

Grand Prix Masters

Technical and Sporting Regulations 2008

1. GENERAL PROVISIONS

- 1.1. Grand Prix Masters (GPM) is a Series of Invitation Races for Historic Formula One cars, from the period 1966–78. The series is organised for single-seater Grand Prix racing cars, invited by the series organisers, which comply with the text set out in an Appendix, “Grand Prix Masters Eligibility List 2008”. The general principles applicable to the International Sporting Code and all FIA Championships should be observed as must the prescriptions of Appendix K to the International Sporting Code of the FIA, except where specific GPM regulations state otherwise.

2. ELIGIBILITY

2.1. CAR ELIGIBILITY

- 1.0.0. By invitation of Masters Series Officials, Grand Prix Masters (GPM), and in conjunction with the various event and race organisers, individual cars with International History built to the appropriate Formula One between 1966 and 1978 and in force in the year of the car’s manufacture or participation in International competition.
- 1.0.0. All cars entered for GPM races must be in possession of a Historic Technical Passport issued by an ASN under the authority of the FIA.

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’s registration application.
- 2.2.5. Except as where noted in the GPM Technical Regulations, entrants should additionally note that priority invitations to all GPM events will be given to drivers and owners who have committed themselves to appear at all listed GPM events that season; next, will be those cars considered by the Masters Series to be most technically or historically interesting. Entries may be declined by GPM without giving any reasons, and without any liability whatsoever. Entries at all times remain strictly by invitation from The Masters Series only.

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 may then be 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. GRAND PRIX MASTERS 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

Clark Trophy	1966-1968 Pre-wing F1 cars
Stewart Trophy	1969-1971 Winged F1 cars
Fittipaldi Trophy	1972-1974 Winged F1 cars
Lauda Trophy	1975-1977 Winged F1 cars

- 3.2.1. Grand Prix Masters is an Invitation Series of races for non-turbo Historic Formula One cars up to 3-litre, raced or successfully scrutineered at Formula One World Championship Grand Prix races during the period 1.1.1966–31.12.1978 and complying to the then-current Formula One regulations.
- 3.2.2. All GPM invited cars may race ONLY in their correct period paint schemes; photographic evidence of such schemes may be required.
- 3.2.3. Cars designed or built in 1978 (excluding the Lotus 79) but not raced until 1979, may be invited to enter provided that they can demonstrate to the satisfaction of the Series' Technical Commissioner, their complete **lack of any applied ground effect principles**.
- 3.2.4. Grand Prix Cars from the years of 1977-1978, which in the opinion of The Masters Series Technical Working Group are 'borderline' to the regulations on age and design criteria, especially Regulation 3.2.3. above, will be considered for invitations to compete only on an individual basis. Subject to satisfactory proof that such cars are running only with a flat bottom, with all side-skirts removed, and that the entrants agrees to the carrying of a weight penalty of 50kgs (fifty kilos), additional to the weight shown in the scale charts at 3.4.4. below, to be suitably and safely secured in the driver cockpit compartment, such cars will be allowed to apply for GPM race entries.
- 3.2.5. Cars raced in F One GPs 1966/7 Special Note: Actual chassis and engines raced in rounds of the F One World Championships during the seasons 1966 and 1967, which were at the time 'carried forward' from the previous formula (i.e. 1965 GP cars with engines larger than 2-litres, 'Tasman' cars or 2.7-litre Climax-engined cars) are eligible if their provenance proves their authenticity. They may be invited by the GPM organisers to join races at appropriate circuits where there is no suitable 'pre-wing 1960s F1' race.
- 3.2.6. Owners or prospective entrants with a car who have any **query about the eligibility of their car should contact** The Masters Technical Working Group via email on technical@themastersseries.com before submitting requests for invitations to race.

3.3. SPECIFIC GPM TECHNICAL REGULATIONS

3.3.1. REV LIMITERS ON COSWORTH ENGINES

- 3.3.2. GPM mandates the use of either a GPM specified electronic rev. limiter on all Cosworth DFV engined cars, which limits permitted engine revolutions to 10,000 rpm, OR the installation of a provable entrants' own engine's ignition box, pre-set to 10,000 rpm, which may be checked by Masters Series officials at any time during any race meeting.
- 3.3.3. Rev limiter operation will be checked by Masters Series officials at any time during the events, using specialist equipment. The onus is on the entrant to ensure that his ignition system and/or rev limiter is compatible with The Masters Series testing equipment. In general terms, this will require fitment of a Lucas unit.
- 3.3.4. Before attending any GPM race, entrants should contact the series organisers to ensure that their limiter complies.

3.4. MINIMUM WEIGHTS

- 3.4.1. All cars must comply with the following minimum weights, which may be measured when cars come off track at the end of any practice session or race. There will be no provision for any topping up of any fuel or fluids whatsoever. Cars are weighed without the driver in the car. Cars must be moved to the weighing station as directed by The Masters Technical team, or as directed by local officials.
- 3.4.2. Weight reduction by car preparers from original specifically to reach the GPM published minimum is specifically forbidden for safety and authenticity reasons, except where period documents from the manufacturer prove that such modification was undertaken in period.
- 3.4.3. Cars may carry suitable, secured ballast to meet the weights required.

