

Gentleman Drivers GT & Sports Endurance Masters **(including Under 2-litre Gentleman Drivers)** **Technical and Sporting Regulations 2008**

1. GENERAL PROVISIONS

- 1.1. Gentleman Drivers GT & Sports Endurance Masters (GDGT) is a Series of Invitation Races for pre-1966 GT cars and Pre-1963 front-engined Sports racing prototype cars. Races may be for all eligible cars on one grid, or by separation of the over and Under 2-litre capacity (GT cars only) cars into two separate race grids. The principles applicable to the International Sporting Code and should be observed, as must the rules of Appendix K to the International Sporting Code of the FIA.
- 1.2. On the occasions when the GDGT entry is split into the 2 separate races above and below 2-litre engine capacity, special regulations apply to the under 2-litre group – see 3.2.3. below.

2. ELIGIBILITY

2.1. CAR ELIGIBILITY

- 2.1.1. By invitation of the Masters Series officials, Gentleman GT & Sports Endurance Masters and in conjunction with the various race organisers, this series is for individual cars of a type with International History built and raced in the World Endurance Championship in period.
- 2.1.2. In order to participate in races, a car may only be powered by a period specification engine of a type originally fitted to the car during its participation in period International competition.

2.2. COMPETITOR ELIGIBILITY

- 2.2.1. Drivers and Co-drivers must be fully paid members of the Masters Racing Club and be in possession of a valid Competition Racing licence from an FIA recognised ASN to a minimum grade National A or equivalent. Entrants are obliged to check local regulations event by event to ensure that their licence is appropriate for a particular event.
- 2.2.2. All drivers must register with the Masters Racing Club by completing and returning the Registration Form with the Registration Fee prior to the closing date of their first race event.
- 2.2.3. Registration for the 2008 Season will be accepted from 1st January 2008.
- 2.2.4. The Masters Series and The Masters Racing Club reserve the right to accept or decline a driver or co-drivers registration application.

2.3. PROOF OF ELIGIBILITY

- 2.3.1. By signing their entry form to Masters Series events, competitors are guaranteeing that their car(s) comply with any and all required HTP/Homologation papers and with Masters' Regulations. Should Masters' officials become aware, either through performance, inspection or other reliable information, that a competing car may not be compliant, the competitor is then required to prove that their car does comply. The competitor concerned will be responsible for any direct or indirect costs involved in providing that proof. In the absence of such proof being supplied within a reasonable time, the car will be deemed ineligible for future Masters' events, subsequent entries may be declined and previous results amended to exclude the car concerned.
- 2.3.2. Drivers should also read the specific eligibility text within each set of Regulations for each Masters' series, as published for that racing season.

3. GENTLEMAN DRIVERS GT & SPORTS ENDURANCE TECHNICAL REGULATIONS 2008

- 3.1. A valid FIA Historic Technical Passport (HTP) must be provided by the competitor for each car entered, at scrutineering for each event. Each entry form presented to Masters Series for an event must obligatorily be accompanied by a photocopy of the FIA HTP.

3.2. CLASS STRUCTURE

- 3.2.1. GDGT races may be organised for all cars as shown in the table shown at 3.2.2. below; or by separating out the Under 2-litre GT cars in classes as listed in 3.2.3 below. Whether Gentleman Drivers GT & Sports Endurance Masters runs as two separate or one combined grid, all the other regulations as set out below apply.

Where Under 2-litre GT cars run as part of one combined grid, the Under 2-litre cars will be still be awarded their own overall prizes at The Masters prize giving.

- 3.2.2. 'Overall' races'

A1	Sportscars Pre - 1963 Under 1,200cc
A2	Sportscars Pre - 1963 Under 2,000cc
A3	Sportscars Pre - 1963 Over 2,000cc
B1	GT cars up to end of 1960 Under 2,000cc
B2	GT cars up to end of 1960 Over 2,000cc
C1	GT cars up to 1965 Under 2,000cc
C2	GT cars up to 1965 Under 3,000cc
C3	GT cars up to 1965 Over 3,000cc

- 3.2.3. 'Under 2-litre GT only' races

A	GT cars up to 1965 1,651cc – 2,000cc
B	GT cars up to 1965 1,401cc – 1,650cc
C	GT cars up to 1965 1,151cc – 1,400cc
D	GT cars up to 1965 up to 1,150cc

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

- 3.2.5. Cars that fall just within a class cut-off date, but are deemed to be of a later technology, will go into the later class.

