

MASTERS EUROPEAN CHALLENGE

incorporating MASTERS THREE HOUR RACES

Technical and Sporting Regulations 2017

A - SPORTING REGULATIONS

1 - GENERAL PROVISIONS

- 1.1 TITLE and JURISDICTION:** The Masters European Challenge (MEC) is series of Invitation races organised by Masters Historic Racing Ltd (MHR) and run in accordance with the FIA International Sporting Code and its Appendices (the Code), the General Regulations of the Motor Sports Association (MSA) and the specific provisions of these Regulations.

For 2017 the MEC has 2 Categories as follows:

1. Gentlemen Drivers (GDGT)
2. Pre-66 Touring Cars (Pre-66TC)

The final text and language of these Regulations shall be the English version, which will be used should any dispute arise as to their interpretation. Any amendments made to the final published MEC regulations will be notified in an official MEC Bulletin to all registered competitors.

1.2. ELIGIBILITY - General

- 1.2.1.** For individual cars of a type complying with each MEC Category's specific requirements and with period International racing history. Invitation entries will also be considered for historically interesting Pre-66 GDGT cars that did not compete Internationally.

- 1.2.2** All cars entered must be in possession of a current valid FIA Historic Technical Passport (HTP) issued by a National Automobile Club or other national body recognised by the FIA (ASN), and must be provided for each car entered, and produced at scrutineering for each round. All Competitors must submit a full copy (hard or electronic) of their HTP before their first round in 2017. It is the Competitors' responsibility to ensure that the copy of the HTP held by MHR is the current and complete copy.

- 1.2.3** MHR reserves the right to accept entries from cars 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. Any car that is accepted to enter on this basis will be shown in an 'Invitation' Class.

1.3 ELIGIBILITY – CAR (Specific per Category)

- 1.3.1 Gentlemen Drivers** - open to pre-1966 GT, GTS and invited GTP cars from FIA Period E and F, or Pre-1963 front-engine sports racing prototypes, running to FIA Appendix K regulations with International History built and raced in the World Endurance Championship in period.
- 1.3.2 Pre-66 Touring Cars** - 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.

1.4. ELIGIBILITY – COMPETITOR (General)

- 1.4.1** All Competitors must be full racing current members of MRC and be in possession of a valid 2017 Competition (Racing) Licence.
- 1.4.2** MHR reserves the right to accept one-off entries from Competitors who are temporary but not full members of the Masters Racing Club. Any such Competitor may take part on this basis but will be identified with an asterisk (*) against their name in the published online entry list prior to each Competition.

- 1.4.3 The minimum licence requirements for each MEC Category are shown below:
- **Gentlemen Drivers** – Minimum MSA National A Race licence, issued by an ASN which is a member of the FIA or ASN Equivalent with an EU Flag
 - **Pre-66 Touring cars** – Minimum MSA National B when racing in the UK, minimum MSA National A requirement when racing in Europe, or ASN Equivalent with an EU Flag
- 1.4.4 Competitors must be at least 16 years of age.
- 1.4.6 All licences must be accompanied by letters of authority from the issuing ASN in order to compete outside the country of the issuing ASN.
- 1.4.7 All Competitors must register with MRC by completing and returning the 2017 Membership and Race Entry Form.
- 1.4.8 MHR reserve the right to accept or decline a Competitor's membership in accordance with Article 3.14 of the International Sporting Code.
- 1.5. PROOF OF ELIGIBILITY**
- 1.5.1 By signing their entry form to compete in MEC, Competitors are guaranteeing that their car complies with its HTP, the period homologation papers for that model, if relevant, and with specific MEC Regulations.
- 1.5.2 Should the MEC Eligibility Scrutineers become aware, either through performance, inspection or other reliable information, that a competing car may not be compliant, the Competitor may then be subject to the provisions of 7.1.2 of these Regulations. The Competitor concerned will be responsible for any direct or indirect costs involved in providing that proof.
- 1.6 PERMANENT SERIES OFFICIALS**
- 1.6.1 MEC Co-ordinator:
 Rachel Bailey, Masters Racing Club, The Bunker, Lower End Road, Wavendon, Milton Keynes, MK17 8DA, UK.
 T: +44 (0)1908 587545, F: +44 (0)1908 587009, E: team@mastershistoricracing.com
- 1.6.2 MEC Race Director:
 Richard Cuene-Grandidier
- 1.6.3 MEC Eligibility Scrutineers:
 Peter Farrington (MSA #92591), Geoff Doe (MSA #13957) and Howard Corbally (MSA #145048).
- 1 - ENTRIES**
- 1.1. Membership and Race Entry Forms for the 2017 Season will be accepted from 1st January 2017. The Entry Forms will be available online via the Events Information section of the MHR website at www.mastershistoricracing.com and may be submitted by post, fax or email.
- 1.2 The closing date for entries for each Competition shall be 7 calendar days prior to the start of that Competition.
- 1.3 Entry forms must be correctly completed and accompanied by full payment of entry fees. Entry forms received without payment will only be processed after all paid entries have been taken into account.
- 1.4 For each individual Competition, a refund of the Race Entry Fees may be offered to Competitors and Reserves who notify the MHR office of withdrawal at least 14 calendar days prior to the first day of that Competition. No refund will be due payable after this time.
- 3 - PODIUMS, AWARDS, CALENDAR**
- 3.1.1 MEC is reserved for Competitors. A driver is defined as a Competitor who has been accepted for a Competition.
- 3.1.2 Results of a Competition will be published to show:
- A general scratch classification with no class divisions;
 - A general combined scratch classification of both Race 1 and Race 2 with no class divisions for a two-race weekend;

