

# **Masters Proto 70s**

## **Technical and Sporting Regulations 2008**

### **1. GENERAL PROVISIONS**

- 1.1. Masters 1970s Prototypes (P70s) is an Invitation Series of Races reserved for Masters' registered drivers of eligible cars. The principles applicable to the International Sporting Code and all FIA Championships should be observed as must the prescriptions of the International Sporting Code.

### **2. ELIGIBILITY**

#### **2.1. CAR ELIGIBILITY**

- 2.1.1. By invitation of Masters Series officials, and in conjunction with third party race organisers, individual cars with International History built to the appropriate sports prototype (and ACO 24 Hours of Le Mans) regulations, between 1971 and 1977 for 3-litre cars, and 1971 and 1978 for 2-litre cars, and to those Regulations in force in the year of the car's manufacture or participation in International competition, which shall be the basis for all eligibility evidence and decisions by the series organisers.
- 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 1<sup>st</sup> January 2008.
- 2.2.4. The Masters Series and The Masters Racing Club reserve the right to accept or decline a driver or co-driver's registration application without giving reasons.

#### **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. PROTO 70s 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. There shall be 3 class prizes awarded at each event:

The Brian Redman Trophy	1971-1972 Prototypes under 2,000cc
The Jean-Claude Andruet Trophy	1973-1978 Prototypes under 2,000cc
The Alain de Cadenet Trophy	Pre 1977 Prototypes under 3,000cc

**Note** – *The Organisers reserve the right to offer from time to time, and by exception, invitations to a 4<sup>th</sup> class, The Invitation Group Trophy, run for Group 5 Sportscars of a type raced alongside the Prototypes at Le Mans in period.*

### **3.3. SPECIFIC TECHNICAL REGULATIONS:**

- 3.3.1. In applying to enter a P70s race within a Masters Series event, owners/entrants/drivers are required to send photographs and background information on their car to the Masters offices, and the entry form will require them to declare that their car is built and prepared to the correct, as in period, specification.
- 3.3.2. Where, at certain events, Masters Series officials have accepted into an Invitation Class, Group 5 sportscars of a type which raced at Le Mans 24 Hours in 1972-1977, such cars must be presented in the period technical specification.

### **3.4. ENGINES**

- 3.4.1. In order to participate in races, a P70s invited 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.
- 3.4.2. All Cosworth DFV engines in the de Cadenet Trophy must be fitted with a rev limiter set at a maximum present limit of 10,000 rpm, and of a type checkable by the Organisers external rev checking equipment. This rev limit may be revised at Masters Series discretion.
- 3.4.3. Cosworth "BD" series and FVC series engines are both accepted in the Andruet and Redman Trophies.
- 3.4.4. BMW engines below 2,000cc are defined as being to M12 specification or to the earlier M10 specification and will compete in the Redman and Andruet Trophy classes. These BMW engines must be prepared to the correct period specification.

### **3.5. WHEELS AND TYRES**

- 3.5.1. P70s is a series which races on slick tyres, with wet weather treaded patterns permitted. The series specification standard tyre is the Avon A11 slick, for all cars in both classes. Each competitor is permitted to use maximum 2 sets of slick tyres only per event.
- 3.5.2. Avon A15 are the standard specification wet weather tyres, and are for genuine wet use only and must have a minimum tread depth of 3mm at the beginning of the race. Tread depth may be checked both at scrutineering and in the assembly areas before both qualifying and the race. No re-grooving, artificial treatments applied, or pre-warming or cooling of any race tyre is permitted.
- 3.5.3. No hand cutting of slicks to create intermediate (or similar effect) tyres is permitted, nor is any use of 'intermediates'.
- 3.5.4. All front wheels in each class in this series must be a minimum of 13 inches in diameter.
- 3.5.5. Special Tyres Note:- To avoid any doubt, all practices and races will be assumed to be dry unless declared otherwise by the Clerk of the Course in consultation with Masters Officials, before 'wet' tyres may be used.**

### **3.6. GROUND CLEARANCE**

- 3.6.1. All cars in P70s 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.

### **3.7. RAIN LIGHTS**

- 3.7.1. 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.

### **3.8. CRACK TESTING – Important Note**

- 3.8.1. All participants in P70s are advised that crack (condition) testing of key chassis and suspension components are strongly recommended to be undertaken, that records be kept and that the testing and record keeping format which is compulsory in Grand Prix Masters be applied in P70s preparation (see GPM Technical Regulations).
- 3.8.2. Should the FIA Historic Commission proceed to issue their own compulsory rules on which groups of historic race cars condition testing should be applied to, then it will become a condition of the P70s Regulations.

### **3.9. PITS TO CAR RADIO**

- 3.9.1. 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 is specifically not permitted in P70s.

### **3.10. TIMING TRANSPONDERS**

- 3.10.1. 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](http://www.msttiming.com)

### **3.11. TOWING EYES**

- 3.11.1. All cars must have a sufficient towing eye fixed to the main structure of the vehicle, front and rear, to enable the vehicle to be moved by track-side officials.

