

**Masters Racing Legends for 1966/1985 F1 cars**  
**2024 TECHNICAL AND SPORTING REGULATIONS**

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# Masters Racing Legends for 1966/1985 F1 cars

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### Motorsport Ireland Visa Number: DO24.x.xxx

#### ART 1 - PREAMBLE

- 1.1 The Series (Masters Racing Legends for 1966/1985 F1 Cars) is organised in conformity with the provisions of the FIA's 2024 International Sporting Code and its appendices (the Code), the FIA's 2024 General Prescriptions **applicable to International Series** and the 2024 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 built to the appropriate Formula One regulations between 1966 and 1985, running in their original specification.
- 1.2 Any amendments to these Technical and Sporting Regulations will require the prior approval of MI. All approved amendments will be notified in an official MRL Bulletin to all registered Competitors.
- 1.3 Title and Jurisdiction: Masters Racing Legends (MRL), a race Series comprised of international races registered with the Masters Racing Club (MRC) and organised by Masters Historic Racing Ltd (MHR).
- 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 2024

#### 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](mailto:team@mastershistoricracing.com)  
Website: [www.mastershistoricracing.com](http://www.mastershistoricracing.com)
- 2.2 ASN: Motorsport Ireland  
34 Dawson Street, Dublin 2, Ireland  
Telephone: +353 1 6775628  
Email: [art@motorsportireland.com](mailto:art@motorsportireland.com)  
Website: [www.motorsportireland.com](http://www.motorsportireland.com)
- 2.3 MRL Organising Committee:  
Rachel Bailey  
Ron Maydon  
Chris Jolly
- 2.4 MRL Permanent Officials:  
Race Director – Max Braams (KNAF # 33646)  
Chairman of Stewards – Marc van Geel (FIA #STW-022-000150 and KNAF #9543)

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Technical and Eligibility Delegates – Henri Pluton (FFSA #44128) and Chris Tee (MSUK #90250).

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

- 2.5 Other senior officials to be designated by the ASN of the Competition concerned (refer to the relevant Competition's Supplementary Event Regulations **and/or Event Bulletin**):
- A Clerk of the Course
  - A Chief Scrutineer
  - A Chief Timekeeper
  - Two National Stewards
- 2.6 In accordance with Article 11 of the Code the clerk of the course and/or his deputies shall work in permanent consultation with the MRL race director, **or his deputy**. The MRL 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 MRL race director's express agreement:
- A. The control of any MRL free practice, qualifying practice and any MRL 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 from the Masters Team and the MRL 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 MRL 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.

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### ART 4 – ELIGIBILITY CARS (General)

- 4.0.1 All cars must be presented according to the FIA Appendix K 2024 and have a valid FIA Historic Technical Passport (FIA HTP).
- 4.0.2 MHR decals and MHR Sponsor decals must be clearly displayed on cars at all times.

#### 4.1 ELIGIBILITY CARS

- 4.1.1 Cars must comply with the requirements of the current FIA Technical Regulations for Formula One cars (see Appendix K, Appendix X of the Code).

#### 4.2 ELIGIBILITY ENGINES

- 4.2.1 Cars using Ford Cosworth DFV engines must have an engine revolution (rev) limiter set at 10,000rpm. This regulation will be checked by a MRL Technical & Eligibility Delegate using the Masters rev limit checker. Original style connections must be used on the Ford Cosworth DFV spark box to permit rev limiter checking.
- 4.2.2 Only original Lucas spark boxes are acceptable for use in MRL and must remain completely unmodified. Approval to run any other type or manufacturer of spark box must be sought in writing from the MRL Technical & Eligibility Delegate prior to entering a Competition.
- 4.2.3 Before the start of the Competition, the MRL Technical & Eligibility Delegate will check and reset the rev limit setting, if necessary, and place an anti-tamper seal across the adjuster, which should remain in place for the remainder of the Competition. At this time, any other spare Ford Cosworth DFV spark boxes intended for use during the Competition must be presented for checking and sealing.
- 4.2.4 For cars using Ford Cosworth DFV engines, the exhaust manifolds must respect the design of the year of specification between 1967 and 1985. The exhaust manifold design must be 4-into-1 regardless of the length of the exhaust unless period proof is provided that another design was used in International Competition.

