nor required.
- 5.2 ENTRIES**
- 5.2.1 Each Competitor must provide a copy of the full FIA HTP application along with up-to-date Condition Testing certification and, where required, and in-date fuel tank certificate.
 - 5.2.2 Opening date for Entries: 01 January 2025.
 - 5.2.3 Closing date for entries is 7 calendar days prior to the date of each Competition.
 - 5.2.4 A Competitor may only enter one car as his official entry.
 - 5.2.5 A Competitor may enter a car either for all the Competitions in MSCL or on a Competition-by-Competition basis.
 - 5.2.6 Including the Competitor, an entry may have no more than 2 (two) drivers entered.
 - 5.2.7 Entry forms are available online at www.mastershistoricracing.com
 - 5.2.8 Entry forms must be correctly completed and accompanied by full payment of the Race Entry Fee. Entry forms received without payment will be processed only after all paid entries have been considered. Entry forms that have not been signed by the Competitor will not be accepted and where a Driver is also listed, then that Driver must sign the entry form before the closing date of the Competition.
 - 5.2.9 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.
 - 5.2.10 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.

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- 5.2.11 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.
- 5.2.12 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 MSCL technical & eligibility delegate, will start Race 1 over the back of the grid and, in a two-race Competition, Race 2 over the position set by the classification of Race 1. 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.
- 5.2.13 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 the Race over the back of the grid.
- 5.2.14 In order to confirm an entry in the MSCL race at the 2025 Silverstone Festival, cars must have entered and raced at least one MSCL Competition prior to the Silverstone Festival.

ART 6 – DRIVERS and TEAM MANAGERS BRIEFINGS

- 6.1 Attendance at this briefing is mandatory for all Competitors and Drivers taking part in a Competition. Attendance is strongly recommended for all Team Managers.
- 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 MSCL 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 over the MSCL race director. Any driver who was not present at the briefing must request a personal briefing over the MSCL race director who will provide this as soon as the time schedule allows it.
- 6.4 Briefing Notes issued by the MSCL race director are formal documents which must be complied with.
- 6.5 Additional mandatory briefings required during a Competition will be notified to Competitors and Drivers by way of a bulletin issued by the MSCL race director.

ART 7 – CALENDAR and COMPETITION FORMAT

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7.0 2025 Competition Calendar

DATE	EVENT	CIRCUIT	ASN
31 May / 1 June	Masters Historic Festival	Brands Hatch GP, UK	MSUK
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 one qualifying practice session and, either a single race per Competition or a two-race format per Competition.
- 7.2 The qualifying practice session shall be scheduled for a minimum of 30 minutes and a maximum duration of 45 minutes during which both the Competitor and the Driver (where 2 drivers will race the same car at that Competition) must drive the car.
- 7.3 At a single race Competition, the race shall be scheduled for a minimum of 50 minutes and a maximum of 65 minutes. At a two-race Competition, the races 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 the Race 1 will be based on the fastest lap set by the car (whether driven by one or two drivers).
- 7.5 At a two-race Competition, the grid for Race 2 will be set over the final classification of Race 1 and retirements over 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 over the Stewards to start Race 2 behind all classified and non-classified cars over Race 1, in the order of final classification of qualifying practice.
- 7.6 APPROVAL TO RACE**
- 7.6.1 Competitors and Drivers must complete a minimum of one lap in qualifying practice to be allowed to take part in a race.
- 7.6.2 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 MSCL race director, the Competitor will start the race over 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.
- 7.6.3 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

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is approved by the stewards in consultation with the MSCL race director, the Competitor must start the race in the car's grid position as per the final classification of qualifying practice.