- A classification showing the results for each of the classes for a single race weekend;
- A combined classification of both Race 1 and Race 2 showing the results for each of the classes for a two-race weekend;
- Unclassified and excluded Competitors.

3.1.3 To be classified, Competitors must complete 75% of the race distance covered by the class winner.

3.1.4 At the end of the season there will be a Prize Giving to recognize commitment to each series per class per category, taking particular account of those that have also competed in the Three Hours races.

3.2 PODIUMS

3.2.1 In both MEC Categories, there will be two podiums at the end of each race catering for competitors in the over and under 2-litre classes.

3.2.2 There will be one for the top three drivers in the Over 2-litre Classes in each race. For GDGT the over 2-litre podium will feature cars from Classes B2, C2 and C3. For Pre-66 TC the over 2-litre podium will feature cars from class A.

3.2.3 There be a further podium for the top three cars in the under 2-litre classes in each race. For GDGT the under 2-litre podium will feature cars from Classes A, B1, C1 and CLP. For Pre-66 TC the under 2-litre podium will feature cars from classes C, D & HS.

3.2.4 Both podiums may take place simultaneously.

3.3 AWARDS

3.3.1 Event Organisers may present their own trophies on the podium as detailed in the respective Event Final Instructions (see 3.2 above). All other awards will be provided by MHR at a ceremony in the Masters Drivers Club as soon as possible after the last race in each Category. The times for these will be publicised in the Masters Drivers Club at each respective event.

3.3.2 At each Competition, trophies will be presented by MHR to the 1st, 2nd and 3rd in each class within each MEC Category, if 3 or more entries have qualified for a Race in each individual class.

3.4 CALENDAR AND CHARACTERISTICS OF COMPETITIONS

3.4.1 The proposed calendar of Competitions for the Masters European Challenge 2017 is as follows:

Date	Venue & Circuit	Competition	Organisation	GDGT	Pre-66 TC
08/09 April	Barcelona, Spain	Espiritu de Montjuic	RACE	Yes*	Yes +
27/28 May	Brands Hatch GP Circuit, UK	Masters Historic Festival	MSVR	Yes	Yes
18 June	Silverstone GP Circuit, UK	MGLive!	MGCC	No	Yes
30 June, 1/2 July	Magny-Cours, France	GP de France Historique	FFSA	Yes*	No
28/30 July	Silverstone GP Circuit, UK	Silverstone Classic	HSCC	Yes	No
11/13 Aug	Nurburgring GP Circuit, Germany	Oldtimer Grand Prix	AvD	Yes	No
1/3 Sept	Zandvoort, Holland	Historic Grand Prix	HARC	Yes	Yes
22/24 Sept	Spa-Francorchamps, Belgium	Spa 6-Hours	RACB	Yes	Yes
20/22 Oct	Estoril, Portugal	Estoril Classic Festival	FPAK	Yes*	No

* Denotes 3-Hour Race

+ Denotes running as part of the NKHTGT Championship races

3.4.2 No more than 2 drivers will be allowed to drive each car entered in a race with a published maximum duration of 90 minutes. No more than 3 drivers will be allowed to drive each car entered in a Three Hour race with a published maximum duration which exceeds 90 minutes, unless Supplementary Regulations specify otherwise, and each driver must be a registered member of MRC as stated in 1.4.2.