#### 4.3 CONDITION TESTING

- 4.3.1 Cars must comply with the FIA Condition Testing procedure of the current year (see Appendix K, Appendix X of the Code) and the certificates relating to the Condition Testing must be available for inspection at each Competition. Certificates are only valid for a period of 2 years from the date of issue.
- 4.3.2 Certificates for the FIA Condition Testing of fuel tanks (Appendix K, Appendix X, Article 9 of the Code) must be available for inspection at each Competition.
- 4.3.3 Competitors that cannot comply with the requirements in 4.3.1 and 4.3.2 must seek advice from the MHR prior to submission of an entry.

#### 4.4 CLASSES

Jackie Stewart	Formula One cars built and raced prior to 31/12/1972
Emerson Fittipaldi	Post-1972, non-ground effect Formula One cars
Patrick Head Class	Post-1972, ground effect Formula One cars
Niki Lauda Class	Post-1972, flat bottomed Formula One cars

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### ART 5 – ELIGIBILITY DRIVERS (General) and ENTRIES

#### 5.1 ELIGIBILITY

- 5.1.1 For the purpose of these regulations, the driver will be referred to as the "Competitor".
- 5.1.2 Every Competitor must be a full 2024 racing members of MRC.
- 5.1.3 An ITC-C level licence or above is required for all Competitors.
- 5.1.4 The Competitor must be at least 18 years old at their first MRL Competition.
- 5.1.5 Foreign Competitors (those not in possession of a licence issued by the ASN where the Competition is taking place) must present an authorisation from their parent ASN to compete. Competitors must be in possession of a current medical certificate of aptitude and permission from their ASN to compete in the relevant international Competition.
- 5.1.6 The MRL 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 2024.
- 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 MRL or on a Competition-by-Competition basis.
- 5.2.6 Entry forms are available online at [www.mastershistoricracing.com](http://www.mastershistoricracing.com)
- 5.2.7 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.
- 5.2.8 By completing their entry form, Competitors and Drivers are agreeing to abide by the [Masters Racing Club Code of Conduct](#) and also the [2024 Masters Racing Club Rules](#).
- 5.2.9 A full refund of the Race Entry Fee, less a £75 admin fee, will be offered to Competitors who notify the MHR in writing at least 14 calendar days prior to the date of the Competition that they are withdrawing their entry.

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5.2.10 No refund or credit will be offered to Competitors who notify the MHR in writing during the 14 calendar days prior to the date of the Competition that they are withdrawing their entry.

5.2.11 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 MRL Technical & Eligibility Delegate, will start the Race **from the back of the grid**. If more than one Competitor changes the car under this article and receives permission to start the Race, then the order of each of these Competitors shall be based on the time when the Competitors' request was registered by the stewards, earliest to latest.

5.2.12 In order to confirm an entry in the MRL race at the 2024 Silverstone Festival, cars must have entered and raced at least one Masters MRL Competition prior to the Silverstone Festival.

### ART 6 – DRIVERS and TEAM MANAGERS BRIEFINGS

6.1 Attendance at this briefing is mandatory for all Competitors 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 Competitor unable to attend must inform the MRL 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 Competitor may join the track during a Competition without having received a briefing from the MRL race director. Any Competitor who was not present at the briefing must request a personal briefing from the MRL race director who will provide this as soon as the time schedule allows it.

6.4 Briefing Notes issued by the MRL race director are formal documents which must be complied with.

6.5 Additional mandatory briefings required during a Competition will be notified to Competitors by way of a bulletin issued by the MRL race director.

### ART 7 – CALENDAR and COMPETITION FORMAT

#### 7.0 2024 Competition Calendar

DATE	EVENT	CIRCUIT	ASN
19/21 April	Grand Prix de France Historique	Paul Ricard, France	FFSA
25/26 May	Masters Historic Festival	Brands Hatch GP, UK	MSUK
21/23 June	Historic Grand Prix	Zandvoort, Holland	KNAF
12/14 July	Brno Grand Prix Revival	Brno, Czech Republic	CAMS

