



# Aston Martin Masters Endurance Legends

## 2019 TECHNICAL AND SPORTING REGULATIONS

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**ASN Visa Number: AM2019-395523**

### 1 FOREWORD

- 1.1 The Series (Aston Martin Masters Endurance Legends) is organised in conformity with the provisions of the International Sporting Code and its appendices (the Code), the FIA General Prescriptions on Circuits, the General Prescriptions applicable to International Series and the National Sporting Regulations of the Motorsport Ireland (MI). It will be run in conformity with the Series' sporting and technical regulations, the latter being in conformity with the safety prescriptions of the FIA's Appendix J for eligible cars (Article 277).

### 2 ADDITIONAL PROVISIONS

- 2.1 **Title and Jurisdiction:** Aston Martin Masters Endurance Legends (AMMEL), a race Series comprised of international races registered with the Masters Racing Club (MRC) and organised by Masters Historic Racing Ltd (MHR).
- 2.2 **Future amendments to the regulations:** will be subject to approval by the **Motorsport Ireland** and notified in an official AMMEL Bulletin to all registered Drivers.

### 3 ORGANISATION

- 3.1 Promoter / Organiser: Masters Historic Racing Ltd  
Contact: 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)
- 3.2 ASN: Motorsport Ireland  
Contact: 34 Dawson Street, Dublin 2, Ireland  
Telephone: +353 1 6775628  
Email: [chris@motorsportireland.com](mailto:chris@motorsportireland.com)  
Website: [www.motorsportireland.com](http://www.motorsportireland.com)
- 3.3 Composition of the Organising Committee:  
Rachel Bailey  
Ron Maydon  
Chris Jolly
- 3.4 Series Delegates:  
**Chris Tee (Eligibility)**
- 3.5 Series Officials  
Richard Cuene-Grandidier (Race Director)  
**FIA # FIA-RD-019-000108**  
MI # 2429

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### 4 REGULATIONS

4.1 **Official binding text:** published in English, which will be the language used should any dispute arise as to their interpretation. There are no other language versions available. The Headings and Typeface used in this document are for ease of reference only and do not form part of these regulations, either Sporting or Technical.

4.2 **Date of Application:** 01 January 2019

### 4.3 ELIGIBILITY – Cars (General):

4.3.1 AMMEL races are open to all cars that were eligible to take part in the following competitions between 01 January 1995 and 31 December 2012:

- Le Mans 24 Hours
- FIA Sports Car Championship (2001 – 2003)
- IMSA (1995 – 1998)
- Sports Racing World Cup
- International Sports Racing Series
- FIA World Endurance Championship
- LMES
- ELMS
- ALMS
- ILMC

4.3.2 To be eligible to race in a Competition, a car must be presented in a specification that was successfully scrutineered when it was eligible to race in one of the competitions listed in 4.3.1.

4.3.3 Car must be presented in their original period livery.

4.3.4 Permissions for modifications from original specification must be agreed with MHR prior to entry for any Competition. All weights shall be based on the car with no driver and empty of fuel, but including engine oil and water.

4.3.5 Hybrid cars are not eligible to enter AMMEL.

4.3.6 Historically interesting cars that do not comply with the requirements in 4.3.1 may be considered and accepted to run in an 'Invitation' Class on a case-by-case basis for each Competition listed in 5.1.1 below.

### 4.4 CLASSES

4.4.1 AMMEL will be contested in Groups defined by the period in which cars were originally eligible to compete (4.3.1). Cars will be matched to Groups according to the year of their current specification:

- **Group 1: 1995-1999**
- **Group 2: 2000-2005**
- **Group 3: 2006-2012**

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4.4.2 Each Group will be split into the following four Classes:

- **Prototype 1 cars**
- **Prototype 2 cars**
- **GT1 cars**
- **GT2 cars**

4.4.3 MHR will determine at its own discretion, whether a car is eligible to compete and into which class it is allocated to do so.