- 3.4.3 In each race, unless otherwise notified, there will only be one mandatory pit stop which must comply with either the standard Masters pit stop regulations (see article 8.1 below) or the specific 3-Hour race regulations (see Appendix 3 'Specific Regulations for 3-Hour Races' below).
- 3.4.4 All competing cars shall have the opportunity for a minimum of one qualifying session, during which period all drivers must do sufficient laps to satisfy the Competition and/or Masters Officials of their competence.
- 3.4.5 At Competitions where 2 races are scheduled the grid for Race One will always be based on the fastest lap set by the car in the qualifying sessions. The grid for Race Two will be based on the overall classification from Race One.
- 3.4.6 Always during a Competition the conditions of general safety set by the Code, together with any relevant additional requirements set by the ASN of the host country publicised in the event Supplementary Regulations, must be complied with.
- 3.4.7 All cars from the same class shall practise and qualify in the same session.

4 - DRIVERS and TEAM MANAGERS' BRIEFING

- 4.1 Attendance at a briefing is mandatory for all Drivers taking part in an MEC Category at a Competition. Attendance is strongly recommended for all Team Managers. Organisers will notify Drivers of the time and locations of the necessary briefings in the Final Event Instructions sent out prior to the Competition. Any additional briefings required during a Competition will be notified to the Drivers by way of an Event Bulletin.

5 - STARTING PROCEDURE

- 5.1 All races shall have rolling starts, with a side by side grid.
- 5.2 The approach of the start will be announced by signalling boards shown five minutes, three minutes, one minute and thirty seconds before the start of the green flag lap. The green flag will be shown at the front of the grid, whereupon the cars will begin their formation lap behind a Pace Car, maintaining their starting order with the pole position Driver leading.
- 5.3 At the end of the last formation lap the Pace 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 positions. The starting signal will be given by means of lights. Cars may accelerate as soon as the start signal is given (red lights switched off), but may not overtake nor break formation until they have crossed the Start Line.
- 5.4 For the start of a race, the pit wall must be kept completely free of people except for properly authorised persons wearing the appropriate passes.

6 - STOPPING OF A RACE

- 6.1 Should it be necessary to stop any race this will be done by means of red lights and red flags being shown around the circuit. This is the signal for all drivers to cease circulating at racing speeds, slow to a safe and reasonable pace and to return to the starting grid area which will automatically become a Parc Fermé area. Cars may not enter the Pits unless directed to do so. Work on cars already in the Pits must cease when a race is stopped.
- 6.2 *Case A - Fewer than two laps completed by Race leader:*
The Race will be null and void. It will restart from the original grid positions. Competitors unable to take the restart may be replaced by reserves, will start from the back of the grid in reserve order. Gaps on the grid should not be closed-up. The length of the restarted race will be determined by the MEC Race Director.
- 6.3 *Case B - More than two laps but less than 75% of the scheduled race distance completed by Race Leader:*
The Race will restart from a grid set out by the finishing order of part one. The results of the race will be the finishing order at the end of part 2. The length of the restarted race will be determined by the MEC Race Director.
- 6.4 Any race stopped after the leader has completed 75% of its duration may be considered to have finished, unless the MEC Race Director deems it appropriate to restart.
- 6.5 The safety car may be brought into operation in line with FIA Appendix H, Article 2.19

B - TECHNICAL REGULATIONS

7 - GENERAL PROVISIONS

7.1 SCRUTINEERING

- 7.1.1 All Competitors must make their cars available to the local event scrutineers for safety scrutineering at each Competition and to the MEC Eligibility Scrutineer at any time during a Competition.
- 7.1.2 Any car that has been, or is being used at an MEC Competition can, at any time, be either stripped or sealed for examination at the request of the MEC Eligibility Scrutineers with approval from the Clerk of the Course, MEC Race Director and local event scrutineers
- 7.1.3 It is the Competitors' responsibility to ensure that their entered car complies with the specific MEC Technical Regulations.
- 7.1.4 The MEC Eligibility Scrutineers will check the eligibility of all MEC entered cars against the MEC Technical Regulations, in tandem with the Chief Event Scrutineer
- 7.1.5 As part of the Scrutineering process all competitors will be required to undertake administrative checks to satisfy individual organisers that all the necessary licences and ASN approvals to participate are held relative to the Competition entered.