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3/4 August	Masters Historic Race Weekend	Donington Park National, UK	MSUK
23/25 August	Silverstone Festival	Silverstone GP, UK	MSUK
26/28 September	Spa Six Hours	Spa, Belgium	RACB
11/13 October	Mugello Racing Weekend	Mugello, Italy	CSAI

- 7.1 There will be a **minimum of** one qualifying practice session and, either a two-race format or three-race format per Competition on the calendar.
- 7.2 Competitors will be advised in advance of the race format for a Competition.
- 7.3 The qualifying practice session shall be scheduled for a minimum of 20 minutes and a maximum duration of 30 minutes.
- 7.4 Each race shall be scheduled for a minimum of 20 minutes and a maximum of 30 minutes.
- 7.5 The grid for Race 1 will be set by the fastest lap of each Competitor as per the final classification of the qualifying practice session. **If there are two qualifying practice sessions at a Competition, the fastest lap across both qualifying practice sessions will set the grid for Race 1.**
- 7.6 The grid for Race 2 will be formed from the classification of Race 1, taking the following parameters into account:
- A. If there are less than 12 cars "approved to qualify" for a Competition, then the grid for Race 2 will be set by the Classification from Race 1.
  - B. If there are 12 or more cars "approved to qualify" for a Competition, then the number of positions that will be reversed for the grid of Race 2 will be calculated as 30% of the number of cars "approved to qualify" rounded up or down to the nearest whole number.  
If any Competitor in the positions to be reversed withdraws from Race 2 then the grid will be updated up to 60 minutes before Race 2 is due to start so that the grid slot of the withdrawn Competitor is filled by the remaining classified Competitor(s).
  - C. The other classified Competitors from Race 1 will be gridded behind the position that have not been reversed.
  - D. Non-classified Competitors from Race 1 shall take their places behind the classified Competitors from Race 1. If a non-classified Competitor withdraws from Race 2 then the grid will be updated up to 60 minutes before Race 2 is due to start so that the grid slot of the withdrawn Competitor is filled by the remaining non-classified Competitor(s).
  - E. Any Competitor that qualifies for Race 1 but fails to start Race 1 shall be permitted to start behind all classified and non-classified Competitors from Race 1 in the final order from qualifying practice.
- 7.7 If there are 3 Races at a Competition, the grid for Race 3 will set by final classification of Race 2 with any retirements from Race 2 taking their places at the rear of the grid for Race 3 in the order of the classification of Race 2. Any cars that did not start Race 1 or 2, may seek permission from the Stewards to start Race 3 behind all the classified and non-classified cars in the final order of qualifying practice.

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7.7.1 The pit lane speed limit will be 60km/h.

### 7.8 APPROVAL TO RACE

7.8.1 Competitors must complete a minimum of one lap in ~~either free or~~ qualifying practice to be allowed to take part in a race.

7.8.2 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 MRL race director, the Competitor will start the race from last place on the grid. If more than one Competitor does not set a time and receives permission to start the race, then the order of each of these Competitors shall be based on the time when the Competitors' request was registered by the stewards, earliest to latest.

7.8.3 Subject to the maximum number of cars permitted to start on any circuit, all Competitors who record one timed qualifying lap shall be permitted to start unless their fastest qualifying time is outside 130% of the time set by the fastest Competitor in the relevant ground effect and flat-bottomed (Niki Lauda and Patrick Head) and non-ground effect (Jackie Stewart and Emerson Fittipaldi) classes. If a Competitor fails to register a qualifying time within the 130% and wishes to take part in the race, a request in writing must be submitted to the MRL race director. The Competitor request will be considered by the stewards in consultation with the MRL race director. If the request is accepted by the stewards, the Competitor will start from the last position available on the grid. If this request concerns multiple Competitors, the starting order will be determined in accordance with the fastest times registered by each Competitors during qualifying practice.

## ART 8 – SCRUTINEERING and PARC FERME

8.1 At each Competition, the MRL Technical & Eligibility delegates will be the sole MRL eligibility scrutineers. At each Competition, the chief scrutineer will be responsible to the MRL's Chief Technical & Eligibility Delegate appointed at that Competition (see relevant Supplementary Regulations) in all matters relating to MRL 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 MRL Chief Technical & Eligibility Delegate. Any footage requested by the MRL 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 from a car until it has been fully inspected by the MRL technical & eligibility delegate and ASN Safety Scrutineers. Only when permission**

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has been given by either the Chief Steward or the MRL technical & eligibility delegate may the car be accessed.