### 4.5 ELIGIBILITY – drivers (General)

4.5.1 AMMEL 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".

4.5.2 Every driver must be a full 2019 racing members of MRC.

4.5.3 In accordance with the Code, Appendix L, Chapter 1, Article 2 an FIA Race International Grade B licence is required for all drivers who participate in a Competition in a car competing in either the Prototype 1 or Prototype 2 class shown in 4.4.2 above.

4.5.4 All other drivers must hold FIA Race International Grade C or above Licence.

4.5.4 Both Competitors and Drivers must be at least 18 years old at their first AMMEL Competition.

4.5.5 Foreign Competitors and Drivers (those not in possession of a MI licence) must present an authorisation from the parent ASN to compete abroad.

4.5.6 Commercial Entrants Licences are not accepted nor required.

4.5.7 MHR will determine at its own discretion, drivers who will be classified as 'Elite Drivers'. Elite Drivers will be penalized by way of time penalties in accordance with 5.3.7 below.

### 4.6 ENTRIES

4.6.1 Opening date for Entries: 01 January 2019

4.6.2 Closing date for Entries: 7 calendar days prior to the start of each Competition.

4.6.3 A Competitor may only enter one car as his official entry.

4.6.4 A Competitor may enter a car either for all the Competitions in the AMMEL or on a Competition by Competition basis.

4.6.5 Including the Competitor, an entry may have no more than 2 (two) drivers entered to drive.

4.6.6 Entry forms are available online at [www.mastershistoricracing.com](http://www.mastershistoricracing.com)

4.6.7 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

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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.

- 4.6.8 A full refund of the Race Entry Fee will be offered to a Competitor who notifies MHR in writing at least 14 calendar days prior to the start of Competition that they are withdrawing their entry.
- 4.6.9 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 will start Race 1 behind all other cars and Race 2 from the position set by the classification of Race 1. If the original car is replaced after Race 1 it will start Race 2 behind all other cars.
- 4.6.10 The Organisers will hold insurance that complies with the national laws of the host ASN. Details will be available in each Competition's Supplementary Regulations.

#### **4.7 PROOF OF ELIGIBILITY**

- 4.7.1. By signing an entry form to compete in either a Competition or all the Competitions, a Competitor guarantees that the entered car complies with its required specification in accordance with 4.3 above.
- 4.7.2 Should the AMMEL eligibility delegate become aware, either through performance, inspection or other reliable information, that a competing car may not be compliant, it and any relevant parts may be either stripped or sealed for examination at his request with approval from the Clerk of the Course, AMMEL Race Director and the Competition's scrutineers. The Competitor concerned will be responsible for any direct or indirect costs involved in providing proof of compliance.

#### **4.8 DRIVERS AND TEAM MANAGERS BRIEFING**

- 4.8.1 Attendance at this briefing is mandatory for all Competitors and Drivers, as well as all Team Managers taking part in the Competition.
- 4.8.2 The time and location of this briefing will be published in the Competition's Supplementary Regulations and in the Final Event Instructions.
- 4.8.3 Briefing Notes issued by the AMMEL Race Director are formal documents which must be complied with.
- 4.8.4 Additional briefings required during a Competition will be notified to Competitors and Drivers by way of an Event Bulletin issued on decision of the stewards.

#### **4.9 PITS AND PADDOCK FACILITIES**

- 4.9.1 At each Competition, provision must be made for all cars to be accommodated in either pit garages or other suitable secure and covered facilities that allow easy, safe and quick access to the pit lane for both cars and teams.

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### 5.0 CALENDAR OF COMPETITIONS AND COMPETITION FORMAT

#### 5.1 COMPETITION SCHEDULE

5.1.1 The 2019 Calendar is as follows:

Date	Event Name	Venue	ASN
March 29/31	Le Castellet Motors Cup	Paul Ricard, France	FFSA
May 10/12	4 Hours of Monza	Monza, Italy	ACI
June 28/30	French Historic Grand Prix	Magny Cours, France	FFSA
July 26/28	Silverstone Classic	Silverstone GP, UK	MSUK
August 9/11	Oldtimer Grand Prix	Nurburgring, Germany	AvD
September 27/29	Spa Six Hours	Spa, Belgium	RACB

5.1.2 There will be a maximum of 6 Competitions, with a minimum of one free practice, one qualifying practice and two races per Competition.