7.2 HEAD RESTRAINT DEVICES

- 7.2.1 The wearing of an FIA-approved head restraint system, in accordance with Section 3 of FIA Appendix L is strongly recommended.

7.3 SAFETY COMPLIANCE

- 7.3.1 Cars must be equipped with all the FIA required modern safety related items, including FIA approved driver harness systems, fire extinguishers, fuel tanks, and LED rear rain lights.
- 7.3.2 All cars (irrespective of period) MUST be fitted with rearward facing red lights in accordance with FIA Appendix K Article. 5.14.2 or the MSA Yearbook 2016, Section K, 5.1/5.2.

7.4 ROLL-OVER BARS & CAGES

- 7.4.1 Except for cars in which the roll-over bar is an integral part of the chassis (i.e. welded or riveted and bonded to the chassis), the roll-over bar **must not** be made from **aluminium alloy**. Roll-over bars 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.
- 7.4.2 All Roll-Over bars must be fitted in line with FIA and MSA Regulations and must be the correct size for the driver of the car

7.5 NOISE LIMITATIONS

- 7.5.1 All cars in every Category must run in compliance to a maximum noise limit of 105 dB(A) measured at 0.5m from the end of the exhaust pipe at an angle of 45 degrees and with the car at ¾ maximum rpm. Failure to comply may lead to exclusion by the event officials, and any fees and any associated costs will not be refunded.

7.6 ELECTRONIC IGNITION – OPTIONAL FOR MASTERS MEETINGS

- 7.6.1 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 the mechanical parts within that distributor are the sole means of determining the timing of the ignition.
- 7.6.2 It is strongly 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.

7.7 ENGINE REV LIMITS ON V8-ENGINED CARS

- 7.7.1 All Pre-1966 V8-engined cars competing in either category will be restricted to running engine revolutions of 7,000 rpm.
- 7.7.2 The rpm limit on V8 engines must be controlled by the use of an MSD 6AL ignition control (part number MSD 6425 only). Any control of the advance curve must be RPM related only, and be executed by the sole means of the distributor. No external control of advance system is permitted, and MSD ignition boxes that control advance, or allow advance mapping, are not permitted. The MSD box must be mounted out of reach of the driver.
- 7.7.3 Any V8-engined car planning to run on a one-off basis in either category, and which does not comply with articles 7.7.1 and 7.7.2 of these regulations may apply to enter on an invitational basis.

7.8 TOWING EYES

- 7.8.1 There must be substantial towing eyes securely fixed to the main structure of the vehicle, front and rear, within the confines of the body to enable the vehicle to be moved.
- 7.8.2 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).

7.9 PITS TO CAR RADIO

- 7.9.1 Except for time-keeping purposes, any radio communications from and to cars is prohibited.

7.10 TIMING TRANSPONDERS

- 7.10.1 All cars must be presented for scrutineering at each event complete with a standard AMB TranX 260 Timing Transponder, which must be correctly fitted and be compatible with standard Pan-European race track 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 submitting the entry.

8 PIT STOPS, FUEL, REFUELLING and PARC FERMÉ: (see Appendix 3 'Specific Regulations for 3-Hour Races' below)

8.1 PIT STOPS

- 8.1.1 Will follow the standard Masters Pit Stop Procedures.
- 8.1.2 The pit stop window for a race and the required elapsed time for the pit stop will be notified in the Supplementary Regulations, Final Event Instructions, on the official notice board and notified within the Masters Drivers Briefings.
- 8.1.3 It is mandatory for all two driver teams to notify a member of the Masters Team of their starting driver at least 90 minutes before each race start. A driver change may only take place during the notified pit stop window for the race. A pit stop is mandatory for all cars during the notified pit stop window, irrespective of the number of drivers.
- 8.1.4 The pit stop duration will be timed from when the car registers on the timing line as the car passes the Speed limit sign at the Pit In timing line until the time the car registers on the Pit Out timing line. The car must pass the specified Pit In timing line during the notified pit stop window for the race.
- 8.1.5 During the pit stop the car must remain stationary for a single period of at least sixty seconds in duration.
- 8.1.6 Minimum total time to travel through the pit lane between the timing lines and complete the mandatory pit stop will be specified in the Final Event Information and at the Masters Drivers Briefing for each event.
- 8.1.7 If either a pit stop is found to be short, a driver change is undertaken outside the pit stop window or a car passing the Pit In timing line is outside the notified pit stop window for the race the car will be subject to penalties.
- 8.1.8 Seat belts must not be undone until a car is stationary, and must be securely fastened before moving off.