- 8.5 In the event of a serious incident, all cars involved may be removed from the parc ferme area and held under Parc Ferme conditions in a secure location identified by the Chief Steward. Only when permission has been given by the Chief Steward, the car(s) may be removed by the associated Team members who must be under the control of an official.
- 8.6 The location of Parc Fermé will be confirmed at each Competition in the Drivers Briefing Notes. Parc Fermé may be located in the Competitors' garage/awning area and all cars must be in an easily visible roped-off location within this area. No work is allowed on the car, nor can drivers and team members touch any part of the car until Parc Fermé is opened by the MRL 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 Fermé conditions to either a secure Parc Fermé or to a secure area in the Competitors' garage/awning. Cars will remain under Parc Fermé conditions for not less than 30 minutes after the posting of the provisional results and until the MRL race director, in consultation with the stewards, orders their release. Any car which is unable to reach the Parc Fermé by its own means shall, forthwith upon such inability occurring, be placed under the sole and exclusive control of the officials who, if requested by the MRL technical & eligibility delegate following consultation with the MRL race director, shall remove the car to the Parc Fermé.

### 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 MRL 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 from the MRL 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 MRL race director, series delegate or other parties.

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9.2.2 The stewards may seek evidence from any source they choose: in the case of incidents on track the MRL race director shall present any available video evidence available as requested by the stewards including during inquiries with drivers. Video evidence may be obtained from circuit, on-board and tv broadcast sources and any other source freely available.

### 9.3 Penalties

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

### 9.4 In Race Penalties

9.4.1 **Drive-Through penalty:** should the stewards decide to impose such a penalty on a Competitor during a Race the following procedure will be followed:

a) Notification will be by means of a message on the timing monitors and through the App. The MRL race director will concurrently announce the penalty to the driver by signalling from the Control Line. From the time of these notifications, the relevant driver may cross the Control Line on the track no more than **three** times before entering the pit-lane and re-joining the track without stopping;

b) Should a Drive-Through penalty be imposed and notified in the last 10 minutes of the Race, or after the end of the Race or cannot be imposed for operational reasons then at the stewards' discretion the procedure at 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 MRL race director will concurrently announce the penalty to the driver by signalling from the Control Line. From the time of these notifications, the relevant driver may cross the Control Line on the track no more than four times before entering the pit-lane and stopping in the designated area where he shall remain for the period of the penalty. The driver shall then re-join the Race;

b) Should a Stop-Go penalty be imposed and notified in the last 10 minutes of the Race, or after the end of the Race or cannot be imposed for operational reasons then at the stewards' discretion the procedure at 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, from earliest to latest.

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### 9.5 Code of Driving Conduct

9.5.1 On track behaviour must comply with Chapter IV of Appendix L of the Code in respect of:

- i) Observance of signals - refer also to Appendix H Article 2.5 of the Code – including the chequered flag;
- ii) Overtaking, car control and track limits,
- iii) Stopping during a race on track;
- iv) Entrance to and exit from the Pit-Lane.

If an infringement report is received by the MRL 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 MRL race director may also report the driver to the stewards who may impose further grid and race time penalties and ultimately disqualification.

### 9.6 Track limits

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

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

9.6.2 The following penalties may be applied:

#### 9.6.2.1 Free Practice

- a) Any driver identified by a Judge of Fact as having left the track (unless for reasons beyond his control) will be shown the Black & White flag by the MRL race director as a warning;
- b) Any driver who repeatedly leaves the track may be reported by the MRL 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 MRL 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 MRL race director.
- c) Any driver who repeatedly leaves the track may be reported by the MRL 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 MRL 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 MRL race director, he may impose a race time penalty of 5 seconds;

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- c) Any driver who continues to leave the track may be reported by the MRL 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 MRL race director to the stewards who may impose further time penalties and ultimately disqualification from the race.