## **4. DRIVING AND SPORTING REGULATIONS 2008**

### **4.1. ENTRIES**

#### **4.1.1. CO-ORDINATION**

Proto 70s Series Coordinator  
The Masters Racing Series  
The Bunker, Lower End Road  
Wavendon, Milton Keynes  
MK17 8DA, UK.  
T: +44 (0)1908 587545  
F: +44 (0)1908 587009  
E: [team@themastersseries.com](mailto:team@themastersseries.com)

- 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 Proto 70s 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 so that they may 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/co-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 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 AN EVENT, DRIVER & CO-DRIVER REGULATIONS**

- 4.4.1. Each race will be of no less than 25 minutes or 50 km distance, whichever is sooner. Masters Series Officials may, in planning the race calendar, elect to offer competitors either one race or two races over a weekend meeting.
- 4.4.2. All competing cars shall have the opportunity for a minimum of one practice session during which period both drivers (where 2 drivers will race the same car at that event) must complete sufficient laps of practice to satisfy the event and/or Masters Series officials of both drivers competence.
- 4.4.3. During practice, only cars entered for that race shall be admitted onto the track.
- 4.4.4. In the event of a two race P70s weekend, the grid for Race 1 will always be based on the fastest lap set by the car itself, whether driven by the first or second nominated driver. The grid for Race 2 will be based on results from Race 1, and the second driver, if duly qualified from the practice sessions, may start that car from the finishing and grid position achieved by his co-driver in Race One.
- 4.4.5. 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 & ELIGIBILITY SCRUTINEER**

- 4.6.1. All drivers/entrants must make their cars available to the Eligibility Scrutineer at all times during a race weekend.
- 4.6.2. 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.

- 4.6.3. There may be provided technical scrutineers from the event organising club at each meeting. The P70s officials shall appoint their own Eligibility Scrutineer who will be responsible for ensuring that entered cars comply with these MP70s Technical and Sporting Regulations and to whom all technical queries should be addressed.

#### **4.7. STARTING PROCEDURE**

- 4.7.1. All P70s 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 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 official 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, 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. P70s races may be of a sprint duration, in which case pit stops will not be allowed.
- 4.9.1.2. Where one longer race duration with a pit stop is elected, the pit stop regulations will follow the standard Masters pit stop regulations.
- 4.9.1.3. The pit stop regulations, if any, will be announced at that event's Drivers Briefing.

### **4.9.2. REFUELLING**

- 4.9.2.1. Refuelling is not permitted during any P70s races.

## **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 the 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 (1<sup>st</sup>, 2<sup>nd</sup>, 3<sup>rd</sup>) by the event organisers, and Class 1<sup>st</sup> & 2<sup>nd</sup> will be awarded by Masters, 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 Proto 70s Drivers 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	<b>Overtaking or not slowing under red or yellow flags</b>		
	Practice	1 <sup>st</sup> offence	Fastest qualifying time disallowed
		2 <sup>nd</sup> offence	All qualifying times disallowed – Start at back of grid
		3 <sup>rd</sup> offence	Excluded from the following race
	Race	1 <sup>st</sup> offence	Drive through penalty
		2 <sup>nd</sup> offence	Time penalty of 60 seconds
3 <sup>rd</sup> offence		Excluded from the race	

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

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

MCC4	<b>Jumped Start (Standing Start) or Overtaking before Startline (Rolling Start</b>		
	Race		Drive through penalty

MCC5	<b>Working on car after grid is cleared</b>		
	Race		Drive through penalty

MCC6	<b>Avoidable contact or driving in a manner incompatible with general safety</b>		
	Practice	1 <sup>st</sup> offence	All qualifying times disallowed – Start at back of grid
		2 <sup>nd</sup> offence	Excluded from the following race
	Race	1 <sup>st</sup> offence	Time penalty of 60 seconds
2 <sup>nd</sup> offence		Excluded from the race	

MCC7	<b>Exceeding pit lane speed limit, reversing or blocking in pit lane</b>		
	Practice	1 <sup>st</sup> offence	Fastest qualifying time disallowed
		2 <sup>nd</sup> offence	All qualifying times disallowed – Start at back of grid
		3 <sup>rd</sup> offence	Excluded from the following race
	Race	1 <sup>st</sup> offence	Drive through penalty
		2 <sup>nd</sup> offence	Time penalty of 60 seconds
3 <sup>rd</sup> offence		Excluded from the race	

MCC8	<b>Pit stop timing or duration not in accordance with Supplementary Regulations</b>		
	Race	1 <sup>st</sup> offence	Drive through penalty
		2 <sup>nd</sup> offence	Time penalty of 60 seconds

MCC9	<b>Ignoring drive through penalty boards, black or black/orange flag</b>		
	Practice		All qualifying times disallowed – Start at back of grid
	Race		Excluded from the race
MCC10	<b>Car abandoned on circuit not left in neutral or steering wheel removed or otherwise hindering marshals to move the car</b>		
	Practice		All qualifying times disallowed – Start at back of grid
	Race		Fine of £250 (or € equivalent)
MCC11	<b>Refuelling procedure not in accordance with Supplementary Regulations</b>		
	Practice		All qualifying times disallowed – Start at back of grid
	Race	1 <sup>st</sup> offence	Time penalty of 60 seconds
		2 <sup>nd</sup> offence	Excluded from the race
MCC12	<b>Not complying with pit exit signals or crossing pit lane exit line</b>		
	Practice	1 <sup>st</sup> offence	Fastest qualifying time disallowed
		2 <sup>nd</sup> offence	All qualifying times disallowed – Start at back of grid
		3 <sup>rd</sup> offence	Excluded from the following race
	Race	1 <sup>st</sup> offence	Drive through penalty
		2 <sup>nd</sup> offence	Time penalty of 60 seconds
3 <sup>rd</sup> offence		Excluded from the race	
MCC13	<b>Disobeying official's instructions including removal of car from Parc Ferme</b>		
	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 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 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 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”. This regulation may only be waived by direct application to the PROTO 70S 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 100cm<sup>2</sup> 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](http://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.***