- 3.2.6. Where there is room on the grid, other suitable cars may at the Masters Series' discretion be invited to race with the Gentleman Drivers. These will be put in an Invitation Class and may take trophies from race organisers on the day, but will not be eligible for the Masters Gentleman Drivers overall or class awards.

3.3. SPECIFIC REGULATIONS

- 3.3.1. All cars must have the FIA HTP papers and must be essentially unmodified, running to the same specification that they ran in period.
- 3.3.2. All cars must have working lights and run with generators. No alternators are allowed unless specifically allowed under Appendix K.
- 3.3.3. Aero screens, swept windscreens or other special configurations may be only used on cars that ran with these in World Endurance events in period.
- 3.3.4. All races must be completed by the same car and the same owner-driver, though co-drivers do not necessarily have to be the same person at each meeting. The owner/entrant may share the car with one or two co-drivers.
- 3.3.5. All entries must conform to individual event organisers' specific regulations, at which event the Masters Gentleman Drivers race is being held.

3.3.6. To be within the spirit of the series the car must not only comply with Appendix K, and with its current FIA Historic Technical Passport, but must also be presented in its genuine original form.

3.3.7. **E-Type & Cobra weights**

When racing in this series, Jaguar E-Type and AC Cobra models will be required to show a minimum weight limit of 1,000kgs, without driver, in a parc fermé situation at race end (with fuel and fluids). Any ballast added to a car must be added in line with the MSA Blue Book (also a standard FIA regulation) on added weight.

3.4. TYRES

3.4.1. All cars must run on Dunlop Racing L-section tyres (or earlier specification Dunlops). Tread depth, both at scrutineering and in the assembly areas before both qualifying and the race, must show a minimum depth of 1.6 mm. No re-grooving, the application of any artificial treatments, or pre-warming or cooling of any race tyre is permitted in this series.

3.5. PITS TO CAR RADIO

3.5.1. Under FIA standing Regulations for all forms of motor sport, no pit to driver radio communication is permitted at any events which are not FIA International Race Permit events, and are not permitted in Masters GDGT races.

3.6. TIMING TRANSPONDERS

3.6.1. All cars must be presented for scrutineering at each Masters Series race event complete with a standard AMB TranEx 260 Timing Transponder, which must be correctly fitted and compatible with standard pan-European race track timing systems. Such transponders are the responsibility of the entrant and are not provided by the Masters Series organisers. Entrants must supply the unique serial number shown on the transponder to Masters Series officials at the time of entry application. Transponders are available from www.msttiming.com

3.7. TOWING EYES

3.7.1. All cars must have a suitable recovery towing eye fixed to the main structure of the vehicle, front and rear, to enable the vehicle to be moved by trackside officials

3.8. NOISE LIMITATIONS

3.8.1. At all GDGT 2008 races at all UK circuits, and at some pre-notified events outside the UK, all cars in this series are required to comply with a noise limit measured at exhaust of maximum 105 dba, according to the standard test procedure set out in the UK MSA Blue Book. Failure to comply may lead to exclusion by the event officials, in which case the race entry fees and costs are not refundable.

3.8.2. Supplementary Regulations and/or Final Instructions for each event will carry a reminder of the noise restrictions for that particular event.

4. DRIVING AND SPORTING REGULATIONS 2008

4.1. ENTRIES

4.1.1. **CO-ORDINATION**

GDGT Series Coordinator
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- 4.1.2. The closing date for entries for each event shall be no more than 28 days prior to that event. Drivers must register their intention to compete in an event with the GDGT Series Co-ordinator at least 28 days prior to the first event in which they intend to compete.
- 4.1.3. Entry forms must be correctly completed and accompanied by full payment of entry fees to be considered. Each entrant will be notified of their costs for each race.
- 4.1.4. The Masters Racing Series Ltd is an event organiser and has negotiated races with the organisers of the meetings and thereby commits to pay full track fees.
- 4.1.5. Entry fees paid by credit card are subject to the card companies' standard surcharges.

4.2. RESERVES

- 4.2.1. In the event of over-subscription drivers may be offered the opportunity to attend the event as a Practicing Reserve. An entry form must be correctly completed and received at The Masters Office for a car and driver/co-driver to be considered as a Practicing Reserve.

