

MASTERS PRE-66 TOURING CARS

2025 TECHNICAL AND SPORTING REGULATIONS

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ART 1 - PREAMBLE

- 1.1 The Series (Masters Pre-66 Touring Cars) is organised in conformity with the provisions of the FIA's 2025 International Sporting Code and its appendices (the Code) and the 2025 National Sporting Regulations of Motorsport UK (ASN). It will be run in conformity with these Sporting and Technical Regulations, the latter being aligned with the safety and technical prescriptions of the FIA's Appendix K.
- 1.2 Amendments to these Technical and Sporting Regulations will be notified in a bulletin to be sent to all registered Competitors and Drivers.
- 1.3 Title and Jurisdiction: Masters Pre-66 Touring Cars (TC) is comprised of a series of races registered with the Masters Racing Club (MRC) and organised by Masters Historic Racing Ltd (MHR). The races will only be held within the framework of individual Competitions.
- 1.4 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.
- 1.5 **Date of Application:** 01 January 2025

ART 2 - ORGANISATION

- 2.1 Promoter / Organiser: Masters Historic Racing Ltd
35a Market Place, Olney, Bucks, MK46 4AJ, United Kingdom
Telephone: +44 1234 713800
Email: team@mastershistoricracing.com
Website: www.mastershistoricracing.com
- 2.2 TC Organising Committee:
Rachel Bailey
Jo Seymour
Chris Jolly
- 2.3 TC Permanent Officials:
Race Director – Max Braams (KNAF # 33646)

Technical and Eligibility Delegates – Chris Tee (MSUK #90250), **Kevin Moore (MSUK #35688)**.
Additional delegates may be nominated from time to time by MHR.
- 2.4 **To ensure consistency, all penalties given by the CoC or stewards must be in consultation with the TC Race Director, and must have his approval.**

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ART 3 - MASTERS RACE INFORMATION APP (the App)

- 3.1 The App allows one-way communication from the Masters Team and the TC 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 TC 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)

4.1. ELIGIBLE CARS

- 4.1.1 The series is open to pre-1966 Competition Touring cars from FIA Period E and F, which includes homologated models of mass production road-going saloon cars which were built and marketed for sale prior to 1st January 1966 running to FIA Appendix K regulations. **Please download the new 2025 version of Appendix K [here](#).**
- 4.1.2 All cars entered must be in possession of a current valid FIA Historic Technical Passport (HTP) issued by a National Sporting Authority for motorsport or other national body recognised by the FIA, and must be provided for each car entered, and produced at scrutineering at each Competition for which it is entered. All Competitors must submit a full copy (hard or electronic) of their HTP before their first participation in the 2025 series. It is the Competitor's responsibility to ensure that the copy of the HTP held by MHR is the current and complete copy.
- 4.1.3 MHR reserves the right to accept entries from Competitors that may comply with the correct homologated specification and Appendix K of the FIA Historic Sporting & Technical Regulations, but have yet to acquire HTP papers, under the condition that the HTP application is submitted to the Competitor's National Sporting Authority at least 2 weeks before the concerned race. The Competitor must provide MHR with a copy of the full application. An entry that is accepted by MHR on this basis will be entered in the 'Invitation' Class.
- 4.1.4 Each individual car must be powered by a period specification engine of a type originally fitted to the car during its participation in period international competition prior to 01 January 1966.
- 4.1.5 Entries for historically interesting cars that do not comply with the requirements in 4.1.1 may be considered on a case-by-case basis by MHR and, if accepted, will be entered in the 'Invitation' Class. **Cars accepted on this basis will be subject to a surcharge of £150 on the Entry fee and will not be eligible to participate in podiums.**
- 4.1.6 **Hydraulic concentric slave cylinders are not acceptable on cars unless the competitor proves that this device was installed in the year of specification shown on the HTP Papers.**
- 4.1.7 **Sample Eligibility Lists for MTC can be found [here](#)**

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~~4.1.6 BMW 1800Ti's may run with a 2000cc BMW engine, assuming all other aspects of the car conform to Period F homologation specification, but must weigh a minimum of 925kg after qualifying practice and race. Weight will be measured without any driver installed. Nothing other than fuel may be removed from the car, and no liquid, solid or gaseous substance may be added.~~