2.3.3. Minimum permitted weights:

Class	Description	8 Cylinder Cars	12 Cylinder Cars	Tasman Type Cars
Clark Trophy	1966-68 Pre-Wing	500kg	480kg	500kg
Stewart Trophy	1969-71 Winged	530kg	530kg	
Fittipaldi Trophy	1971-74 Winged	550kg	520kg	
Lauda Trophy*	1976-78 Winged	585kg	565kg	
Lauda Trophy	Built before end 1975	565kg		

* = Additional 50 kgs required for certain cars - see 3.2.4. above

3.5. FUEL

- 3.5.1. Only commercially available fuel may be used. No additives are permitted, except for the addition of lubricants to a maximum of 2% of total volume. Random testing of fuel samples may be undertaken by the Race Director or the competent technical authorities on behalf of the organisers.
- 3.5.2. AAOIL/Sunoco is the series preferred supplier to the series and this supplier will take fuel orders in advance or sell their product at the circuit.

3.6. SAFETY COMPLIANCE

- 3.6.1. Cars must comply with period specification, with the exception of the FIA required modern safety related items, such as fire extinguishers, fuel tanks, and LED rear lights. The approval of all such safety modifications is at the discretion of the race organizers and the appointed scrutineers at Masters Series events.

2.6. WING 'STILTS'

- 2.6.0. Cars which ran in period with wings on 'stilts' may **not** do so in Masters Series events, for safety reasons. All such cars must now be in compliance with those wings regulations which prevailed in Formula One GP events from July 1970 onwards (no 'stilts').

2.6. GROUND CLEARANCE

- 2.6.0. All cars in GPM must pass a simple ground clearance test to show a minimum of 40mm at all times during every event, including when the driver is seated, stationary in the car, with fuel and fluids ready to race. Testing for compliance may take place at any time during any meeting.

3.9. TYRES

- 3.9.1. All cars may use a slick tyre. In Class A, the Clark Trophy class, cars may run hand-cut slicks if preferred, or a Dunlop treaded tyre. A separate treaded standard pattern Avon tyre may be used by all entrants for wet weather conditions. Preferred series tyre status has been awarded to Avon tyres, whose A.11 compound is the standard series tyre to be provided by Avon's authorized agents.
- 3.9.2. There is no permitted optional intermediate tyre for any class; neither may any form of hand-cut slick tyre be permitted for cars in the Stewart, Fittipaldi or Lauda classes, in any official GPM practice, qualifying or race.

- 3.9.3. Only one set of 4 dry-weather tyres (or 6 tyres for Tyrrell P34's) may be purchased for use at any one race weekend. Note - replacement of damaged tyres is possible only with the permission of Masters Series officials.
- 3.9.4. "Tyre adhesives" of any type sprayed on or added to the tyres are strictly prohibited.
- 3.9.5. **Tyre warmers prohibited.** No method of warming tyres, or retaining heat in tyres while stationary, or of cooling tyres in extreme ambient temperatures, or pre-heating of tyres prior to fitment on the car, are permitted in any manner whatsoever.

3.10. AERODYNAMIC DEVICES AS IN PERIOD

- 3.10.1. All cars in the 'Clark Trophy class' must run without any aerodynamic wings whatsoever, or as run in period by proof of photographic evidence. Note that 'wings on stilts' as seen in 1968 are specifically excluded.
- 3.10.2. All other cars may only race in GPM events with aerodynamic wing devices fitted and raced on those cars in period; this regulation to include all aspects of wings dimension, end plates, chord, and mounting method for both front and rear wings.
- 3.10.3. At each car's first entry into a GPM event each year, the owner/driver/preparer must present a photograph taken in period of the car racing with the wing settings proposed to be used in GPM events, as shown on the car's FIA Historic Technical Passport.
- 3.10.4. Those wing settings then become the only permitted setting to be used in all GPM events in that racing season and will be maintained as such all year.
- 3.10.5. In the event of dispute over wing eligibility, the onus lies on the car's entrant, driver or preparer to supply further photographic evidence from period photographs of the car, racing so-equipped in period.

3.11. TELEMETRY AND DATA ACQUISITION

- 3.11.1. No form of data acquisition or telemetry may be used, whether to acquire technical information from the car or for other purposes, at any time or in any part of an official GPM event, in official practice, qualifying or racing. Such equipment may only be used by GPM teams solely in their own private testing, or in any un-timed practice sessions provided by organisers at events at which GPM cars shall later participate.
- 3.11.2 **NOTE: 1st January 2008**
The Masters Technical Working Group is studying the option of permitting certain restricted engine indicators to be recorded. A final decision will be made by 1st February 2008.

3.12. RAIN LIGHTS

- 3.12.1. All competing cars must be fitted with the latest specification of FIA approved high intensity rain light, which must be capable of being switched on by the driver alone, when seated in the car.