4.3. REFUNDS

- 4.3.1. Individual Refunds for Race Entry Fees may be offered to competitors and reserves who notify the Masters Series 28 days prior to that event. No refund will be payable after this time.
- 4.3.2. Competitors who fail to sign-on to an entered event (i.e. choosing to not attend the meeting) and do not notify the Masters Series of the cancellation prior to the 28 days limit will not qualify for any refund at all.
- 4.3.3. Accepted entries who find that they cannot attend the event after the 28 days date has passed, may offer the Masters Series an eligible substitute car and drivers for their consideration under the same race entry fee, so that no loss is incurred the Masters Series.
- 4.3.4. The Masters Series reserve the right to accept or decline the substitute offered at their discretion.

4.4. CHARACTERISTICS OF THE EVENT, DRIVER & CO-DRIVER REGULATIONS

- 4.4.1. The owner/driver must complete a minimum of 50% of each race distance, whatever the race distance at that event may be. 'Ownership' must be defined on the series Registration form, and will be supervised by Masters Series. This rule will be stringently enforced.
- 4.4.2. All cars must be driven by a minimum of two drivers, and no single driver is permitted to race for more than 50 minutes timed from start of race to pit stop or pit stop to pit stop.
- 4.4.3. All competing cars shall have the opportunity for a minimum of one practice session during which period both drivers must complete sufficient laps of practice to satisfy the Event and/or Masters Series Officials of both drivers competence.
- 4.4.4. During practice, only cars entered for that race shall be admitted onto the track.
- 4.4.5. High driving standards are expected as is respect for these cars from all participants. The 'mini- endurance' format is run so that cars and drivers are not under pressure to be the first into every corner. Competitors who breach this rule will be subject to disciplinary action, at the instigation of Masters Series officials, by the specific event's Race Director – see 5.5.1. below.

4.5. BRIEFINGS

- 4.5.1. Drivers Briefings are compulsory at all events attended. Organisers will notify drivers of the times and locations of the necessary briefings in the Final Instructions sent out prior to the event. Please note that Event Organisers reserve the right to charge a cash fine for failure to attend a drivers briefing.

4.6. SCRUTINEERING AND ELIGIBILITY SCRUTINEER

- 4.6.1. An Eligibility Scrutineer will be present at each event to check that all cars entered conform to the parameters laid out within these regulations.
- 4.6.2. All drivers/entrants must make their cars available to the Eligibility Scrutineer.
- 4.6.3. Any vehicle that has been, or is being used in the series, can at any time, be either stripped or sealed for examination at the request of the Eligibility Scrutineer. See 2.3.1.
- 4.6.4. There may be provided technical scrutineers from the event organising club at each meeting. The Masters Series officials shall appoint their own Eligibility Scrutineer who will be responsible for ensuring that entered cars comply with these GDGT Technical and Sporting Regulations and to whom all technical queries should be addressed initially.

4.7. STARTING PROCEDURE

- 4.7.1. All GDGT events shall have **rolling starts**. The grid will be a 2-by-2 formation.
- 4.7.2. The approach of the start will be announced by signalling boards shown at, five minutes, three minutes, one minute and thirty seconds before the start. The boards will be accompanied by audible warnings. Thirty seconds after the thirty second board, the green flag will be shown at the front of the grid, whereupon the cars will begin their pace lap. At the end of the pace lap the pace car, provided and managed by Masters Series Officials, will indicate that it is leaving the circuit by extinguishing its roof lights and the cars will continue in formation to the start line.
- 4.7.3. The race will be started as per the specific race circuit's system and as explained in the Drivers Briefing at each event. The race start time is always the start time declared by the Clerk of the Course.
- 4.7.4. Once the Pace Car has left the track, no part of the following car may overlap any part of the car in front, but must remain in the staggered 2-by-2 formation.
- 4.7.5. Drivers must maintain the row-to-row spacing used on the grid formation. The final row/s are required to keep up in good order with the field.
- 4.7.6. All cars must hold formation at the set speed, in grid order, for every row, each accelerating only once across the start line.
- 4.7.7. Officials will monitor all rows for jump starts. Stop and Go penalties for breaches.