4.2 CLASSES

4.2.1 The Series will be contested using the following classes, which are based on engine capacity:

A	Over 2,000cc
B	Over 1,600cc up to and including 2,000cc
C	Over 1,300cc up to and including 1,600cc
D	Up to and including 1,300cc

4.3 PERIOD LIVERY

4.3.1 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

4.4 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 The Series 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 DRIVER'S LICENCE

5.1.3.1 For all Competitions held in the UK: Competitors and Drivers must hold, as a minimum, a Motorsport UK Race Club licence.

5.1.3.2 For all Competitions held in Europe: Competitors and Drivers must hold a Race National Licence or an equivalent or superior licence, issued by a National Sporting Authority for motorsport, or other national body, recognised by the FIA.

5.1.3.3 A Competitor must be at least 16 years old on the date that their first entry is received. A Driver must be at least 16 years old at the time of their first participation in a 2025 TC Competition.

5.1.3.4 All events will be graded as National Events with Approved Foreign Participation. Foreign Competitors and Drivers (those not in possession of a licence issued by the ASN of the country

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where the Competition is taking place) must present an authorisation from their parent National Sporting Authority for motorsport or other national body recognised by the FIA to compete abroad. Competitors and drivers must be in possession of a current medical certificate of aptitude and permission from their ASN to compete in the relevant Competition.

5.1.3.5 The TC 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.

5.1.3.6 Commercial Entrants Licences are not accepted nor required.

~~5.1.8 MHR will determine, at its own discretion, which drivers will be classified as Elite Drivers.~~

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 ~~include, amongst others, be the FIA 2025 Driver Classification and current activity levels in all areas of motorsport.~~

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 12.12 below.

5.2.5 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: 7 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 GDTC 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

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- 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 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 By signing an entry form to compete in the Series either in a single Competition or in all Competitions, the Competitor guarantees that the entered car complies with its required specification in accordance with Article 4.
- 5.3.10 Should aTC Technical & Eligibility delegates become aware, either through performance, inspection, or other reliable information, that a competing car may not be compliant, it and any relevant parts may be either stripped or sealed for examination. This request must be approved by the TC race director, and the local clerk of the course (where relevant). The Competitor of the car will be responsible for any direct or indirect costs involved in providing proof of compliance.
- 5.3.11 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.
- 5.3.12 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.
- 5.3.13 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 TC race director. Should this request be approved after qualifying practice but before the race the car, subject to the prior approval of a TC Technical & Eligibility delegates and the Competition's safety scrutineers, will start the race from the back of the grid. If more than one Competitor changes the car under this article and receives permission to start the Race, then the order of each of these Competitors shall be based on the time when the Competitors' request was registered by TC race director, 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 TC race director. Should this request be approved after qualifying practice the car will start the Race from the back of the grid.
- 5.3.15 In order to confirm an entry in the TC race at the 2025 Silverstone Festival, cars must have entered and raced at least one TC Competition prior to the Silverstone Festival.

ART 6 – ENGINE CAPACITY CERTIFICATION

- 6.1 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.

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- 6.2 All ECSCs must be completed by an ASN-licenced 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.
- 6.3 The ECSC will be valid for the 2025 calendar year or until the engine seal is broken which will invalidate the ECSC.
- 6.4 Any costs incurred in obtaining the ECSC are the sole responsibility of the Competitor.
- 6.5 Templates of the certificate will be available on the Masters website and sent to all entrants upon registration.

ART 7 - DRIVERS and TEAM MANAGERS BRIEFINGS

- 7.1 Attendance at the briefings is mandatory for all Competitors and Drivers taking part in the Series at a Competition. Attendance is strongly recommended for all team managers or representatives.
- 7.2 The time and location of the Drivers' briefing will be published in the Competition's Supplementary Regulations and in the Final Event Instructions. Any driver unable to attend must inform the Clerk of the Course. No driver will be allowed onto the track during a Competition without having received a briefing.
- 7.3 Briefing Notes issued by the TC race director and those issued by the Clerk of the Course are formal documents and must be complied with.
- 7.4 Additional mandatory briefings required during a Competition will be notified to Competitors and Drivers by way of a bulletin.

