



Bulletin 1 to Sporting and Technical Regulations 2026

1. Preamble

- 1.1. The Masters Endurance Legends 2, ~~hereinafter called the Series~~, is organised in conformity with the provisions of the FIA International Sporting Code and its appendices (the Code), and the National Sporting Regulations of the KNAF **or other ASN applicable National regulations**. It will be run in conformity with the Sporting and Technical Regulations, of the FIA Appendix K, and the Code of Driving Conduct. The ~~Series~~ **Event(s)** will be run according to the above regulations. For the avoidance of doubt, should there be any inconsistency or conflict between the individual sets of regulations, then the order of priority shall be firstly those of the International Sporting Code, then the Masters Endurance Legends 2, followed by the KNAF Regulations **(or other ASN applicable National regulations.)** and thereafter the Supplementary Regulations.
- 1.2. Any amendments to these Sporting and Technical Regulations will require the prior approval of the KNAF **(or other ASN where an Event is hosted)**. All approved amendments will be published in an official Masters Endurance Legends 2 Bulletin and notified to all registered Competitors and Drivers.
- 1.4 The ~~Series~~ **Masters Endurance Legends 2** is designed for 'Gentlemen' racers.

2. Organisation

- 2.4. MEL 2 ~~Permanent~~ Officials:

• Race Director	Max Braams (KNAF # 33646)
• Deputy Race Director	Bas Hennink (KNAF # 27538)
• Chair of Stewards	Marc van Geel (FIA #STW-025-000150 / KNAF #9543)

Technical and Eligibility Delegates:

- Chris Tee (MSUK #90250)

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

4. Eligibility Cars (general)

- 4.6. To be eligible to Race at ~~a Competition~~ **an Event** a Car must fully comply with its original ACO or IMSA homologation for the year of specification. It is forbidden to select different components from both the ACO and IMSA Technical Regulations for the same Car. The Car must be presented in a specification that it was presented at in a Race for one of the feeder series shown in Art 4.1.

5. Classes

- 5.1. MEL 2 ~~Competitions~~ **Events** will be split into four (4) Groups according to the period in which each Car was originally eligible to compete (Art 4.1), and each Car will be allocated to a Group according to the specification in which the Car is entered for each Competition as follows:
- Group 1** – 1995-2004
 - Group 2** – 2005-2010
 - Group 3** – 2011-2019 (2019 for LMP3 Gen 1) (2017 for LMPC) (2014 for GT3 Cars)
 - Group 4** – 2020-2024 (LMP3 Gen 2)

6. Livery

- 6.1. Cars must display their period livery unless local laws in the host country holding the Event restrict the advertising of certain items such as tobacco and/or alcohol (including but not restricted to). In such cases, MHR will notify by way of specific wording in the Competition Final Instructions, any required livery changes and it is the sole responsibility of the Competitor to ensure that their Car, team apparel, garage equipment and all forms of transport complies with the local laws. Failure to comply with this direction will result in the Competitor being reported to the Stewards which could result in disqualification from participation in the Event.
Should the Organising body or Promotor receive a fine in relation to the failure to comply with these laws then this fine will be the responsibility of the non-compliant Competitor/Team/Driver.
- 6.2. MHR ~~series~~ and sponsor decals must be affixed so that they are clearly visible at all times during the Event.
- 6.5. All Competitors and Drivers must abide by the guidelines set down in terms of sponsorship from ~~Series~~ **Masters Endurance Legends 2** partners as regards Car livery, Team and Competitor overalls. The Promotor reserves space on the Cars and overalls of all Competitors.

7. Eligibility for **Competitors, Drivers** and Entries

- ~~7.12 A competitor may enter a Car either for all the competitions in MEL 2 or on a Competition-by-Competition basis.~~
- ~~7.17~~ **7.16** If during ~~a Competition~~ **an Event** 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 MEL 2 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.

9. Calendar and Competition format

- 9.1. N.A.**

13. Inquiries

- 13.1. The Stewards may hold inquiries into incidents observed by them or either referred or reported to them by the Race Director, ~~series~~ **MHR** delegate or other parties.

~~21.~~ Final Classification

- ~~21.1. For the final classification of the Series, the results of all the Races held at a Competition listed in Article 9 of these regulations will be taken into account.~~
- ~~21.2. The final classification of the MEL 2 Series will include an overall winner of the Prototype Class and an overall winner of the combined four (4) Podium Classes.~~
- ~~21.3. In case of a dead heat the Competitor, and Driver if relevant, with the Car with the oldest year of construction will be declared the Champion(s).~~
- ~~21.4. Should the Cars prove to be of the same year of construction, a tie will be declared between the Competitors and/or Drivers concerned.~~

22. Technical Requirements

- 22.1. Any Car that is entered in the ~~Series~~ **an Event** is required to hold a valid and approved Masters Historic Racing Technical Passport (the MHRTP).
Templates are available to download from the MEL 2 Race ~~series~~ section of the Masters website or by emailing: team@mastershistoricracing.com

31. ~~Series~~ Scrutineering Data Logging System

- 31.1. At any time during a Competition, MHR reserve the right to ask any Competitor to install the official ~~series~~ **MHR** scrutineering logger together with all additional wiring and sensors.
- 31.2. The data recorded by the ~~series~~ **MHR** scrutineering logger will be used solely by MHR officials and will remain private to other Competitors.

32. On-Board Camera System

- 32.5. On-board cameras are strictly forbidden to be fitted inside the footwell area of any Car. At any point during a Competition a **Competitor or Driver** may be selected to run an on-board camera by the ~~series~~ **MHR** official media team, this must have prior approval from the TC Technical & Eligibility Delegate and must be checked for acceptable fitment before entering the track.

~~36.5 — The protest and Appeal Fees (KNAF) are as follows:~~

~~Protest Fee: €500~~

~~Appeal Fee: €1750~~