### ART 10 – RACE START PROCEDURE

- 10.1 All races shall have rolling starts, with a side-by-side (2 X 2 in line) grid.
- 10.2 The pit lane will open at the time of the showing of the ten-minute board, signalling the start of the countdown procedure and close at the showing of the five-minute board or 60 seconds after the last car leaves the pit lane, whichever is sooner. The cars will leave the pits to cover a single reconnaissance lap around the circuit to the grid. At the end of this lap they will stop on the grid in starting order with their engines stopped. A car that has entered the grid may only leave it before the one-minute board, being pushed by team technical staff and/or officials into the pit lane with the engine stopped. After the one-minute board is shown, any car on the grid must remain in its grid position until the green flag is shown, at which point they must vacate its grid position or be pushed off the grid under the instructions of the officials. ~~Any car that is unable to maintain its 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.~~
- 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 from the pits, but only under the direction of the MRL 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 – no car may remain on jacks or stands at this point. ~~Any form of tyre blanket or tyre covering for the purpose of retaining heat is strictly forbidden on the grid;~~
- b) Three-minute board: with the exception of officials, MHR and team technical staff, all others must leave the grid;
- c) Two-minute board: engines must be started by 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 from the MRL 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

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the track limits. Any push start authorised by the MRL race director must take place as soon as the one-minute board is shown.

e) 30-seconds board: any authorised push starts must have taken place and relevant team technical staff must have either exited the track or be in a safe position outside the track limits.

f) Green flag: will be shown at the front of the grid whereupon the cars will begin a formation lap behind either an official car or the Safety Car (acting as the official car), maintaining their starting order with the pole position driver leading. An intervention vehicle will follow the grid.

10.5 Drivers must maintain no more than five car lengths from the car in front of them once they have reached a nominated turn that will be notified in the Briefing Notes. At the end of the last formation lap, the official car will withdraw into the pit lane and at that moment, the car in pole position must maintain the same speed and the other cars their grid position. The starting signal will be given by means of lights.

10.6 When the start signal is given by the green lights replacing the red lights cars may accelerate into the "YELLOW START PROCEDURE".

### 10.7 **YELLOW START PROCEDURE**

10.7.1 When the green lights are illuminated the "Yellow Race Start" procedure will begin with the 2<sup>nd</sup> (second) place car falling behind the 1<sup>st</sup> (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 At the end of the formation lap, if the conditions so require, the MRL race director will order the official car to carry out one or more additional formation laps. Should such an additional formation lap be carried out, the start of the race and race time will be considered to have been given at the end of the first formation lap.

10.9 If a problem arises when the cars approach the lights at the end of the formation lap the red lights will stay illuminated (no green lights). Cars should return to the grid at reduced speed and await instructions from the MRL race director.

### 10.10 **STARTING A RACE BEHIND AN ACTIVATED SAFETY CAR**

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

10.10.2 In this case, at any time before the one-minute signal, the Safety Car's orange lights will be turned on. This is the signal to all drivers and teams that the race will be started behind an active Safety Car.

10.10.3 When the green lights on the gantry are illuminated the safety car will leave the grid with all cars following in single file in grid order no more than 5 car lengths apart.

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10.10.4 There will be no formation lap and the race will start at the illumination of the green lights.

10.10.5 Overtaking under a Safety Car start is only permitted if:

- a) A car is delayed leaving the grid and the cars behind cannot avoid passing it without unduly delaying the remainder of the field;
- b) There is more than one car starting from the pit lane and one of them is unduly delayed.

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

### ART 11 – STOPPING / SUSPENDING A RACE and SAFETY CAR

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

11.2 Any race stopped after the leader has completed 75% of the scheduled race time may be considered to have finished unless the MRL race director deems it appropriate to resume.

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

11.4 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 12 – POINTS, PODIUMS and CLASSIFICATIONS

12.1 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.

12.2 Points will be awarded as follows to classified Competitors in the final results of each Race:

- For classes with 3 or more starters:

1st	9 points
2nd	6 points
3rd	4 points
4th	3 points
5th	2 points
6th	1 point

- For classes with less than 3 starters:

1st	6 points
2nd	4 points

- For classes with 1 starter:

1st	4 points
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12.3 A starter is a car that has taken the start of a race.