ART 8 - CALENDAR and COMPETITION FORMAT

8.0 2025 Competition Calendar

DATE	EVENT	CIRCUIT	ASN
9/11 May	The Jim Clark Revival*	Hockenheimring, DE	DMSB
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
31 Oct / 2 Nov	Gulf Historic*	Abu Dhabi, UAE	EMSO

* TC series combined with the Masters Gentlemen Drivers grid at that event.

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- 8.1 There will be one qualifying practice session and a single race at each Competition on the calendar.
- 8.2 The qualifying practice session shall be scheduled for a minimum of 25 minutes and a maximum duration of 40 minutes during which both the Competitor and the Driver (where 2 drivers are entered in the same car at a Competition) must drive the car.
- 8.3 Each race shall be scheduled for a minimum of 45 minutes and a maximum of 60 minutes.
- 8.4 The grid for the Race will be based on the fastest lap set by the car (whether driven by one or two drivers) in the qualifying practice session.

ART 9 - SCRUTINEERING and PARC FERME

- 9.1 At each Competition, the TC Technical & Eligibility delegates will be the sole TC eligibility scrutineers and the TC's Chief Technical & Eligibility Delegate (see relevant Supplementary Regulations) will be responsible to the chief scrutineer of the Competition in all matters relating to TC eligibility.
- 9.2 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.
- 9.3 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 TC Chief Technical & Eligibility Delegate. Any footage requested by the TC race director as part of an investigation into any sporting incident, must be provided in a timely manner.
- 9.4 In the event of an incident, nothing may be removed from a car until it has been fully inspected by the TC technical & eligibility delegate and ASN Safety Scrutineers. Only when permission has been given by either the Chief Steward or the TC technical & eligibility delegate may the car be accessed.
- 9.5 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
- 9.6 MHR or partner decals must also be clearly displayed on TC cars at all times during a Competition.
- 9.7 **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**

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eligibility checks. Any data received will be for the sole purpose of MHR and its Officials. 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.

9.8 PARC FERME

- 9.8.1 At the discretion of the TC Technical & Eligibility delegates, cars may be held under Parc Fermé conditions in a designated area after both qualifying practice and the race. No work is allowed on the car, nor can drivers and team members touch any part of the car in Parc Fermé unless the TC Technical & Eligibility delegate requests a team member to be present.
- 9.8.2 The location for Parc Fermé will be confirmed at each Competition in the Briefing Notes and the Drivers Briefing.

ART 10 - INCIDENTS, INQUIRIES and PENALTIES

10.1 INCIDENTS

- 10.1.1 "Incident" means any occurrence or series of occurrences involving one or more drivers, or any action by any driver, which is reported to the TC race director or directly noted by an appropriate official at a Competition which:
- Necessitated the suspension of a session (red flag)
 - Constituted a breach of these Sporting Regulations or the Code
 - Caused a false start in a race
 - Caused a collision
 - Forced a driver off the track
 - Illegitimately prevented a legitimate overtaking manoeuvre by another driver
 - Illegitimately impeded another driver during an overtaking manoeuvre.
- 10.1.2 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.
- 10.1.3 It shall be at the sole discretion of the TC race director and local officials if a Competitor and/or Co-Driver involved in an incident shall be penalised. Decisions on penalties imposed by the TC race director are not appealable.