8.2 FUEL

- 8.2.1 Fuel must be in accordance with FIA Appendix J, Article 252.9.1, and FIA Appendix K.

8.3 REFUELLING

- 8.3.1 Refuelling is only permitted if pre-notified in the Supplementary Regulations or Final Event Instructions for any event.
- 8.3.2 Refuelling, if permitted, must be carried out according to the local event safety procedures required by the MEC Race Director.

8.4 PARC FERMÉ

- 8.4.1 Cars may be held under Parc Fermé conditions as defined by Article 2.5 of the Code, after both qualifying and after any race, in a designated area at the discretion of the MEC Eligibility Scrutineers.
- 8.4.2 Either in Parc Fermé, or elsewhere at the discretion of the MHR Eligibility Scrutineers, any car may be subject to eligibility checks at any time, to ensure their compliance with MEC Technical Regulations.

C - SPECIFIC TECHNICAL REGULATIONS

9 - GENTLEMEN DRIVERS (GDGT)

9.1 GENTLEMEN DRIVERS CLASS STRUCTURE

A	Sportscars Pre - 1963
B1	GT cars up to end of 1960 up to 2,000cc
B2	GT cars up to end of 1960 Over 2,000cc
C1	GT cars up to 1965 up to 2,000cc
C2	GT cars up to 1965 up to 3,000cc
C3	GT cars up to 1965 Over 3,000cc
CLP	Invited Light-weight bodied Pre-66 GT cars and Pre-66 GTP cars under 2.3-litre

- 9.1.2 All Marcos 1800GT and Lotus Elans must run in Class CLP
- 9.1.3 Individual cars that conform to a model configuration from the same manufacturer that raced at an earlier date but which were manufactured after the class cut-off dates will be allocated to the earlier class, provided they have not been modified or up-rated to the later specification. Such variance is only permissible for a specification within 12 months of the original build year.
- 9.1.4 Cars that fall just within a class cut-off date, but are deemed to be of a later technology, will race in the later class.
- 9.1.5 Any model of car that was subject to a long production run in period, such as the Austin Healey 3000, must prove whether the car is homologated to Period E or F to allocate it to the correct class.
- 9.1.6 All cars must have working head lights.

9.2 E-TYPE, COBRA and TVR GRIFFITHS: WEIGHTS

- 9.2.1 Jaguar E-Type, AC Cobra and TVR Griffiths models will be required to show a minimum weight of 1,000kgs, without driver, in a Parc Fermé situation at race end. 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 IX, Paragraph 16.

9.3 WHEELS & TYRES

- 9.3.1 All cars must run on Dunlop Racing L-section tyres (or earlier specification Dunlops) in 204 compound. The maximum size of front tyre that can be used is a Dunlop 650 L section tyre. 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.
- 9.3.2 Any form of static tyre warming, heat retention or cooling is prohibited except for direct sunlight and the ambient weather conditions.

9.4 FUEL TANK CAPACITY (see Appendix 3 'Specific Regulations for 3-Hour Races' below)

- 9.4.1 All cars must be presented for racing with sufficient fuel capacity to race for a minimum of 120 minutes without refuelling

10 - PRE-66 TOURING CARS (Pre-66 TC)

10.1 CLASS STRUCTURE

A	Over 2,000cc
C	1,301cc-1,999cc
D	Up to 1,300cc

- 10.1.2 Individual cars that conform to a model configuration from the same manufacturer that raced at an earlier date but which were manufactured after the class cut-off dates will be allocated to the earlier class, provided they have not been modified or up-rated to the later specification. Such variance is only permissible for a specification within 12 months of the original build year.

- 10.1.3 All cars must have working lights and run with generators. No alternators are allowed unless specifically allowed under Appendix K or the FIA Homologation papers.

10.2. ENGINES

- 10.2.1 An eligible car may only be powered by a period specification engine of a type originally fitted to the car during its participation in International competition prior to 1st January 1966.

10.3 TRANSMISSION

- 10.3.1 Overdrives are permitted provided they were an original production option and homologated by the manufacturer prior to 1st January 1966.