ART 8 – SCRUTINEERING and PARC FERME

- 8.1 At each Competition, the MSCL Technical & Eligibility delegates will be the sole MSCL eligibility scrutineers. At each Competition, the chief scrutineer will be responsible to the MSCL's Chief Technical & Eligibility Delegate appointed at that Competition (see relevant Supplementary Regulations) in all matters relating to MSCL 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 MSCL Chief Technical & Eligibility Delegate. Any footage requested by the MSCL race director as part of an investigation into any sporting incident, must be provided in a timely manner.
- 8.4 In the event of an incident, nothing may be removed over a car until it has been fully inspected by the MSCL technical & eligibility delegate and ASN Safety Scrutineers. Only when permission has been given by either the Chief Steward or the MSCL technical & eligibility delegate may the car be accessed.
- 8.5 In the event of a serious incident, all cars involved may be removed over 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 Ferme will be confirmed at each Competition in the Drivers Briefing Notes. Parc Ferme 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 Ferme is opened by the MSCL race director.
- 8.7 At the end of all qualifying practices and at the end of each race, all cars will be taken under Parc Ferme conditions to either a secure Parc Ferme or to a secure area in the Competitors' garage/awning. Cars will remain under Parc Ferme conditions for not less than 30 minutes after the posting of the provisional results and until the MSCL race director in consultation with the stewards orders their release. Any car which is unable to reach the Parc Ferme by its own means shall, forthwith upon such inability occurring, be placed under the sole and exclusive control of

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the officials who, if requested by the MSCL Technical & Eligibility delegate following consultation with the MSCL race director, shall remove the car to the Parc Ferme.

- 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 MSCL 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.

9.1.3 It shall be at the sole discretion of the stewards to decide, upon receiving either a report or a request over the MSCL 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 MSCL race director, series delegate or other parties.

9.2.2 The stewards may seek evidence over any source they choose: in the case of incidents on track the MSCL race director shall present any available video evidence available as requested by the stewards including during inquiries with drivers. Video evidence may be obtained over 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 MSCL race director where specified in these regulations, are responsible for imposing penalties on the Competitors. Decisions on penalties imposed by the MSCL 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:

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a) Notification will be by means of a message on the timing monitors and through the App. The MSCL race director will concurrently announce the penalty to the driver by signalling over the Control Line. over 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 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 MSCL race director will concurrently announce the penalty to the driver by signalling over the Control Line. over 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 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).

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 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, over 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 over the Pit-Lane.

If an infringement report is received by the MSCL 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 MSCL race

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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 MSCL race director as a warning;
- b) Any driver who repeatedly leaves the track may be reported by the MSCL 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 MSCL 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 MSCL race director.
- c) Any driver who repeatedly leaves the track may be reported by the MSCL 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 MSCL 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 MSCL 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 MSCL 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 MSCL race director to the stewards who may impose further time penalties and ultimately disqualification over the race.

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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 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 they must vacate their grid position or be pushed off the grid under the instructions of the officials.
- 10.3 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 over the pits, but only under the direction of the MSCL race director. Cars may be moved to the pit exit only with the relevant driver seated in the cockpit with belts attached. The order at pit exit will be that in which the cars are received by the pit-lane officials. It is forbidden to change tyres on any car positioned in the fast lane of the pits or waiting at the pit exit. Cars will join the race when the whole field has passed the pit exit on the first racing lap.
- 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
 - 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 driver seated in the car before the showing of the one-minute board. If a driver is unable to start their engine, they must signal it and seek permission over the MSCL 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 MSCL 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;

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- 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 over 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 for each Competition will be confirmed in the Briefing Notes and at the Drivers Briefing.
- 10.8 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 over the MSCL race director.
- 10.9 At the end of the formation lap, if the conditions so require, the MSCL 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.
- 10.10 Starting the 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:

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- 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 over 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 60 km/h 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 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.
- 11.4 The pit stop duration is timed and monitored over 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.
- 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 a MSCL Technical & Eligibility delegate.
- 11.10 Non-compliance with the Mandatory Pit Stop regulations will result in the Competitor receiving a penalty.
- 11.11 Unless otherwise instructed in the Supplementary Regulations, the pit lane speed limit will be 60km/h.

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11.12 DOMINANT CAR

11.12.1 A car that wins the race overall at two (2) consecutive scheduled Competitions, or 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 circuit by circuit.