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- 12.4 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.
- 12.5 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 from the race.
- 12.6 There will be a Class prize-giving ceremony at each Competition. Class Prizes will be awarded for both races.
- 12.7 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.
- 12.8 **PODIUM PRESENTATION PROCEDURE**
- 12.8.1 There will be two podiums at each Competition. One podium will be for the top three Competitors in the ground effect and flat-bottomed Niki Lauda and Patrick Head classes. The other podium will be for the top three Competitors in the non-ground effect Jackie Stewart and Emerson Fittipaldi classes.
- 12.8.2 Both podiums may take place simultaneously.
- 12.9 **FINAL CLASSIFICATION**
- 12.9.1 For the final classification of the Series, the results of all the races at every Competition will be taken into account.
- 12.9.2 At the end of the season, there will be four winners:
- a) One winner in the Niki Lauda Class
  - b) One winner in the Patrick Head Class.
  - c) One winner in the Emerson Fittipaldi Class
  - d) One winner in the Jackie Stewart Class
- 12.9.3 In the case of a dead heat in either class, the Competitor of the older car will always take precedence.
- 12.9.4 Should the cars prove to be of the same year of construction, a tie will be declared between the Competitors concerned.

### ART 13 – DOMINANT CARS

- 13.1 A car that wins their respective combined class, in either the Head/Lauda or Stewart/Fittipaldi classes in all four (4) races at two (2) consecutive Competitions, will be classified as a Dominant Car. A Dominant Car will receive a reduction in the maximum revs allowed in a subsequent Competition as set out below in 13.2 and 13.3.
- 13.2 A Dominant Car must restrict its maximum revs from 10,000 rpm to 9,500 rpm in each of the two (2) Races at the next Competition that it enters during 2024.

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- 13.3 Should a Dominant Car win its combined class at both races at the next Competition that it enters in 2024 after the application of the penalty under 13.2 then a further reduction in maximum revs from 9,500 rpm to 9,000 rpm will be implemented in each of the two (2) Races at the next Competition that it enters during 2024.
- 13.4 Dominant Cars and their penalties will be notified either in the Briefing Notes or by way of a bulletin issued by the MRL race director at each Competition.

### 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 from commercial retailers. Actual lead may also be added if needed but it is not recommended. The addition of these compounds must not raise the octane value of the fuel beyond the limit of 90 MON nor of 102 RON. Lead content must not be greater than 0.4 g/l in any case (EN 237 or ASTM D3237).

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

#### 14.2 REFUELLING

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

#### 14.3 MINIMUM WEIGHT and DIMENSIONS

14.3.1 All weights and dimensions must comply with Appendix K, Appendix X, Article 19 of the Code.

14.3.2 During a Competition, when a car has been selected for weighing, it is forbidden to add any liquid, solid or gaseous substance.

#### 14.4 GROUND CLEARANCE

14.4.1 The minimum ride height for all cars applies at all times throughout a Competition. Testing for compliance may take place at any time during a Competition.

14.4.2 All cars must pass a simple ground clearance test to show a minimum ride height of 40mm at all times during a Competition. The ground clearance test will be carried out with the driver fully attired with race kit and seated in the car. During the ground clearance test, car tyres must be inflated to 16psi Front and 14psi Rear, include normal operating fluid levels and the fuel tank should carry at least the minimum 3-litre mandatory fuel sample.

14.4.3 No entirely sprung part of the car may be less than 40mm from the ground. It must be possible for the official scrutineering ground clearance gauge to move freely under the car, the side skirts and front wing endplates.

14.4.4 It is forbidden, apart from the complete front and rear wheels, to allow any part of the car to systematically or continuously touch the ground when the car is in motion.

14.4.5 Any device fitted to the car that bridges the area between the bodywork and the ground at

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any time is forbidden.

- 14.4.6 Any device fitted to the car to lower its ground clearance whilst in motion, and/or any component which has that same effect is forbidden.

### **14.5 FRONT and REAR SUSPENSION**

- 14.5.1 All cars in the Emerson Fittipaldi, Patrick Head and Niki Lauda classes must use either the period standard specification KONI 8212 Aluminium Body or the KONI 8211 Steel Body equivalent shock absorbers of appropriate length. Jackie Stewart Class cars may use either these KONI shock absorbers or the period specification Armstrong damper.