4.8. STOPPING OF A RACE

- 4.8.1. Should it be necessary to stop a race for any reason, a red flag will be displayed at the start/finish line followed by red flags at all flag marshalling points. All cars should proceed with caution, following the directions given by the Event Marshals.
- 4.8.2. Awaiting restart, work may be done on the cars but refuelling is not allowed.
- 4.8.3. If the race has to be stopped prior to two laps of its duration, it will be declared no contest and cars will start from their original grid positions.
- 4.8.4. Race distance may be reduced at the discretion of the Race Director.
- 4.8.5. If the race has to be stopped between three laps and 75% it will be considered as the first part of a two-part race. Cars will be restarted based upon the order of crossing the finishing line one lap less than the number of laps completed by the race leader at the time the red flag is shown. The final result will be arrived at by aggregating the results of both stages of the race.
- 4.8.6. If the race has to be stopped after 75% of its duration, it will be considered to have been completed. The finishing order shall be based on the order of crossing the finishing line at one lap less than the number of laps completed by the race leader at the time of showing the red flag.

4.8.7. Force Majeure – The Masters Series shall not be deemed liable or to be in breach of Contract if any event or race is cancelled or postponed due to any circumstances beyond The Masters Series 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.

4.9. PITS AND PIT LANE SAFETY

4.9.1. PIT STOPS

4.9.1.1. **Note/Reminder:** The owner/driver must complete a minimum of 50% of each race distance, whatever the race distance at that event may be. 'Ownership' must be defined on the series Registration form, and will be supervised by Masters Series. This rule will be stringently enforced.

4.9.1.2. Any event specific rules about the pit stop window will be confirmed in the Drivers Briefing for each event. In all other cases see below.

4.9.1.3. All cars must be driven by a minimum of two drivers, and no single driver is permitted to race for more than 50 minutes timed from start of race to pit stop or pit stop to pit stop.

- No driver changes can be made before the first 25 minutes or last 25 minutes of any race.
- In a 90 minute race, driver change between the start of the 25th minute and the end of the 65th minute in a 'pit window' timed from the start of the race, as measured from the Race Director's official start time.
- In a 120 minute race, the 'window' to a change between the 25th and 95th minutes (similarly defined as above).
- In a 75 minute race, the window will be between the 25th and 50th again as defined above.

4.9.1.4. Each pit stop will be for a standard duration of one minute from the time a car comes to complete stop. Engines may remain running.

4.9.1.5. Seat belts must not be undone until a car is completely stationary, and must be securely fastened before moving off.

4.9.1.6. Team members may work on the car whilst a driver change is going ahead.

4.9.1.7. Cars found in breach of any of these conditions will be subject to penalties.

4.9.2. REFUELLING

4.9.2.1. Refuelling is only permitted if pre-notified in the Supplementary Regulations or Final Instructions for any event.

4.9.2.2. If refuelling is permitted, it must be carried out according to the local safety procedures required by the Organising Club's Race Director.

4.10. PARC FERMÉ

4.10.1. Parc Fermé may be authorised at the discretion of the Masters Series Organisers, and cars may be held under Parc Fermé conditions, after both qualifying and after any race, in either a designated area, or at the teams' facility.

4.10.2. Either in Parc Fermé, or elsewhere at the discretion of series officials, any car may be subject to series eligibility checks at any time, to ensure their compliance with GDGT Technical Regulations.

4.11. AWARDS

4.11.1. External Event Organisers may present their own awards to Podium positions at specific events on their podium as detailed in the respective Final Instructions.

4.11.2. Per Event: Trophies will be presented to the Overall Podium positions (1st, 2nd, 3rd) and Class 1st & 2nd where there are 3 or more entries for each specific class at that event. Refer to 3.2. for Class information and structure.

4.11.3. Prize Giving times will be publicised in the Masters Hospitality Centre during each respective event – attendance is mandatory for all competitors.

4.11.4. Annual: An awards presentation will be organised and announced in an official Masters Messenger Bulletin during the season, where GDGT Driver of the Year Awards will be presented.

5. **MASTERS DRIVERS 2008 CODE OF CONDUCT**

This Code applies to drivers in all series operated by Masters and Top Hat

5.1. **The Masters Series is committed to the highest standards of driving and sporting behaviour, both on and off the track. Therefore Masters hereby provide a consistent, published approach with a list of actions and the penalties to be applied in cases of any breaches of this code, whenever Masters' officials are working in a Race Control alongside the duly appointed officials of that meeting.**

5.2. The penalties shown below cover the most common breaches of Regulations. These are 'datum' penalties; mitigating or aggravating factors may be taken into account before deciding final penalties which may be applied by Masters in consultation with MSA officials at UK race meetings. The Masters Series will use its best efforts, with ASN's of third countries and non-UK event organisers, to have these penalties adopted wherever Masters race, outside the UK.