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

ART 12 – STOPPING / SUSPENDING A RACE and SAFETY CAR

12.1 Refer to the Code's Appendix H Article 2.5.4.1(b).

12.2 Any race stopped after the leader has completed 75% of the scheduled race time may be considered to have finished unless the MSCL 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, Articles 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 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

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

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- 13.4 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.
- 13.5 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 over the race.
- 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 one podium at each Competition.
- 13.9.2 There will be one podium at each Competition for the first three cars overall.
- 13.10 FINAL CLASSIFICATION**
- 13.10.1 For the final classification of the Series, the results of all the races at every Competition will be taken into account.
- 13.10.2 At the end of the Series, there will be one winner.
- 13.10.3 In the case of a dead-heat in either class, the Competitor and/or Driver of the older car will always take precedence.
- 13.10.4 Should the cars prove to be of the same year of construction, a tie will be declared between the Competitors and/or Drivers concerned.

ART 14 – TECHNICAL REQUIREMENTS

14.1 FUEL

- 14.1.1 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 over 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).

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14.1.2 Competitors must ensure that a three-litre sample of fuel can be taken over the car at any time during the Competition.

14.1.3 Fuel tank capacity must comply with the FIA period regulations for the car.

14.2 REFUELLING

14.2.1 No refuelling will be allowed in the pit lane at a Competition during any free practice, qualifying practice and race.

14.3 MINIMUM WEIGHTS AND DIMENSIONS

14.3.1 During a Competition, when a car has been selected to be weighed or measured, no liquid, solid or gaseous substance may be added.

14.3.2 All dimensions must comply with Appendix K, Article 3.8 of the Code;

14.3.3 All dimensions must comply with period requirements;

14.3.4 At all times during a Competition a car must weigh no less than the minimum weight specified on its FIA HTP or the weight specified in Appendix 1 to these regulations, whichever is the greater.

14.4 GROUND CLEARANCE

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

14.4.2 All cars must pass a simple ground clearance test to show a minimum ride height of 60mm at all times during a Competition, with the exception of Chevron B16's which may run to a minimum ride height of 40mm.

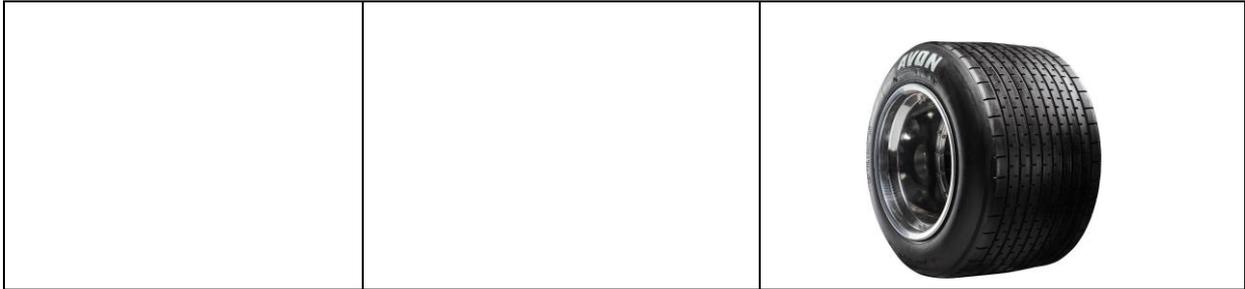
14.5 TYRES

Class	Dry	Wet
Hulme	Dunlop CR65, Dunlop L or M204 compound only	As dry plus Avon CR66ZZ/Sport
Bonnier, Rodriguez	As above plus: Either	As dry plus Avon/Goodyear Classic wet (Historic tread pattern - A15 compound) as shown below)
Marko, Stommelen, De Cadenet	Dunlop Post Historic (CR82) 484 Compound	
Pescarolo	Or Avon/Goodyear Historic All Weather A37 Compound	

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14.5.1 All cars must use treaded tyres. Slick tyres are not permitted at any time during a Competition.