#### 5.2 CHARACTERISTICS OF THE COMPETITION

5.2.1 Competitions may take place over either a Two-day, Three-day or Four-day format. If there is a free practice it will take place on Day 1 before qualifying practice.

5.2.2 Two-day formats will have qualifying practice and Race 1 on Day 1, with Race 2 on Day 2.

5.2.3 Three-day formats will have qualifying practice on Day 1 and/or Day 2, Race 1 on Day 2 and Race 2 on Day 3.

5.2.4 Four-day formats will have qualifying practice on Day 1 and/or Day 2, Race 1 on Day 3 and Race 2 on Day 4.

5.2.5 The qualifying practice session shall be scheduled for a minimum of 30 minutes and a maximum of 45 minutes. Each race shall be scheduled for a minimum of 30 minutes and a maximum of 45 minutes. All cars in the same class shall take part in the same qualifying practice session.

5.2.6 Competitors and Drivers must complete a minimum of one timed lap across both free and qualifying practice sessions to be allowed to take part in a Race. If a Competitor or his Driver is unable to achieve this, he must submit a request in writing to the AMMEL Race Director seeking permission to start a Race without one or both having set a lap time. If such a request is approved, the car will start the race from last place on the grid. If more than one car does not set a time in qualifying practice and receives permission to start a Race, then the order of each of these cars shall be determined by their race numbers, from lowest to highest.

5.2.7 The grid for Race 2 will be set from the final classification of Race 1 and retirements from Race 1 shall take their places at the rear of the grid for Race 2 in the order of the classification of Race 1. Any cars that did not start Race 1 shall be permitted to start Race 2 behind all classified and non-classified cars from Race 1 in the final order from qualifying practice at the discretion of the AMMEL Race Director.

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### 5.3 MANDATORY PIT STOP:

- 5.3.1 Each race will have a mandatory pit stop that must be completed during the pit stop window.
- 5.3.2 The timing for the pit stop window, the minimum elapsed time for the mandatory pit stop and the minimum elapsed time allowed between the Pit In and Pit Out lines to comply with a 60 km/h speed limit will be notified in at least one of: Supplementary Regulations, Final Event Instructions, Event Bulletin or Briefing Notes.
- 5.3.3 A pit stop is mandatory for all cars during the pit window, irrespective of the number of drivers in a car.
- 5.3.4 The pit stop duration is timed and monitored from when the car registers at the Pit In timing line until the car registers at the Pit Out timing line. The car must register at the Pit In line during the period of the notified pit stop window.
- 5.3.5 During the mandatory pit stop the car must remain stationary for a single period of not less than sixty (60) seconds duration.
- 5.3.6 Engines may remain running if no driver change takes place. Engines must be stopped if a driver change does take place.
- 5.3.7 Any car which contains an 'Elite Driver' must remain stationary for an additional period during the mandatory pit stop and will be subject, in a standard 40-minute Race, to the following penalties:
- cars with just one Elite Driver as part of a pairing must remain stationary for an additional time period of twenty (20) seconds;
  - cars with either an (1) Elite Driver driving solo or two (2) Elite Drivers must remain stationary for an additional time period of forty-five (45) seconds.
- 5.3.8 Penalties for Elite Drivers may be amended to reflect race lengths shorter than 40-minutes and will be confirmed in the Drivers Briefing and Briefing Notes at each Competition.
- 5.3.9 Seat belts must not be undone until a car is stationary and must be securely fastened before moving off.
- 5.3.10 A single driver Competitor where no driver change is taking place may remain in the car with belts securely fastened.
- 5.3.11 Non-compliance with the Mandatory Pit Stop regulations will result in the car receiving time penalties.