- 14.5.2 At any time during a Competition, the MRL Series Technical and Eligibility Delegates may select a car(s) for additional checks to the shock absorbers. At this time, the shock absorbers will be sealed and removed for checks to be carried out by an authorised KONI specialist. Competitors should always ensure they have a spare set of shock absorbers with them to ensure that their car is transportable should the shock absorbers be removed.

- 14.5.3 The shock absorber must be fitted with the standard KONI adjustable lower spring platform, locking ring and standard top spring abutment. Where the design of the original suspension does not permit the use of the standard top or lower spring abutment, the original design may be used, providing that period specification can be proven to have been used on the same type or model of car in period.

- 14.5.4 Internal shock absorber valving on Patrick Head Class cars must conform to KONI B8 and/or B8+ specification.

- 14.5.5 All other classes may use KONI internal valving specification ranging from B1 to B8X.

- 14.5.6 The use of monotube, gas pressurised and/or remote reservoir shock absorbers is not permitted.

- 14.5.7 Solid internal or external packers to restrict the stroke of the damper are permitted. No form of secondary springing is permitted.

- 14.5.8 The use of bump stops and/or solid packers are free for all classes.

- 14.5.9 For cars in the Patrick Head and Niki Lauda classes, to ensure compliance with Article 14.4.2 above, a suspension deflection test may be applied at any time during the Competition. The suspension deflection test will be carried out with the driver fully attired with race kit and seated in the car. During the suspension deflection test, car tyres must be inflated to 16psi Front and 14psi Rear, including normal operating fluid levels, and the fuel tank should carry at least the minimum 3-litre mandatory fuel sample.

- 14.5.10 The maximum deflections specified below will be measured from datum points at the front and rear of the car as follows. First, the front and rear reference measurements will be noted then a load of 100kg will be applied to the sprung chassis simultaneously at the front and rear axle centre line and the new measurements noted, the maximum deflection will include any tyre deflection.

MAXIMUM DEFLECTION    @FRONT Suspension    @REAR Suspension

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Patrick Head Class	20mm	15mm
Niki Lauda Class	24mm	18mm

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### 14.6 TYRES

- 14.6.1 The Avon/Goodyear A.11 compound tyre is the nominated tyre for dry weather use, Avon/Goodyear A15 for wet weather use.
- 14.6.2 Cars running in the Jackie Stewart Class, cars may run a hand-cut Avon/Goodyear A11 compound slick, or Dunlop post Historic CR82 or CR65 compound treaded tyres but not a combination of Dunlop and Avon/Goodyear.
- 14.6.3 Competitors are limited to eight (8) tyres in the first Competition of the MRL series that they participate in. For subsequent Competitions each Competitor is limited to eight (8) tyres, of which at least four (4) must have been registered at a previous Competition of the MRL series.
- 14.6.4 Each Avon/Goodyear A11 slick tyre has an individual number below the bar code. The unique bar code numbers for all 8 tyres must be ~~scanned recorded and submitted for registered by the Competitor to~~ the MRL Series Permanent Delegates ~~on a pre-supplied form~~ before the end of scrutineering at each Competition.
- 14.6.5 No car will be allowed to take part in a Competition without prior ~~scanning~~ of its tyre bar code numbers. Any failure to ~~ensure a cars tyres have been scanned by the MRL Technical & Eligibility Delegate submit the completed pre-supplied form~~ will be reported to the stewards.
- 14.6.6 The MRL Series Permanent Delegates will mark up each set of tyres on the outside wall with paint and/or scan each tyre barcode to ensure visual checks are possible.
- 14.6.7 The 8 tyres registered for each Competition are solely intended for an individual Competitor and are prescribed from the start of free practice, or qualifying practice if there is no free practice, to the end of Race 2 and may not be exchanged and/or loaned between Competitors.
- 14.6.8 Should any registered tyre develop a puncture, sustain damage or have a fault, an additional tyre will only be approved by the MRL Series Permanent Delegates in agreement with the Championship tyre supplier and after consultation with the MRL race director if all other registered tyres are deemed not fit for purpose.
- 14.6.9 No other tyres are permitted at any time during a Competition except for Avon/Goodyear wet weather tyres for which there is no limit on numbers and no requirement for these to be registered. The wet weather tyres must be cut to the historic wet weather pattern in accordance with Avon/Goodyear specification. It is prohibited to cut any form of pattern into the A11 compound dry tyres.
- 14.6.10 The wet weather tyres can only be used when a wet session is declared by the MRL race director prior to a practice, ~~qualifying~~ or a race. In accordance with the Code, when a session is declared 'WET', the rain/visibility rear light must be switched on at all times that a car is on the track. Where the rain light used is of the LED type, at least 90% of the elements must be operational. ~~If weather conditions change during qualifying practice or a race, tyre choice is then free.~~