14.5.2 Specific classes have specific tyre requirements:

14.5.3 The minimum tyre diameter for all Period GR Two-Seater Racing Cars is 22 inches.

14.5.4 Regular dry tyre tread depth, at scrutineering, and before starting either a practice or a race, must show a minimum depth of 1.6mm. No re-grooving, artificial treatments applied, or pre-warming or cooling of any race tyre is permitted.

14.5.5 No re-grooving is permitted.

14.5.6 Tyre adhesives and/or any form of performance enhancing chemicals are prohibited.

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

14.5.8 The Avon/Goodyear wet weather tyres may only be used when a wet session is declared by the MSCL race director prior to a practice, qualifying or a race. In accordance with the Code, when a session is declared 'wet' any rain /high visibility rear lights must be switched on at all times that a car is on the track. If weather conditions change during qualifying practice or a race, tyre choice is then free.

14.5.9 Avon/Goodyear wet weather tyres must have a minimum tread depth of 3mm before starting either a practice or a race.

14.5.10 The tyre diameter for PORSCHE 911 3.0 RSR, 934 and 935 can be 15" or 16".

14.6 AERODYNAMIC AIDS

14.6.1 Must comply with Appendix K, Article 15 of the Code.

14.6.2 All bodywork must comply to the HTP and the year of specification for the car. Non-conformance to the HTP will be reported to the Stewards.

14.7 ROLL OVER PROTECTION STRUCTURES

14.7.1 Must comply with Appendix K, Appendix II of the Code.

14.8 DATA ACQUISITION & SENSORS

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- 14.8.1 During a Competition, cars may use data acquisition systems to monitor engine rpm, engine oil pressure, engine oil temperature, engine water temperature, fuel pressure and water pressure. Car speed may be recorded by either GPS or the use of one wired wheel speed sensor providing it is not fitted to any engine driven wheel or driveshaft.
- 14.8.2 No other form of Competitor/chassis data acquisition is permitted at any time during a Competition, including but not limited to any form of throttle, brake, steering, aerodynamic, suspension position or load sensors. The fitment of any or all of the above sensors is strictly forbidden for the duration of the Competition which includes any practice sessions run in Competition. Simply 'disconnecting' the sensor is not satisfactory.
- 14.8.3 At the start of each Competition, Competitors must declare by way of a printed sheet, all the sensors they have on the car other than those mentioned in Article 14.8.1. All declared sensors must be disconnected by means of a connector near them (10cm maximum distance). The MSCL Technical & Eligibility delegate will confirm the disconnection of the sensors and sign the sheet before the beginning of free practice or qualifying practice.
- 14.8.4 If a Competitor is found to have re-connected any sensor during any session, he will be reported to the Stewards.
- 14.8.5 All other sensors, other than those mentioned in Article 14.8.1 or used on the flywheel and/or camshafts, are forbidden during all sessions at a Competition.
- 14.8.6 Any recorded data must be made available to the MSCL technical & eligibility delegates upon request at any time during the Competition.
- 14.8.7 On-board cameras are permitted (maximum 2 cameras, within the original silhouette of the car looking over the side or front) and may record the car's speed (refer also to Art 8.3 of these regulations). **As stated in 8.3 MHR Officials may request the use of any camera footage for investigations. MHR also retains the right to use any camera footage for commercial purposes.**
- 14.8.8 Cars should maintain period style dash wherever possible and no form of instrumentation/display is permitted on the steering wheel.
- 14.9 RPM LIMITS**
- 14.9.1 The Revolution Per Minute (RPM) limit on all cars will be restricted as per 14.9.4 (below) unless the engine type used is not listed therein.
- 14.9.2 Only the use of an MSD 6AL ignition control (ref: MSD Part Number 6425 or 6420) is permitted to control the RPM, unless stated otherwise below. The permitted ignition control must be fitted well out of reach of the competitor/driver when sitting in the driving seat with the safety harness secured. See Appendix II below for MSD installation instructions.
- 14.9.3 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. MSD ignition boxes that control advance or allow advance mapping are not permitted.