5.3. It is important to understand that any of the penalties detailed here may be replaced with penalties laid down by the regulations of the national ASN under which the particular Masters or Top Hat race meeting is being run.

5.4. Masters Series officials will work with the appropriate organising body to ensure that any other penalties are fairly and consistently applied but, subject to that ASN's appeals procedure, that ASN's decisions are final and Masters Series cannot become involved in any subsequent action.

Note:- Application of licence penalty points. Competitors with MSA licences will have penalty points, appropriate to their specified penalties, applied when competing in the UK or Ireland or in events held elsewhere under an MSA permit. Members holding race licences from other ASN's with points to be applied under a Masters sanction will be reported to that ASN directly.

5.5. **Penalties**

The following penalties will apply to all Masters Series races. The MCC numbering system shown refers to 'Masters Code of Conduct' offence.

5.5.1. **MCC - Track Behaviour**

MCC1	Overtaking or not slowing under red or yellow flags		
	Practice	1 st offence	Fastest qualifying time disallowed
		2 nd offence	All qualifying times disallowed – Start at back of grid
		3 rd offence	Excluded from the following race
	Race	1 st offence	Drive through penalty
		2 nd offence	Time penalty of 60 seconds
		3 rd offence	Excluded from the race

MCC2	Overtaking under Safety Car conditions		
	Race	1 st offence	Drive through penalty
		2 nd offence	Time penalty of 60 seconds
		3 rd offence	Excluded from the race

MCC3	All four wheels outside the kerbs or other track markings		
	Practice		Time set during lap of each infringement disallowed
	Race	1 st offence	Drive through penalty
		2 nd offence	Time penalty of 60 seconds
		3 rd offence	Excluded from the race

MCC4	Jumped Start (Standing Start) or Overtaking before Startline (Rolling Start)		
	Race		Drive through penalty

MCC5	Working on car after grid is cleared		
	Race		Drive through penalty
MCC6	Avoidable contact or driving in a manner incompatible with general safety		
	Practice	1 st offence	All qualifying times disallowed – Start at back of grid
		2 nd offence	Excluded from the following race
	Race	1 st offence	Time penalty of 60 seconds
2 nd offence		Excluded from the race	
MCC7	Exceeding pit lane speed limit, reversing or blocking in pit lane		
	Practice	1 st offence	Fastest qualifying time disallowed
		2 nd offence	All qualifying times disallowed – Start at back of grid
		3 rd offence	Excluded from the following race
	Race	1 st offence	Drive through penalty
		2 nd offence	Time penalty of 60 seconds
3 rd offence		Excluded from the race	
MCC8	Pit stop timing or duration not in accordance with Supplementary Regulations		
	Race	1 st offence	Drive through penalty
		2 nd offence	Time penalty of 60 seconds
MCC9	Ignoring drive through penalty boards, black or black/orange flag		
	Practice		All qualifying times disallowed – Start at back of grid
	Race		Excluded from the race
MCC10	Car abandoned on circuit not left in neutral or steering wheel removed or otherwise hindering marshals to move the car		
	Practice		All qualifying times disallowed – Start at back of grid
	Race		Fine of £250 (or € equivalent)
MCC11	Refuelling procedure not in accordance with Supplementary Regulations		
	Practice		All qualifying times disallowed – Start at back of grid
	Race	1 st offence	Time penalty of 60 seconds
		2 nd offence	Excluded from the race
MCC12	Not complying with pit exit signals or crossing pit lane exit line		
	Practice	1 st offence	Fastest qualifying time disallowed
		2 nd offence	All qualifying times disallowed – Start at back of grid
		3 rd offence	Excluded from the following race
	Race	1 st offence	Drive through penalty
		2 nd offence	Time penalty of 60 seconds
3 rd offence		Excluded from the race	
MCC13	Disobeying official's instructions including removal of car from Parc Ferme		
	Practice		All qualifying times disallowed – Start at back of grid
	Race		Excluded from the race

5.5.2. All the above penalties will be imposed on a 'per race' basis. However, repeated offences may result in 'Exclusion from the Meeting' or, in extreme cases, future entries and membership of the Masters Series being declined.