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

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

### 14.7 AERODYNAMIC AIDS

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

14.7.2 The number of skirts is limited, per car and per Competition, to a maximum of one set of skirts with no adjustment or replacement possible. The skirts will be marked and/or sealed at scrutineering by the MRL Series Permanent Delegates.

14.7.3 The selected skirts are related solely to each individual Competitor and his car and are prescribed from the beginning of qualifying practice to the end of Race 2 and may not be exchanged and/or loaned between Competitors.

14.7.4 Ground Effect cars that originally ran non-fixed or fixed (up to the end of 1982) skirts in period and ran with or without front wings may be fitted with a front wing to the specification detailed in the Technical Drawing of Appendix X of Appendix K as the alternative to the period specification.

14.7.5 The only modification allowed to the design of the FIA Technical Drawing is the addition of a single 90° folded gurney, maximum of 10mm high, and mounted with the rear of the gurney level with the rear edge of the wing. This wing can be made from either aluminium or carbon fibre and be fitted with flat aluminium endplates that extend no further than 20mm beyond the profile section (front, back, lowest and highest points) of the wing. See pictures below:



14.7.6 The use of carbon fibre for front or rear wings, including any side plates, brake ducts, or any other parts of the car is forbidden unless a Competitor is able to prove that this material was used on the specific car at international competition in period.

### 14.8 ROLL OVER PROTECTION STRUCTURES

14.8.1 Must comply with Appendix K, Appendix VI of the Code.

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### 14.9 DATA ACQUISITION & SENSORS

- 14.9.1 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.
- 14.9.2 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.
- 14.9.3 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 14.6.1. All declared sensors must be disconnected by means of a connector near them (10cm maximum distance). The MRL Technical & Eligibility Delegate will confirm the disconnection of the sensors and sign the sheet seal of before the beginning of free practice or qualifying practice.
- 14.9.4 If a Competitor is found to have re-connected any sensor during any session, he will be reported to the Stewards.
- 14.9.5 All other sensors, other than those mentioned in Article 14.9.1 or used on the flywheel and/or camshafts, are forbidden during all sessions at a Competition.
- 14.9.6 On-board cameras are permitted (maximum 2 cameras, within the original silhouette of the car looking from the side or front) and may record car speed (refer also to Art 8.3 of these regulations).
- 14.9.6 Cars should maintain period style dash wherever possible, and no form of instrumentation/display is permitted on the steering wheel.
- 14.9.7 Steering wheels must be of the full circular type and may have flat bottom appearance. Open top (with horns) steering wheels with integral displays are forbidden.

### 14.10 ONBOARD STARTERS

- 14.10.1 As per FIA Appendix K, Appendix X, Para 6, onboard air starters may be changed to an onboard electric starter.
- 14.10.2 For the 2024 Season, and in the interest of ensuring Competitions are not compromised by cars stranded on track, it is highly recommended that all cars with an onboard air starter upgrade to an electric starter.

## ART 15 – SAFETY

- 15.1 The wearing of an FIA-approved FHR system, in accordance with Appendix L, Chapter III Article 3 is mandatory for all drivers.
- 15.2 Fully operational fire systems must conform to current FIA minimum standards. The systems must not be plumbed into the original cars system and the kit must only be fitted as per the instructions supplied and using the supplied tubing and nozzles. Failure to comply will void the

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homologation of the unit. It is recommended to have the original manufacturer's fitting instruction leaflet available with the car's paperwork.

- 15.3 Cars must be fitted with an FIA Homologated harness.
- 15.4 All other fire protection including personal racewear clothing and helmets must be to current FIA standards and comply with the Code.
- 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.
- 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 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 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 MRL 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: €500
  - Appeal Fee: €2500
- 17.6 MHR, MRC and MRL, 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.