10.4 TYRES

- 10.4.1 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.

- 10.4.2 All V8 engined cars may only use a tyre of maximum width of Dunlop 550 M, with the exception of Ford Galaxies which may run a Dunlop 650M tyre

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

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

10.5 BODY

- 10.5.1 Bodywork must be complete and the original shape and silhouette must be maintained and presented.

10.6 FORD FALCONS (PERIOD F SPECIFICATION) WEIGHT

- 10.6.1 Ford Falcons complying with FIA Period F specification will be required to show a minimum weight of 1,200kgs, without driver, in a Parc Fermé situation at race end. 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 IX, Paragraph 16.

APPENDIX 1 - GENERAL CONDITIONS FOR COMPETITORS

- A1.1 At every Competition competitors must ensure that their cars, when in the paddock or in a pit garage, are in full view of spectators whenever reasonably possible.
- A1.2 Competitors must ensure that their car is fully on display in the pit road or other designated area at a time specified by the Race Director, Promoter, Organiser or member of the Masters Team to allow the cars to be seen during the "Pit Lane Walkabout".
- A1.3 Competition or race sponsors decals must be clearly displayed on cars, but these decals must only be displayed during the Competition to which they relate.
- A1.4 All Competitors must display the Masters decals and any Masters' sponsors' decals always during practice periods and races.
- A1.5 If an overall sponsor for MEC or Category is secured, Competitors must make available an area (of a size and location to be advised) for the display of the overall sponsor's decals. These decals must be displayed always during the Competition.
- A1.6 No private decals are permitted to exceed 100cm² and none may conflict with the decals of official Masters sponsors.
- A1.7 Competitors must respect at all times the good standing of the Series and conduct themselves in such a manner as not to bring MEC, MRC or MHR into disrepute at any time.

APPENDIX 2 - FORCE MAJEURE

- A2.1 MRC, MHR and MEC 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; war or threat of war, terrorist activity or threat of terrorism, sabotage, regulations, bye-laws, prohibitions or measures of any kind on the part of any governmental or local authority, strikes, other industrial actions or power failure.

APPENDIX 3 - SPECIFIC REGULATIONS FOR THREE-HOUR RACES

A3 GENERAL

- A3 The rules for the Three Hour (3H) races are subject to the above regulations with the exception of the specific regulations shown below.

A3.1 ELIGIBILITY – CAR

- A3.1.1 For Grand Touring (GT), Grand Touring Prototype (GTP) and Touring cars built between 01 January 1947 and 31 December 1965 (classified under FIA Period E and F) running to period specification and complying with FIA Appendix K.

A3.2 CLASS STRUCTURE

- A3.2.1 Classes will run as shown in 9.1 and 10.1 above. There will also be a class for Pre-66 GTP cars, complying to the regulations, and running to Period F specification.

A3.2 CHARACTERISTICS OF QUALIFYING AND THE RACE

- A3.2.1 All races are of an endurance format and may be for 2 or 3 drivers.
- A3.2.2 The grid for the 3H will always be based on the fastest lap set by the car in the qualifying session.
- A3.2.3 In each race, unless otherwise notified, there will only be one (1) mandatory pit stop for fuel. A driver change may take place during this mandatory pit stop, but both actions must comply with the provisions of these Specific Regulations.
- A3.2.4 The maximum duration of uninterrupted driving in any race for a driver is 100 minutes. Any driver must have a minimum 30-minute break before driving again in the same race.

- A3.2.5 To monitor compliance to this specific regulation, the following will be used to measure driving times:
- a) from the time the race officially starts to the time the car registers on the Pit In Timing Line at a pit-stop;
 - b) from the time the car is registered leaving the pits after a pit-stop at the Pit Out Timing Line until the car registers on the Pit In Timing Line;
 - c) from the time the car is registered leaving the pits after a pit-stop at the Pit Out Timing Line until the car crosses the Finish Line at the end of the race (chequered flag).

- A3.2.6 It is mandatory for all teams to notify a member of the MHR Team at least 90 minutes before a race start the order in which the drivers will drive a car in the race. Any changes to that order must be notified without delay to a member of the MHR Team.