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14.9.4 Table of RPM Limits:

Make	Engine Type	LIMIT
CHEVROLET	V8 - Cylinder capacity up to and including 7000cc	7200
FORD	V8 - Cylinder capacity up to and including 5700cc	7300
FORD	FVA - Cylinder capacity up to and including 1600cc	10000
FORD	FVC - Cylinder capacity up to and including 1790cc	9200
FORD	BDA – Cylinder capacity up to and including 1790cc	9000
FORD	BDG - Cylinder capacity up to and including 2000cc	9000
FORD	DFV - Cylinder capacity up to and including 3000cc	9500
FORD	Twin-Cam - Cylinder capacity up to and including 1600cc	8000
PORSCHE	Flat-6 - Cylinder capacity up to and including 3000cc	8000
BMW	M10 - Cylinder capacity up to and including 2000cc	8500
BMW	M12 - Cylinder capacity up to and including 2000cc	8500

14.9.5 Any DFV engine car may continue to run its period ignition system and will be subject to a maximum RPM check by a MSCL Technical & Eligibility delegate using the MHR Lucas ignition test unit to verify correct RPM limit settings. If the check is completed to the MSCL technical & eligibility delegate's satisfaction, then the ignition control unit will be sealed using a MHR tamper-proof seal.

14.9.6 Any Competitor running a car make and/or engine type not listed above will be notified of the applicable RPM limit by MHR.

14.9.7 Any car that is unable to successfully fit the MSD 6AL ignition control must contact MHR to agree on a suitable method of limiting the revs of the car prior to any Competition.

14.9.8 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.

14.9.9 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.

14.9.10 In all cars running the MSD box, the original wiring loom between the MSD box and the distributor must be protected by a transparent sheath, allowing the MSHC technical delegate to trace the wiring.

14.9.11 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 a MSCL Technical & Eligibility delegate using the MSD universal ignition test unit (MSD Part No. 89981) to verify correct RPM limit settings. If the check is completed to the MSCL technical & eligibility delegate's satisfaction, then the ignition control unit will be sealed using a MHR tamper-proof seal.

14.10 RED WARNING / RAIN LIGHT

14.10.1 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

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be clearly visible over the rear. Cars with full-width bodywork may alternatively use two lights equally located about the centre line of the car.

14.10.2 An alternative light unit of equal or enhanced constant luminosity or LED lights that are FIA homologated or comply with relevant EU regulations may be used.

14.10.3 The warning light must be switched on when visibility conditions are reduced, or when instructed by the officials.

14.11 HEADLIGHTS / BRAKELIGHTS

14.11.1 All cars must be fitted with fully functioning headlights as per period sports car regulations.

14.11.2 All cars must be fitted with fully functioning brake lights.

14.12 TOWING EYES

14.12.1 All cars must have substantial towing eyes securely fixed to the main structure of the vehicle, front and rear and within the confines of the body.

14.12.2 Towing eyes must have a minimum internal diameter of 60mm and all towing eyes/points should be painted in a contrasting bright colour (dayglow red, orange or yellow).

ART 15 – SAFETY

15.1 FRONTAL HEAD RESTRAINT (FHR)

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.

15.2 FIRE EXTINGUISHERS / PROTECTION

15.2.1 Fully operational fire systems must conform to current FIA minimum standards (FIA Appendix J, article 253.7.3)

15.2.2 The system must be installed as per the manufacturer's instructions using only the tubing and nozzles supplied in the kit. Failure to comply will void the homologation of the system. It is recommended to have the original manufacturer's fitting instruction leaflet available with the car's paperwork. Extinguishers must be serviced in accordance with the manufacturers' guidelines, or every 24 months whichever is the soonest.

15.3 Cars must use a current FIA Homologated harness.

15.4 All other fire protection including personal racewear clothing must be to current FIA standards and comply with the Code (FIA Appendix L).

15.5 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.

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- 15.6 Any bodywork accident damage incurred during a Competition or outside of a Competition must be repaired prior to the next Competition for which a car is entered.