10.2 IN RACE PENALTIES

10.2.1 Drive-Through penalty

- should a penalty be imposed on a driver during a race it will be notified by means of a message on the timing monitors and the App, and concurrently announced to the driver by signalling from the Control (timing) Line by the display of the black flag and driver's race number. From the time of these notifications, the relevant driver may cross the Control (timing) Line on the track no more than three times before entering the pit lane and re-joining the track without stopping in the pit lane;
- 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 the procedure in 10.2.1.a) above will not apply and an alternative time penalty of not less than 30 seconds may be added by the officials to the elapsed time of the car concerned;

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10.2.2 Stop-Go penalty

- a) should a penalty be imposed on a driver during a race it will be notified by means of a message on the timing monitors and the App, and concurrently announced to the driver by signalling from the Control (timing) Line by the display of the black flag and driver's race number. From the time of these notifications, the relevant driver may cross the Control (timing) Line on the track no more than three times before entering the pit lane and going directly to the designated area without stopping elsewhere in the pit lane where he shall remain for the period of the penalty. The driver shall re-join the race without stopping in the pit lane;
- 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 the procedure in 10.2.2.a) above will not apply and an alternative time penalty of not less than 30 seconds may be added by the officials to the elapsed time of the car concerned;
- c) When stationary because of incurring the time penalty, the car may not be worked on. However, if the engine stops it may only be started after the time penalty has elapsed;

10.2.3 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).

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

10.2.5 Should an in-race penalty be imposed to more than one driver, the order of the application of the penalty will be based on the time that each driver caused the offence, from earliest to latest.

10.3 CODE OF DRIVING CONDUCT

10.3.1 On-track behaviour must comply with the Code's Appendix L, Chapter IV in respect of

- a) observance of flag and light signals
- b) overtaking and car control
- c) Stopping during a race on track
- d) Entrance to and exit from the pit lane.

10.4 TRACK LIMITS

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

10.4.1 Competition held in the UK

- a) The white lines defining the edge of the track are part of the track.
- b) A driver will be judged to have left the track if any part of the contact patch of the tyre wheel of the car goes completely beyond either the outer edge of any kerb or the white line where there is no kerb.

10.4.2 Competition held in Europe

- 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.

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10.4.3 Should a car leave the track for any reason, the car 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.

10.4.3 Penalties: may be applied on the report or determination of a Judge of Fact or Senior official using suitable equipment that a breach has occurred, unless for reasons beyond the driver's control.

Free Practice

- a) The Black & White flag will be shown by the officials as a warning.
- b) Any driver who repeatedly leaves the track may receive a penalty.

Qualifying Practice

- a) The lap on which the breach occurred will be deleted and the time disqualified.
- 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.
- c) Any driver who repeatedly leaves the track may have all lap times disqualified.

Race

- a) The Black & White flag will be shown by the officials as a warning after 2 breaches.
- b) Third (3) breach: 5 second penalty added to race time.
- c) Fourth (4) breach: 10 second penalty added to race time.
- d) Fifth (5) breach: Drive-Through penalty.
- e) Sixth (6) breach: Black flag
- g) 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.

ART 11 - RACE START PROCEDURE

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

11.2 Whenever possible, the approach of the start will be announced by signalling boards showing three minutes, one minute and thirty seconds before the start of the formation lap. Specific meanings:

- a) One-minute board: any work being undertaken on the car must cease. Engines will be started with the relevant drivers seated in their cars and all cars on their wheels on the ground. Team technical staff must leave the grid;
- b) Green flag: will be shown at the front of the grid, whereupon the cars will begin a formation lap behind a pace/official Car, maintaining their starting order with the pole position driver leading. Any driver who is unable to maintain his grid position will be forbidden to pass any other car and must take a position at the back of the grid behind all other cars.

11.3 After the one-minute board is shown, any car on the grid must remain in its grid position until the green flag is shown, at which point they must vacate their grid position or be pushed off the grid under the instructions of the officials. Any driver who is unable to start the formation lap must signal this (by raising his arm). After all the other cars have started their formation lap, his team technical staff may push the car on the track to start the engine under the supervision of officials. The car may then start its formation lap but is forbidden to pass any other competing car. If it will not start after a single attempt, it must be pushed into the pit lane where the team technical staff may attempt to start it.