A3.3 PIT STOPS FOR THREE HOUR RACES

- A3.3.1 The required elapsed time for the mandatory pit stop and any other pit stop will be notified in the Event Supplementary Regulations or Final Instructions, on the official notice board and in the Masters Drivers Briefings and Notes.
- A3.3.2 The pit stop duration will be timed from when the car registers on the timing line as the car passes the Speed limit sign at the Pit In timing line until the time the car registers on the Pit Out timing line.
- A3.3.3 For the mandatory pit stop and any other pit stop where refuelling takes place the car must remain stationary for a single period of at least 3 minutes (180 seconds) in duration.
- A3.3.4 For all other pit stops which do not involve refuelling the car must remain stationary for a single period of at least 1 minute (60 seconds) in duration.
- A3.3.5 Minimum total time to travel through the pit lane between the timing lines and complete the mandatory and any other pit stop will be specified in the Final Event Instructions and in the Masters Drivers Briefings and Notes.
- A3.3.6 Seat belts must not be undone until a car is stationary, and must be securely fastened before moving off.
- A3.3.7 Wheels and tyres may be changed at the pit stops. No modern pneumatic wheel changing equipment may be used for wheel changes.

A3.4 REFUELLING

- A3.4.1 No refuelling may take place in the pit lane during qualifying.
- A3.4.2 During the race any refuelling must take place on the pit lane apron in front of the garages, not in the pit garages.
- A3.4.3 Refuelling may be carried out using either:
- a) FIA/MSA approved 20 litres, unmodified, Tuffjugs fitted with a Ripper dry-break nozzle (as supplied by Anglo American Oil Company); or
 - b) FIA/MSA approved dump churns of a maximum of 25 litres fitted with an FIA compliant dry-break nozzle.
- A3.4.4 Throughout any refuelling pit stop it is mandatory for one team member (the fireperson) to be positioned beside the car near to where the fuelling is taking place holding an extinguisher (minimum capacity of 5 kg) armed and ready to work.
- A3.4.5 During a pit stop it is mandatory for both the person fuelling the car and the fireperson to wear a safety suit to FIA 8856-2000 standard with balaclava and gloves.
- A3.4.6 It is mandatory that both the person fuelling the car and the fireperson wear goggles.
- A3.4.7 Before fuelling couplings are attached to the car, it is mandatory that the engine be stopped, all the doors be shut closed, the exhaust pipe be blanked off, the car earthed and a petrol absorbent mat laid under the fuel filler pipe.
- A3.4.8 No person can be inside the vehicle, nor may any person be working on the vehicle whilst refuelling takes place.

- A3.5.9 A maximum of 75 litres of fuel may be filled into a car at any refuelling stop whether mandatory or not. The maximum amount of fuel that any Competitor may store in both the pit lane and the garage at any one time is 75 litres total.

NOTE: the fuel supplier, Anglo American Oil Company, will be open until 30 minutes before the finish of the race.

A3.6 PODIUMS

- A3.6.1 At each Three Hour race, podiums will be presented as follows:

Podium 1: General Overall

Podium 2: GT cars

Podium 3: Touring cars

THREE HOURS SPECIFIC TECHNICAL REGULATIONS

A3.7 NOISE LIMITATIONS

- A3.7.1 All GT and Touring cars must run in compliance to a maximum noise limit of 105 dB(A) measured at 0.5m from the end of the exhaust pipe at an angle of 45 degrees and with the car at $\frac{3}{4}$ maximum rpm. Failure to comply may lead to exclusion by the Event officials, and any fees and associated costs will not be refunded.
- A3.7.2 Any GT40 and GTP cars may run at a noise limit of 118dba at exhaust in compliance with the MSA regulations stated above.

A3.8 WHEELS & TYRES

- A3.8.1 All Ford GT40 cars running to Period F specification may only run on the following rim dimensions:
Front: 6.5 x 15 inches
Rear: 8 x 15 inches.

A3.8.2 All cars must run on Dunlop Racing 'L' or 'M' section tyres (or earlier specification Dunlops).

A3.9 FUEL TANKS

- A3.9.1 Fuel tanks must be standard tanks, homologated tanks or safety tanks. It is recommended to fill tanks with safety foam in conformity with American Military Specification MIL-B-83054 or 'D-Stop' anti-explosion foil.
- A3.9.2 For all cars of Period F, the fuel tank is free but must be filled with safety foam in conformity with American Military Specification MIL-B-83054 or 'D-Stop' anti-explosion foil. It must be within the validity of homologation.
- A3.9.3 Any fuel tank must comply with the period maximum capacity specification and must not exceed either the originally homologated or specified capacity.