ART 16 – RADIO COMMUNICATION

- 16.1 Pit to car and car to pit radio communications are permitted. However, it is the responsibility of the Competitor to request approval over the relevant authorities in the country in which the Competition is to take place, to use a dedicated frequency. It is the Competitor's responsibility to ensure that any costs involved are met and that they receive the appropriate approval and authorization (e.g., short-term frequency assignment) over 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 MSCL 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.
- 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 MSCL 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 I

Minimum Weight Chart

Period F (Pre-1966) cars must compete at their period weight as specified on their FIA HTP unless specified otherwise in Appendix K and/or in these regulations. All cars of Period GR and HR must compete at either the weight specified on their FIA HTP or the weight in the chart below, whichever is the greater.

Engine Cylinder Capacity	less than or equal to 500cc	min weight	450kgs
	over 500cc to 600cc	min weight	460kgs
	over 600cc to 700cc	min weight	470kgs
	over 700cc to 850cc	min weight	480kgs
	over 850cc to 1000cc	min weight	500kgs
	over 1000cc to 1150cc	min weight	510kgs
	over 1150cc to 1300cc	min weight	525kgs
	over 1300cc to 1600cc	min weight	550kgs
	over 1600cc to 2000cc	min weight	575kgs
	over 2000cc to 2500cc	min weight	600kgs
	over 2500cc to 3000cc	min weight	650kgs
	over 3000cc to 4000cc	min weight	700kgs
	over 4000cc to 5000cc	min weight	750kgs
	over 5000cc to 6000cc	min weight	775kgs
	over 6000cc	min weight	800kgs

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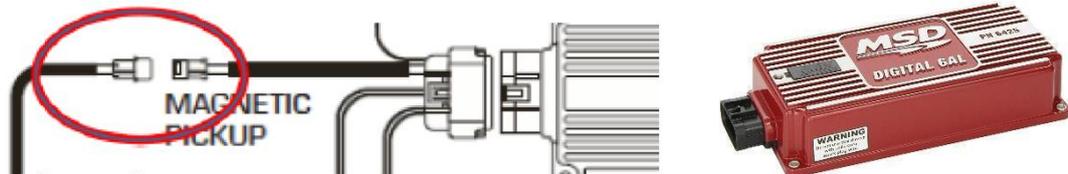
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APPENDIX II

FITMENT OF MSD device:

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

Original factory connectors only



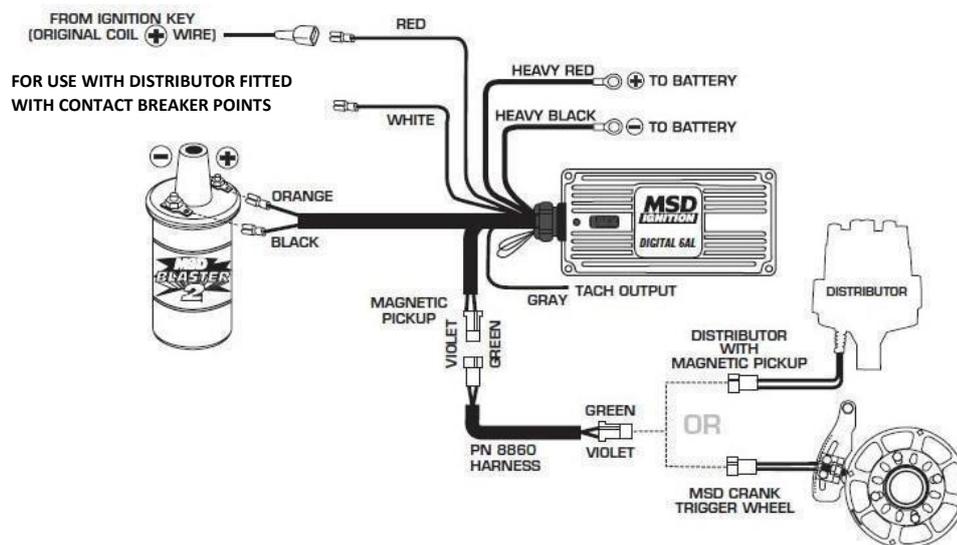
1) Position of MSD

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 over the original MSD supplied loom. Any unconnected wires should be suitably capped and insulated.

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