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- 11.4 Any car which enters the pits after a reconnaissance lap and any car still in the assembly area or the pitlane after the countdown has commenced may start from the pits but only under the direction of the officials. Cars may be moved to the pit exit only with the relevant driver seated in the cockpit with belts attached. Cars will join the race when the whole field has passed the pit exit on the first racing lap.
- 11.5 All drivers must maintain no more than five car lengths from the car in front of them. At the end of the last formation lap, the pace/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. Cars may only accelerate when the start signal is given - either red lights switched off or green lights replacing the red lights- but may not overtake, nor break formation until they have crossed the Start Line.
- 11.6 At the end of the formation lap, if the conditions so require, the pace/official car may 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.
- 11.7 **Starting the Race behind an activated Safety Car (SC)**
- 11.7.1 In exceptional circumstances, the race may be started behind the SC.
- 11.7.2 In this case at any time before the one-minute signal the SC'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 SC.
- 11.7.3 When the green lights on the gantry are illuminated and /or the green flag is displayed the SC will leave the grid with all cars following in single file in grid order no more than 5 car lengths apart.
- 11.7.4 There will be no formation lap and the race will start at the illumination of the green lights and/or the display of the green flag.
- 11.7.5 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 12 - MANDATORY PIT STOP

- 12.1 Each race will have a mandatory pit stop that must be completed within the notified pit stop window.
- 12.2 The pit lane speed limit will be 60km/h.
- 12.3 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

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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.

- 12.4 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.
- 12.5 The pit stop duration is timed and monitored from when the car registers at the Pit In timing line until the car registers at the Pit Out timing line. The car must register at the Pit In line during the period of the notified pit stop window.
- 12.6 During the mandatory pit stop the car must remain stationary for a single period of not less than sixty (60) seconds duration.
- 12.7 Engines may remain running if no driver change takes place. In the event of a driver change taking place, engines must be stopped before the driver exits the car and can only be restarted with the new driver seated in the car with the belts fastened.
- 12.8 Seat belts must not be undone until a car is stationary and must be securely fastened before moving off.
- 12.9 A single driver Competitor where no driver change is taking place may remain in the car with belts securely fastened.
- 12.10 It is forbidden to change any tyres during the mandatory pit stop, unless a tyre is damaged and authorised by a TC Technical & Eligibility delegate.
- 12.11 Reports of non-compliance with the Mandatory Pit Stop regulations will result in the Competitor's receiving a penalty.
- 12.12 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 60-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 10 seconds.
 - Any car being driven solo by a driver classed as an 'Elite Driver' must remain stationary for an additional minimum time period of 20 seconds.
- 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 15 seconds.
 - Any car being driven solo by a driver classed as an 'Elite Driver Plus' must remain stationary for an additional minimum time period of 30 seconds.
- 12.13 Any car accepted to race that is being shared by any two Elite drivers (as per 5.2) must remain stationary for an additional minimum time period of 60 seconds.

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12.14 For all other race durations, the Elite driver Pit Stop penalty will be calculated pro rata of the penalties shown above in 12.11 and 12.12.

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

12.16 DOMINANT CAR

12.16.1 A car that wins the race overall at two (2) consecutive scheduled Competitions 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.

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

ART 13 - STOPPING / SUSPENDING A RACE and SAFETY CAR

13.1 Any race stopped before the leader has completed 2 (two) laps will be declared null and void. The officials may order a re-run that may be shorter than the original scheduled race time.

13.2 Any race stopped after 2 laps but less than 75% of the scheduled race time will be considered as the first part of a two-part race. Officials may order a second part that may shorten the scheduled race time. In the interval between stopping and restarting cars may return to the pits for repairs. They may join from the pit road after the other cars have restarted after the whole field has passed the pit exit on the first lap of the re-started race. Non-runners can restart from the pit road behind those cars that were proceeding under their own power at the showing of the red flag but have entered the pit lane. No work may be carried out to cars on the grid unless on grounds of safety and only then with the approval of the officials and the scrutineers. Only cars which are proceeding under their own power at the showing of the red flag will be classified.

13.3 Officials may also order the race to be abandoned and a result declared after 2 laps but less than 75% of scheduled race time.

13.4 A race stopped after the leader has completed 75% of the scheduled race time may be considered to have finished unless the officials deem it appropriate to restart.

13.5 The Safety Car may be used to control or neutralise a session in the event of any incidents during either qualifying practice or a race.