### 5.4 DOMINANT CARS

- 5.4.1 A car that wins both Races at a single Competition will be known as a Dominant Car. These cars will receive time penalties to balance their performance as set out below in 5.4.2 and 5.4.
- 5.4.2 A Dominant Car must remain stationary for an additional period of 5-seconds during its mandatory pit stop in each of the two (2) Races at the next Competition that it enters during 2019

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5.4.3 Should a Dominant Car win both races at the next Competition that it enters in 2019 after the application of the time penalty under 5.4.2 then an additional period of 10-seconds will be added to its mandatory pit stop in each of the two (2) Races at the next Competition that it enters during 2019.

5.4.4 Dominant Cars and their penalties will be notified in the Drivers' Briefing and the Briefing Notes at each Competition.

### 6.0 INCIDENTS AND STEWARDS INQUIRIES

#### 6.1 Incidents

6.1.1 "Incident" means any occurrence or series of occurrences involving one or more drivers, or any action by any driver, which can be reported to the stewards by the AMMEL 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 ISC;
- 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.

6.1.2 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.

6.1.3 It shall be at the sole discretion of the stewards to decide, upon receiving either a report or a request from the AMMEL race director, if a Competitor and/or Driver involved in an incident shall be penalised.

#### 6.2 Inquiries

6.2.1 The stewards may hold inquiries into incidents observed by them or either referred or reported to them by the AMMEL race director, series delegate or other parties.

6.2.2 The stewards may seek evidence from any source they choose: in the case of incidents on track the AMMEL 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.

#### 6.3 Penalties

6.3.1 At each Competition the stewards, and AMMEL race director where specified in these regulations, are responsible for imposing penalties on the Competitors.

#### 6.4 In Race Penalties

6.4.1 **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. The AMMEL race director will concurrently announce the penalty to the driver by signalling from the Control (timing) Line. From the time of these notifications, the relevant driver may cross the Control (timing) Line on

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the track no more than three times before entering the pit-lane and re-joining the track without stopping;

b) Should a Drive-Through penalty be imposed and notified in the last 10 minutes of a Race, or after the end of a Race or cannot be imposed for operational reasons then at the stewards' discretion the procedure at 6.4.1.a) above will not apply and an alternative time penalty of 30 seconds may be added to the elapsed time of the Competitor;

6.4.2 **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. The AMMEL race director will concurrently announce the penalty to the driver by signalling from the Control (timing) Line.

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 stopping in the designated area where he shall remain for the period of the penalty. The driver may then re-join the Race;

b) Should a Stop-Go penalty be imposed and notified in the last 10 minutes of a Race, or after the end of a Race or cannot be imposed for operational reasons then at the stewards' discretion the procedure at 6.4.2.a) above will not apply and an alternative time penalty may 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 only be started after the time penalty has elapsed;

6.4.3 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).

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

6.4.6 Should the stewards decide to impose a grid penalty for a Race to more than one Competitor, the order of the application of the penalty will be based on the time that each Competitor caused the offence, from earliest to latest.

### 6.5 Code of Driving Conduct

6.5.1 On track behaviour must comply with Chapter iv of Appendix L to the ISC in respect of:

- i) observance of signals;
- ii) Overtaking, car control and track limits,
- iii) Stopping during a Race on track;
- iv) Entrance to and exit from the Pit-Lane.

### 6.6 Track limits

6.6.1 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 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 all four wheels of the car go beyond the white line;
- c) Any kerbs installed beyond the white line are not considered to be part



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of the track;

6.6.2 The following penalties may be applied:

6.6.2.1 **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 AMMEL race director as a warning;
- b) Any driver who repeatedly leaves the track will be reported by the AMMEL 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.

6.6.2.2 **Qualifying Practice**

- a) Any driver identified by a Judge of Fact as having left the track (unless for reasons beyond his control) may have that lap time deleted by the AMMEL race director;
- b) Any driver who repeatedly leaves the track may be reported by the AMMEL race director to the stewards who may impose a penalty, the maximum being the deletion of all lap times.