2.12. CRACK TESTING/CONDITION TESTING OF RACE CAR PARTS

- 3.13.1. The full set of GPM Technical Requirements related to Condition (also known as 'Crack') Testing are set out in the GPM Technical Bulletin, reference 101/2007, and this document is separately filed on the Masters website, under GPM, then click on 'Regulations' and download the file.
- 3.13.2. Note that as part of the condition testing procedure, all Preparers are required to submit to the GPM technical assessment process – for details, please contact the Masters office.
- 3.13.3. Should the FIA Historic Commission proceed to issue their own compulsory rules on which groups of cars condition testing should be applied to, then it will become a pre-condition of the GPM Regulations.

3.14. PITS TO CAR RADIO

- 3.14.1. 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 therefore are not permitted in GPM.

3.15. TIMING TRANSPONDERS

- 3.15.1. 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

4. DRIVING AND SPORTING REGULATIONS 2008

4.1. ENTRIES

4.1.1. CO-ORDINATION

GPM Series Coordinator
The Masters Racing Series
The Bunker, Lower End Road
Wavendon, Milton Keynes
MK17 8DA, UK.

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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 GPM 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 Practising Reserve. An entry form must be correctly completed and received at The Masters Office for a car and driver to be considered as a Practising 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.
- 3.2.1. 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.
- 3.2.1. 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 REGULATIONS

- 4.4.1. GPM races may be held at both Historic race festivals and at current international race meetings at venues in Europe and internationally. The normal event format is as follows:
- Friday – Un-timed practice (if available) and Timed Qualifying
 - Saturday – Race One
 - Sunday – Race Two
- 4.4.2. Each timed qualifying session shall be of minimum 20 minutes in length, and each race shall be of a minimum of 25 minutes or 50kms, at the discretion of the Masters Series and the Event Organisers.
- 4.4.3. The grid for Race Two is formed from the results of Race One, and the retirements and cars DNQ or DNS from Race One shall, if available, take their places at the rear of the grid at the discretion of the local race director, and in the order of the 'finishing' position in Race One.
- 4.4.4. All competing cars shall have the opportunity for a minimum of one practice session during which period drivers must complete sufficient laps to of practice to satisfy the Event and/or Masters Series Officials of their competence.
- 4.4.5. During practice, only cars entered for that race shall be admitted onto the track.
- 4.4.6. Masters normally seeks to obtain 'free practice' track time from local organisers, available at an extra charge for the day prior to official qualifying.
- 4.4.7. Class classifications for the weekend are based on the combined race results on a two race weekend and class awards by Masters will be made based on these combined results.

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. Organisers reserve the right to charge a cash fee for failure to attend a drivers briefing.

4.6. SCRUTINEERING AND ELIGIBILITY SCRUTINEER

- 4.6.1. There may be provided up to three technical scrutineers from the event organising club available at each meeting. The Masters Series officials shall appoint their own Technical Commissioner who will be responsible for ensuring that entered cars comply with the FIA, GPM and local Technical and Sporting Regulations and to whom all technical queries should be addressed initially.
- 4.6.2. An Eligibility Scrutineer will be present at each event to check that all cars entered conform to the parameters laid out within these regulations.
- 4.6.3. All drivers/entrants must make their cars available to the Eligibility Scrutineer at all times during a race weekend.
- 4.6.4. 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.

4.7. STARTING PROCEDURE

- 4.7.1. All GPM events shall have **rolling starts**. The grid will be by 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.
- 3.13.1. 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.

- 3.13.2. 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.
- 3.6.2. 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, 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.
- 3.7.1. Awaiting restart, work may be done on the cars but refuelling is not allowed.
- 3.7.1. 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.
- 3.7.1. Race distance may be reduced at the discretion of the Race Director
- 3.7.1. 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. PIT LANE SAFETY

4.9.1. REFUELLING

- 4.9.1.1 Refuelling is not permitted DURING ANY Grand Prix Masters race.

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 GPM Technical Regulations.

4.11. AWARDS

- 3.10.0. External Event Organisers may present their own awards to Podium positions at specific events on their podium as detailed in the respective Final Instructions.
- 3.10.0. Per Event: Trophies will be presented to the Overall Podium positions (1st, 2nd, 3rd) and Class 1st & 2nd where there are three or more entries for each specific class at that event. Refer to 3.2. for Class 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 GPM 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. 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.

4.4.0. **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 also when no disciplinary action is taken by the Clerk of the Course and/or ASN, the Masters Series will not become involved, or intercede in any way, between competitors who are in dispute or have made a claim against another competitor for the costs or other consequences of damage as a result of a racing incident.
- 5.5.4.3. When the race stewards or other official has imposed a sanction upon a Masters competitor for causing an avoidable accident, dangerous driving or similar penalty, then Masters expects the offender to offer assistance whether financial, technical or practical to a driver deemed by officials to have been offended against, in order to assist in repairing the damage caused.

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". This regulation may only be waived by direct application to the GPM Officials. 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.*