ART 14 – CLASSIFICATION and PODIUMS

14.1 CLASSIFICATION

14.1.1 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 class winning car (rounded up to the nearest whole lap) and provided they are not disqualified from the race.

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- 14.1.2 Trophies will be presented by MHR to the top 3 positions in each of the classes in the race at a Competition, as long as there are two or more entries in each specific class at the Competition.
- 14.1.3 There will be a Class prize-giving ceremony at every Competition and the 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 this ceremony will be publicised at each Competition.

14.2 PODIUMS

- 14.2.1 There will be two podiums at each Competition. One podium for the top three cars in the over 2-litre classes (THA) and another for the top three cars in the under 2-litre classes (THB, THC & THD). Both podiums may take place simultaneously.
- 14.2.2 Drivers in the Invitation class will not be eligible to participate in the podium ceremonies.

ART 15 - TECHNICAL REQUIREMENTS

15.1 FUEL / FUEL CELL / FUELLING

- 15.1.1 Fuel must be in accordance with FIA Appendix J, Article 252.9.1, and FIA Appendix K.
- 15.1.2 No fuelling/refuelling is allowed at any time when TC cars are either on track, in the pit lane or in the assembly area. Cars may only be fuelled in a team awning or inside a pit box allocated to the car. It is the Competitor's responsibility to ensure that this is done in a manner compatible with general safety to persons and objects and with the risk of fire being the greatest form of likely danger.
- 15.1.3 Competitors must ensure that a sufficient sample of fuel can be taken from the car at any time during the Competition (MS UK J5.13.18 / D34).

15.2 ROLL-OVER PROTECTION SYSTEM (ROPS)

- 15.2.1 The ASN mandatory requirements are the minimum acceptable. These cover Safety Cage, Rollbar, Roll cage, Main, Front and Lateral rollbars, Members and other items covered by ROPS.
- 15.2.2 ROPS must be designed and made so that, when correctly installed, they substantially reduce the risk of injury to the occupant.
- 15.2.3 ROPS must not unduly impede driver access to/from the car.
- 15.2.4 Any modification to a homologated ROPS (other than fitment of permitted reinforcements to roof and windscreen pillar, and door bars and harness bars) is prohibited.
- 15.2.5 Except for cars in which the ROPS is an integral part of the chassis (i.e., welded or riveted and bonded to the chassis), it **must not** be made from **aluminium alloy**. ROPS made from steel or titanium alloy are acceptable provided they are to the original design and are braced according to the requirements of FIA Appendix J.

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15.3 RED WARNING / RAIN LIGHT

- 15.3.1 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 be clearly visible from the rear. Cars with full-width bodywork may alternatively use two lights equally located about the centre line of the car.
- 15.3.2 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.
- 15.3.3 The warning light must be switched on when visibility conditions are reduced, or when instructed by the officials.

15.4 HEADLIGHTS / BRAKELIGHTS

- 15.4.1 All cars must be fitted with fully functioning headlights.
- 15.4.2 All cars must be fitted with fully functioning brake lights.

15.5 TOWING EYES

- 15.5.1 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.
- 15.5.2 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).

15.6 NOISE / SOUND

- 15.6.1 All cars are subject to mandatory silencing. Temporary silencers, by-pass pipes or the inclusion of temporary parts to achieve silencing requirements are prohibited.
- 15.6.2 All cars must always comply with a maximum noise level of 105dB(A) when present at a Competition.
- 15.6.3 Measurements will be made at 0.5m from the end of the exhaust pipe with the microphone at an angle of 45° with the exhaust outlet and at a height of 0.5 to 1.0m above the ground. Where more than one exhaust outlet is present, the test will be repeated for each exhaust and the highest reading will be used. Engines should run at ³/₄ maximum RPM.

15.7 ON BOARD COMMUNICATIONS / DATA ACQUISITION / CAMERAS

- 15.7.1 At any Competition, TC cars may use data loggers incorporating GPS and/or camera(s) providing the only permitted connection to the vehicle systems is a 12-volt power supply and no additional sensors are fitted. No mobile phones or tablets may be used for this purpose.
- 15.7.2 Cars should maintain a period-style dash. Digital displays other than a simple timing device are not permitted.
- 15.7.3 To avoid delays or complications during scrutineering, Competitors who use data logging during testing must ensure that either the sensors and/or their connecting cables are removed for the duration of the Competition.