6.6.2.3 **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 AMMEL race director as a warning;
- b) Any driver who repeatedly leaves the track may be reported by the AMMEL race director to the stewards who may impose a penalty, the minimum being a race time penalty of 5 seconds. It is a condition that the driver must have been shown the Black and White flag before a penalty is applied;
- c) Any driver who then continues to leave the track may be reported by the AMMEL race director to the stewards who may impose further time penalties, the minimum being a race time penalty of 30 seconds while further reports from a Judge of Fact may result in the Competitor being disqualified from the Race.

## 6.7 STARTING PROCEDURE

6.7.1 All races shall have rolling starts, with a side by side grid.

6.7.2 The approach of the start will be announced by signalling boards show ten minutes, five minutes, three minutes, one minute and thirty seconds before the start of the formation lap. Specific meanings:

- a) Five-minute board: tyres may no longer be changed on the grid.
- b) One-minute board: any work being undertaken on the car must cease. Engines will be started with the drivers sitting in their cars. Team technical staff must then leave the grid.
- c) Green flag: will be shown at the front of the grid whereupon the cars will begin a formation lap behind a Pace Car, maintaining their starting order with the pole position driver leading.

6.7.3 The pit lane will open at the time of showing of the ten-minute board, signalling the start of the countdown procedure and close at the showing of the five-minute board or 60 seconds after the last driver 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 members 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

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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.

- 6.7.4 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 mechanics may push the car on the track to start the engine under the supervision of the 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 to the pit entrance or into the pit lane (as specified by the AMMEL race director in the Briefings Notes) where the mechanics may attempt to start it.
- 6.7.5 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 AMMEL race director and the pit-lane 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.
- 6.7.6 The cars will be preceded by a Pace Car and followed by an intervention vehicle. Drivers must maintain no more than ten car lengths from the car in front of them once they have reached a nominated turn that will be notified in the Briefing Notes and the Drivers Briefing. 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 position. The starting signal will be given by means of lights. Cars may only accelerate when the start signal is given (red lights switched off), but may not overtake, nor break formation until they have crossed the Start Line. Then, the «Yellow Start» procedure will begin with the 2<sup>nd</sup> place car falling behind the 1<sup>st</sup> car in single file before the first corner and each following car falling in line accordingly.
- 6.7.7 Under the «Yellow Start» procedure, there will be no overtaking until a nominated turn and marshal post upon which a green flag and/or light board will be shown to give the real start. Cars must circulate in single file until the marshal post. The procedure and/or nominated turn and marshal post for each Competition will be confirmed in the Briefing Notes and at the Drivers Briefing.
- 6.7.8 At the end of the formation lap, if the conditions so require, the AMMEL race director will order the Pace 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.
- 6.7.9 Under certain circumstances, the race may be started under the Safety Car in accordance with FIA Appendix H, Article 2.10.18
- 6.7.10 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.

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### 6.8 STOPPING OF A RACE / SAFETY CAR PROCEDURE

- 6.8.1 Refer to 2019 General Prescriptions applicable to all FIA Championships, International cups, trophies, challenges or series run on circuits.
- 6.8.2 Any race stopped after the leader has completed 75% of the scheduled race distance may be considered to have finished, unless the AMMEL race director deems it appropriate to restart.
- 6.8.3 The Safety Car may be brought into operation in line with FIA Appendix H, Article 2.10

### 6.9 RACE CLASSIFICATION

- 6.9.1 Points will be awarded in each class for each Race at a Competition as per the points schedule shown below. All results will show unclassified and disqualified Competitors.
- 6.9.2 Points will be awarded as follows to classified drivers in the final results of each Race:
- For classes with 3 or more starters:

1st	9 points
2nd	6 points
3rd	4 points
4th	3 points
5th	2 points
6th	1 point
  - For classes with less than 3 starters:

1st	6 points
2nd	4 points
  - For classes with 1 starter, 1 point
- 6.9.3 Double Points will be awarded to the classified drivers in the final results of each Race at the Competitions held at the Oldtimer Grand Prix and Spa Six Hours.
- 6.9.4 A starter is a Competitor and his Driver, if relevant, who has qualified and started in the race.
- 6.9.5 All Competitors who start a Race will be classified providing that they have completed at least 75% of the distance covered by the race winning Competitor (rounded up to the nearest whole lap) and provided they are not disqualified from the Race.
- 6.9.6 Should there be a dead-heat in any 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.
- 6.9.7 There will be a Class prize-giving ceremony for each Race at a Competition. Timings for the ceremonies will be publicised daily at each Competition.

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### 6.10 PODIUM PRESENTATION PROCEDURE

- 6.10.1 There will be two podiums at each Competition.
- 6.10.2 The first podium will be for the top three overall Drivers in the Prototype Classes. The second podium will be for the top three overall Drivers in the GT Classes. All drivers of cars running in the Invitation class will not be allowed to participate in the podium ceremonies if they are in the top three overall.
- 6.10.3 Both podiums may take place simultaneously.

### 6.11 FINAL CLASSIFICATION

- 6.11.1 For the final classification of the AMMEL Series, the results of all the races at every Competition will be taken into account.
- 6.11.2 The Series Winner will be the Competitor and/or Driver, if relevant, who have amassed the greatest number of points.
- 6.11.3 In case of a dead-heat, the Competitor and/or Driver, if relevant, with the older car will be declared the Champion.
- 6.11.4 Should the cars prove to be of the same year of construction, a tie will be declared between the drivers concerned.

### 7.0 TECHNICAL REQUIREMENTS & REGULATIONS

- 7.0.1 Any car that is entered in AMMEL is required to hold a valid and approved Masters Historic Racing Technical Passport for the car. Templates are available by emailing team@mastershistoricracing.com

### 7.1 SCRUTINEERING AND PARC FERME

- 7.1.1 There must be a minimum of three scrutineers available at each Competition; in addition, there may be the AMMEL eligibility delegate, who will be chief eligibility delegate. The appointed chief scrutineer will be responsible to the AMMEL eligibility delegate, if present, for the eligibility of the cars.
- 7.1.2 All cars must be presented for scrutineering at each Competition complete with a standard AMD/Mylaps TranX 260 or Mylaps X2 transponder, which must be correctly fitted and compatible with standard pas-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 the MHR at the time of entry application.
- 7.1.3 If required, Parc Fermé must comply with Article 2.5 of the Code.
- 7.1.4 The location for Parc Ferme will be confirmed at each Competition in the Briefing Notes and the Drivers Briefing.

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### 7.2 FUEL & FUEL SYSTEMS

- 7.2.1 Fuel must comply with FIA Appendix J, Art. 252 Art.9
- 7.2.2 Fuel system capacity sizes to include fuel lines / collector pots and reserve tanks for all cars must be no bigger than period requirements and must be of a maximum capacity of 100litres.
- 7.2.3 A dry break fuel fitting take off must be fitted to the fuel system and Competitors must be able to demonstrate when required to do so for a capacity check either that the car is empty of fuel or that the system is full.
- 7.2.4 No refueling will be allowed in the pit lane during free practice, qualifying practice and Race at any Competition.
- 7.2.5 Fuel cells older than five years must be replaced or recertified by the manufacturer. No rubber bladders shall be used for more than 5 years after the date of manufacture, unless inspected and recertified by the manufacturer for a period of up to another 2 years. Certificates must be available to MHR upon request.
- 7.2.6 A current FIA spec 200mbar roll over / vent valve must be fitted to the fuel tank.
- 7.2.7 Any fuel system components located in the cockpit such as fuel pumps must be covered either by a passenger seat or aluminium cover

### 7.3 WHEELS AND TYRES

- 7.3.1 Wheel diameters are free but are subject to prior approval by the AMMEL Eligibility Delegate.
- 7.3.2 Drivers may choose to use tyres from either Michelin or Dunlop / Goodyear. No tyres obtained from other tyre manufacturers may used.
- 7.3.3 Only two sets of four (4) new dry weather tyres per Competitor may be introduced during a Competition
- 7.3.4 Wet tyres are free.
- 7.3.5 Tyre warmers and tyre heating tents are permitted but may only be used in the immediate vicinity of the pit garage area or paddock area if AMMEL are not in pit garages at a Competition (i.e. not on the grid or pre-grid assembly area).

