

masters
Gentlemen Drivers
Bulletin 2 to
Sporting and Technical Regulations 2026

1. Preamble

- 1.1. The Masters Gentleman Drivers, ~~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 Gentleman Drivers, 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 Gentleman Drivers Bulletin and notified to all registered Competitors and Drivers.

2. Organisation

2.4. GDGT ~~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)

- 4.1. The ~~Series is~~ **Events are** open to pre-1966 GT, GTS and invited GTP cars from FIA Period E and F, or Pre-1963 front-engine sports racing prototypes, running to FIA Appendix K regulations with International History built and raced in the World Endurance Championship in period.
- 4.2. All Cars entered must be in possession of a current valid FIA Historic Technical Passport (HTP) issued by a National Sporting Authority for motorsport or other national body recognised by the FIA and must be provided for each Car entered and produced at scrutineering at each Event for which it is entered. All Competitors must submit a full copy (hard or electronic) of their HTP before their first participation ~~in the 2026 series~~ **a 2026 Event**. It is the Competitor's responsibility to ensure that the copy of the HTP held by MHR is the current and complete copy.
- 4.3. MHR reserves the right to accept entries from Competitors that may comply with the correct homologated specification and Appendix K of the FIA Historic Sporting & Technical Regulations, but have yet to acquire HTP papers, under the condition that the HTP application is submitted to the Competitor's National Sporting Authority at least 2 weeks before the concerned ~~race~~ **Event**. The Competitor must provide MHR with a copy of the full application. An entry that is accepted by MHR on this basis will be entered in the 'Invitation' Class.

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~~ **Gentleman Drivers** 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**

~~7.13 A competitor may enter a Car either for all the competitions in TC or on a Competition by Competition basis.~~

~~7.18~~ **7.17** By signing an entry form to compete in the ~~series~~ either in a single Competition or in all Competitions a **Competition**, the **Competitor and Driver** guarantees that the entered Car complies with its required specification in accordance with Article 4 of these regulations.

10. Calendar and Competition format

10.1. N.A.

14. Inquiries

- 14.1. 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.

32. Data Logging System and 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~~