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15.7.4 Any recorded data and/or video must be made available to the TC race director, TC Technical & Eligibility delegates and other officials upon request at any time during a Competition. **As stated in 9.3, 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.**

15.8 ELECTRONIC IGNITION

15.8.1 Ignition systems must be to period specification or, in the interests of reliability, an electronic ignition system may be used providing the car is fitted with an original make and type of distributor and **is non-programmable** and the mechanical parts within that distributor are the sole means of determining the timing of the ignition.

NB: It is recommended that those teams wishing to compete in FIA-regulated events, either leave their systems completely compliant with Appendix K or fit an electronic system that is easily interchangeable for FIA-regulated events.

15.9 WHEELS AND TYRES

15.9.1 All cars must be fitted with Dunlop 'L' or 'M' section tyres to CR65 204 compound. Tread depth, both at scrutineering and in the assembly areas before both qualifying and the race, must show a minimum depth of 1.6 mm. Re-grooving, tyre adhesives and/or any form of performance-enhancing chemicals are prohibited.

15.9.2 All V8-engined cars must only use a tyre with a maximum width equivalent to the Dunlop 550M. **EXCEPTION:** Ford Galaxies may run the Dunlop 650M tyre.

15.9.3 Wheels must conform in appearance and style to the period specification of the model in question.

15.9.4 Any form of static tyre warming, heat retention or cooling is prohibited except for direct sunlight and ambient weather conditions.

15.10 WEIGHTS

15.10.1 In Parc Fermé after qualifying practice and race. Ford Falcon cars may be checked for compliance with the following minimum weight:

- 1,160kg

15.10.2 In Parc Fermé after qualifying practice and race, all other (non-Ford Falcon) cars may be checked for compliance with the minimum weight stipulated in their HTP.

15.10.3 The weight will be measured without any driver installed. Nothing other than fuel may be removed from the car and no liquid, solid or gaseous substance may be added. Any ballast added to a car must be done in accordance with FIA Appendix K, Appendix **IV**, Paragraph **3.7**.

15.11 REVOLUTION PER MINUTE (RPM) LIMITS

15.11.1 The Revolution Per Minute (RPM) limit on all cars will be restricted as per Art 15.11.4 (below) unless the engine type used is not listed therein.

15.11.2 Only the use of an MSD 6AL ignition control (ref: MSD PN 6425 or 6420) is permitted to control the RPM. The permitted ignition control must be fitted well out of reach of the

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Competitor/Driver when sitting in the driving seat with the safety harness secured (see Appendix I below for MSD installation instructions).

- 15.11.3 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.
- 15.11.4 RPM LIMITS:
Engines with a capacity GREATER than 3,000cc – 7200rpm
Engines with a capacity UP TO AND INCLUDING 3,000cc – 8200rpm
- 15.11.5 ~~Austin Mini Cooper S or Morris Mini Cooper S~~ BMC A Series engines are not required to comply with the RPM Limits shown in 15.11.4.
- 15.11.6 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.
- 15.11.7 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.
- 15.11.8 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 TC Technical & Eligibility delegates to trace the wiring.
- 15.11.9 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 TC Technical & Eligibility delegates using the MSD universal ignition test unit (MSD Part No. 89981) to verify the correct RPM limit settings. If the check is completed to the TC Technical & Eligibility delegate's satisfaction, then the ignition control unit will be sealed using a MHR tamper-proof seal.

~~15.12 – EXHAUST SYSTEMS: FORD MUSTANGS & FORD FALCONS~~

~~15.12.1 Ford Mustang engines may use fabricated tubular steel exhaust headers but are not required to do so.~~

~~15.12.2 Ford Falcons may use 4-2-1 or 4-1 exhaust manifolds.~~

ART 16 – SAFETY

16.1 FRONTAL HEAD RESTRAINT (FHR)

16.1.1 The wearing of an FIA-approved FHR system, in accordance with Appendix L, Chapter III Article 3 is strongly recommended.