### 7.4 ENGINES

- 7.4.1 The engine of all cars must be of the same size, type and dimension as used that when the car competed Internationally in one of the categories shown in 4.3.1. It is permitted to use any parts that were available to the car during the original period of competition to update the engine. It is permitted to use components from the same family of engines and modern commercially available pistons, conrods, valves etc to update the engine but these parts must be of a general type of period components. The onus of proof is the responsibility of the Competitor.

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7.4.2 Engine air Intake restrictors must comply to the period regulations for each car. Cars may choose to use the largest one that was available during the original period of competition before any 'in-period' Balance of Performance (BOP) change.

7.4.3 If the type of car applied for has had its engine configuration changed for a different type of engine that was also available during the original period of competition, the car may only be permitted to run if its specification is checked by MHR prior to its first race in the AMMEL.

7.4.4 It is permissible to change the engine management system to a modern version (e.g. Life, Motec or similar).

7.4.5 Turbochargers must be of the original type and size for each car.

### 7.5 RIDE HEIGHT & SUSPENSION

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

7.5.2 Cars will be required to comply with the ride height that was originally specified in either the period technical manual for the car or the period regulations for the championships in which the car first participated in its current year of specification. Components that were specified in period are mandatory. Skid block and planks which meet period technical specifications are also mandatory and wear of these components will be monitored by the AMMEL eligibility delegate.

7.5.3 Progressive springs are only acceptable if fitted originally and any helper springs must collapse fully when the car is stationary.

7.5.4 Dampers will be free, but every effort must be made to ensure that those fitted are as far as is practicable in keeping with the original 'in Period look'.

7.5.6 Braking systems are to be of the same specification that was fitted to that particular type of car as raced during the original period of competition.

### 7.6 AERO PACKAGES

7.6.1 Aero package is to be as raced for year of specification selected – the choice of high or low downforce is free.

7.6.2 Any additional dive planes / or other aerodynamic options must be in keeping with items available during the original period of competition and photos included in the car's passport.

### 7.7 MINIMUM WEIGHTS

7.7.1 All cars running in Prototype 1 or Prototype 2 classes must be a minimum weight of 900kgs without a driver installed, unless a Competitor can provide documentation to the AMMEL Eligibility Delegate stating what period BOP was applied to a car during the time it was raced in one of the series at 4.3.1. Lightweight prototypes (P675s) must comply with the relevant minimum weight for their class.

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7.7.2 During a Competition, when a car has been selected for weighing, no liquid, solid or gaseous substance may be added.

### 7.8 FRONTAL HEAD RESTRAINT SYSTEMS (FHR)

7.8.1 The wearing of an FIA-approved FHR system, in accordance with FIA Appendix L, Chapter III (Article 3), is mandatory for all drivers.

### 7.9 SAFETY

7.9.1 Fully operational fire systems must conform to current FIA minimum standard. The systems must not be plumbed into the original cars system and the kit must only be fitted as per the instructions supplied using the supplied hose and nozzles. Failure to comply will void the homologation of the unit.

7.9.2 Cars must use a current FIA Homologated harness.

7.9.3 All cars must have fully functioning headlights. At all times when on track cars must circulate with headlights switched on.

7.9.4 Brake lights must be fitted and in full working order.

7.9.5 All other fire protection including personal racewear clothing must be to current FIA standards and comply with the Code.