5.5.3. **MCC - OFF TRACK BEHAVIOUR**

5.5.3.1 Any off track incidents, particularly involving any form of abusive behaviour, will be regarded with the utmost seriousness. Penalties may range from 'Exclusion from the Meeting' to future entries and membership of the Masters Series being declined.

5.5.3.2. Non-attendance at driver's briefings, at events outside the UK, may result in a fine.

5.5.4. DAMAGE TO COMPETING CARS

5.5.4.1. Since all disciplinary matters, including the Masters Series penalty structure above, set out as part of the Masters Code of Conduct, are subject to the regulations of the appropriate ASN and subject to their own appeals procedure, that process will be regarded as final.

5.5.4.2. Whatever the outcome of any disciplinary process following an on track accident which results in damage to competing cars owned and/or raced by Masters' Members, and when no action is taken by the Clerk of the Course and/or the relevant ASN, the Masters Series will not become involved, or intercede in any way, between competitors who believe that they have a legal or other claim against another competitor for the costs or other consequences of damage as a result of what officials have deemed to be a racing incident.

5.5.5. DOMINANT CARS AND DRIVERS

5.5.5.1. "Dominant" Cars

In any race season, should any one car prove to be dominant in its class, the Organisers reserve the right to impose additional weight, or other penalties, upon such a car, in the interests of maintaining the overall level of competitiveness and ensuring an ongoing high level of entertainment. Masters Series Officials may review all such penalties from time to time.

5.5.5.2. "Dominant" Drivers

Should any driver prove to be completely dominant in his class, Masters reserve the right to move him and his car to a faster class, if his recent results and lap times suggest that would be appropriate. Previous results from all circuits and lap times are kept in a database to ensure that no driver/car combination attempts to undermine this dominant driver rule. If any one driver does so, in the opinion of the Race Director, in order to disguise his true potential, the invitation to compete in future Masters races may be withdrawn.

5.5.5.3. The Entertainment Rule

At all times prior to and during the race season, the organisers reserve the right to move cars and drivers to another race class, in order to ensure the racing remains fair, safe and entertaining.

6. GENERAL CONDITIONS FOR COMPETITORS

6.1. During the course of the event weekend, competitors must ensure that their cars, when in the paddock or in a pit garage, are in full view of spectators whenever reasonably possible. This will usually entail having at least the paddock side pit garage door open fully, to enable the majority of spectators an uninterrupted view of the car.

6.2. Competitors must ensure that their car is fully on display in the pit road or other designated area at a time specified by the Race Director or Organiser, to allow the cars to be seen during the "Pit Lane Walkabout". In addition each entrant is asked to provide individual car history "story boards" which should be displayed throughout the event.

6.3. DECALS

6.3.1. Event or race sponsors decals must be clearly displayed on cars, but these decals must only be displayed during the event to which they relate.

6.3.2. Competitors must make available an area (of a size to be advised) on the cars for the display of the Masters Series and the series sponsors' decals. These decals must be displayed at all times during practice periods and races.

6.3.3. Series sponsors' decals must be displayed as required by The Masters Series in the approved positions on the cars and throughout the racing season.

6.3.4. No private decals are permitted to exceed 100cm² and none may conflict with the decals of official Masters Series sponsors.

6.4. HANS DEVICES

- 6.4.1. The Masters Series Limited, as well as the Masters Racing Club, strongly recommends the use of a HANS head and neck device for driver safety.

7. ROLE OF THE CLERK OF THE COURSE AND THE SERIES/RACE DIRECTOR

- 7.1. The Clerk of the Course, appointed by the overall Event Organiser, shall work in permanent consultation with the Masters Series Director.
- 7.2. The Clerk shall have full control of practice and the race, adherence to the timetable and, if he deems it necessary, the making of any proposal to the Stewards to modify the timetable in accordance with the Code or Sporting Regulations.

8. FINAL RACE INSTRUCTIONS

- 8.1. Specific regulations governing each event are included with Final Instructions sent out prior to each race meeting.

9. CALENDAR 2008

- 9.1. Calendars for 2008 will be published and updated on the website at www.themastersseries.com

10. ORIGINAL LANGUAGE AND TRANSLATION

- 10.1. *Whilst translations of these regulations may be available, the English wording shall be the definitive wording.*