16.1.2 All drivers equipment must comply with the minimum national safety requirements of the ASN under which the Competition is held.

16.2 SAFETY BELTS

16.2.1 All seat safety belts must be complete units sourced from a recognised manufacturer and fitted in accordance with the manufacturers' instructions, FIA requirements or ASN requirements and recommendations.

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16.3 FIRE EXTINGUISHERS / PROTECTION

- 16.3.1 A fire extinguishing system must be carried on all cars. The minimum requirement is that the system is charged with one of the permitted extinguishants and be operable by the driver whilst normally seated in the car either by manual operation or by a mechanically/electrically assisted triggering system.
- 16.3.2 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.
- 16.3.3 All other fire protection including personal racewear clothing must be to current FIA standards and comply with the Code.

16.4 PRESENTATION OF THE CARS & STANDARD OF PREPARATION

- 16.4.1 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.
- 16.4.2 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.
- 16.4.3 Competitors must be aware of potential age-related component failure and must endeavour to maintain their cars to the highest possible standards by carrying out detailed component inspections at regular intervals throughout the competition life of the car.
- 16.4.4 It is the Competitors' responsibility to ensure that they maintain their cars to a high and safe standard.

ART 17 – RADIO COMMUNICATION

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

ART 18 – PROTESTS, APPEALS & FORCE MAJEURE

- 18.1 In the event of protest or appeal. The amounts of the National fees will be available in the event supplementary regulations.
- 18.2 MHR, MRC and TC 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,

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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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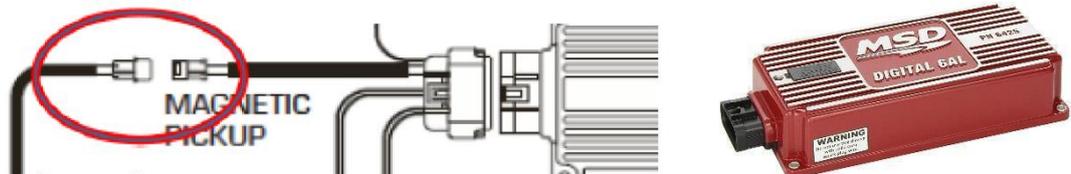
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APPENDIX I

INSTALLATION OF MSD device:

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

Original factory connectors only



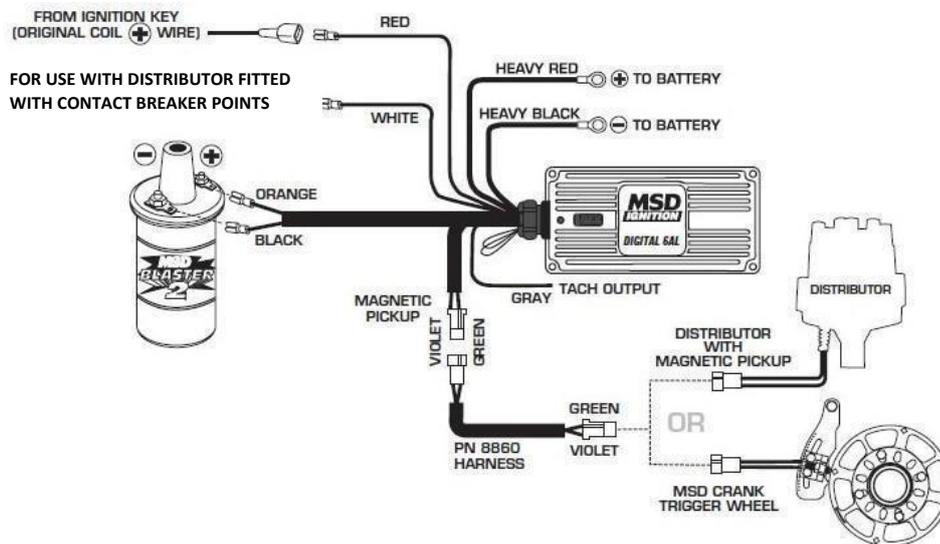
1) Position of MSD

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.

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