### 7.10 PRESENTATION OF THE CARS / STANDARD OF PREPARATION

7.10.1 Competitors must be aware of potential age-related component failure and must endeavor to maintain their cars to the highest possible standards by carrying out detailed component inspection at regular intervals throughout the competition life of the car.

7.10.2 It is the Competitors' responsibility to ensure that they maintain their cars to a high standard.

7.10.3 Competitors must always have in their possession valid Condition Testing Certificates to satisfy the AMMEL eligibility delegate as to the standard of preparation.

7.10.4 MHR reserves the right to cancel an entry at any time should it feel that it is not being prepared to the highest technical standards.

7.10.5 All cars must be presented in good cosmetic condition with bodywork correctly painted in period livery (4.3.3 above). Any bodywork accident damage incurred during a Competition or outside of a Competition must be repaired to a high standard prior to the next Competition for which it is entered.

### 7.11 CONDITION TESTING REQUIREMENTS

7.11.1 The following items must be checked for structural integrity and corrosion by a non-destructive test

- Tubular suspension wishbones
- Light alloy suspension part
- Complete steering columns and arms
- Fabricated uprights

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- Brake pedals and brake pedal balance bars
- Wheels

- 7.11.2 All of the above components must be tested and certified using a method appropriate to the material and type of construction of the component in question. Certificates must be available to the AMMEL eligibility delegate upon request. Each component must be clearly listed on the certificate but it is not necessary to mark the components.
- 7.11.3 In the event of an accident an additional certificate will be required to cover the new component(s) fitted. Certificates are valid for a period of 2 years from the date of testing, unless approved by the AMMEL eligibility delegate.
- 7.11.4 It is strongly recommended that similar inspections should be carried out on components that are vital to the integrity of the car but which are not be contained in the list above.
- 7.11.5 The tests must be carried out according to the following standards: BSI; DIN; ISO; ASTM
- \* Penetration Flaw Detection: BS 6443 and BSM 39; DIN 54152; ISO 3452
  - \* Magnetic Particle Flaw Detection: BSM 34; ASTM 709
  - \* X-Ray Flaw Detection: BS 6072 and BSM 35; DIN 54111-1; ISO 557

### 7.12 RADIO COMMUNICATION

- 7.12.1 Pit to car and car to pit radio communications are permitted. However, it is the responsibility of 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.
- 7.12.2 It is the responsibility of the Competitor that they receive the appropriate approval and authorization (e.g. short-term frequency assignment) from the relevant authorities.

### 8 GENERAL CONDITIONS FOR COMPETITORS

- 8.1 They must ensure that their cars are in full view of spectators whenever reasonably possible.
- 8.2 They must ensure that their car is fully on display in the pit lane or other designated area at a time specified by the race director or organiser, to allow the cars to be seen during the «Pit Lane Walkabout». This regulation may only be waived by direct application to either MHR or the AMMEL race director. In addition, «story boards» must be on display in the garage area.
- 8.3 During the «Pit Lane Walkabout» or other public or press access times, all drivers must be present and dressed in race overalls or appropriate apparel.
- 8.4 Competition or race sponsors' decals must be clearly displayed on cars, but only during the Competition to which they relate.
- 8.5 They must respect at all times the good standing of AMMEL and conduct themselves in such a manner as not to bring MRC and MHR into disrepute at any time.



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- 8.6 If an overall sponsor for AMMEL is secured, they must make available an area (of a size to be advised) on the front and rear wing end plates for the display of the Series sponsor's decals. These decals must always be displayed during a Competition.

### 9 PROTESTS AND APPEALS

- 9.1 All protests must be lodged in accordance with Article 13 of the Code.
- 9.2 All protests must be made in writing and handed to the clerk of the course 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.
- 9.3 The right to protest lies only with a Competitor; nevertheless, an official acting in his official capacity may, even in the absence of a protest, take such official action as the case warrants.
- 9.4 All appeals shall be governed by Article 15 of the Code.

### 10 FORCE MAJEURE

- 10.1 MHR, MRC and AMMEL 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.