

# **World Sportscar Masters**

## **Technical and Sporting Regulations 2008**

### **1. GENERAL PROVISIONS**

- 1.1. World Sportscar Masters (WSM) is a Series of Invitation Races reserved for registered drivers of invited cars. The 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.

### **2. ELIGIBILITY**

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

- 2.1.1. By invitation of Masters Series Officials, World Sportscar Masters, and in conjunction with the various race organisers, individual cars with International History built to the appropriate sports, sports racing, sports prototype or Group 4 GT regulations between 1962 and 1974 and in force in the year of the car's manufacture or participation in International competition.
- 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.

#### **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. WORLD SPORTSCAR 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**

|                      |   |
|----------------------|---|
| The Barth Trophy*    | Pre 1966 Sports Prototypes and GT cars Under 2,000cc                        |
| The Hulme Trophy     | Pre 1966 Sports Prototypes and GT cars Under 5,700cc                        |
| The Bonnier Trophy   | Pre 1971 Sports Prototypes and GT cars Under 2,000cc                        |
| The Rodriguez Trophy | Pre 1971 Sports Prototypes and GT cars Over 2,000cc                         |
| The Siffert Trophy   | Sports Prototypes Under 2,000cc built prior to 31.12.74                     |
| The Pescarolo Trophy | Invited Sports Prototypes and GT cars Over 2,000cc, built prior to 31.12.74 |

\* Entries will only be accepted into this class at specified events

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

3.3.1. All Chevrolet engines in the Rodriguez Trophy must have steel blocks and a maximum capacity of 5,000cc.

3.3.2. Cosworth "BD" series engines are not accepted.

3.3.3. FVC engines are defined as having a steel block and a maximum capacity of 1,800cc.

3.3.4. BMW engines below 2,000cc are defined as being to M10 specification or earlier.

3.3.5. Chevron B.16s are only eligible to run in the Siffert Trophy.

### 3.4. **"CONTINUATION CARS"**

3.4.1. Original designs and original 'Factory built' "Continuation cars" from Lola, Chevron and Crossle, if invited to enter a WSM race, will be required to carry an extra 50kgs over their homologated weight requirements, safely and suitably bolted to the chassis. Such weight must be securely affixed within the driver compartment. Cars may be weighed after any race or practice session. There will be no provision for any topping up of any fuel or fluids whatsoever. Cars must be moved to the weighing station as directed.

### 3.5. **TYRES**

3.5.1. WSM is a series which races on treaded tyres, no slick tyres are permitted.

3.5.2. Specific classes have specific tyre requirements:

| <b>Class</b>             | <b>Dry</b>  | <b>Wet</b>   |
|--------------------------|---|--|
| Barth, Hulme             | Dunlop L or M 204 compound  | Avon CR66ZZ/Sport  |
| Bonnier, Rodriguez       | Dunlop CR65/82 Post Historic  | Avon CR66ZZ/Sport  |
| Siffert                  | Post Historic 484   | Compound Historic 484 Compound with additional hand cut grooves or Avon wets with Historic tread pattern |
| Pescarolo                | Dunlop CR65/82 Post Historic Compound   | Avon wets with Historic 484 tread pattern  |
| Pescarolo – GT cars only | Motorsport approved contemporary moulded tread tyre e.g. Goodrich R1 or Yokohama A008R, only with advance approval by Masters |  |

3.5.3. Avon wets are included for genuine wet use only and must have a minimum tread depth of 3mm at the beginning of the race.

3.5.4. Regular dry tyre 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, artificial treatments applied, or pre-warming or cooling of any race tyre is permitted.

### **3.5.5. CHEVRON TYRES**

3.5.5.1. All post-B.8 model Chevrons will be allowed to run on low profile Dunlop C65 tyres for fitment reasons, but if they choose to do so, will be subject to the following weight penalties:

- Chevron B.16s on low profile tyres – must weigh a minimum 565 kgs
- Chevron B.19, B.21 and B.23 on low profile tyres – must weigh a minimum 585 kgs

3.5.5.2. Weight must be securely affixed within the driver compartment. Cars may be weighed after any race or practice session. There will be no provision for any topping up of any fuel or fluids whatsoever. Cars must be moved to the weighing station as directed.

**3.5.6. Special 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 the Masters Series Officials, before 'wet' tyres may be used.**

### **3.6. GROUND CLEARANCE**

3.6.1. All cars in WSM 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. The Masters Series draw the attention of all participants in our WSM series to the Series strong recommendation 'crack testing', condition testing of key components, should be undertaken, that records of such testing be kept and that the testing and record keeping format which is compulsory in Grand Prix Masters be applied in WSM preparation (see GPM Technical Regulations).

3.8.2. 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 WSM 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 this exclusion therefore applies in WSM.

### **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 race officials and rescue vehicles.

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

### **4.1. ENTRIES**

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

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The Masters Racing Series  
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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 WSM 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**

4.4.1. Each race will be of no less than 50 km distance. Masters Series Officials may, in planning the race calendar, elect to offer competitors either one race, typically of one hour duration, or two shorter races over a 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 WSM weekend, the grid for Race 1 will always be based on the fastest lap set by the car whether driven by one or the second of a two driver team. The grid for Race 2 will be based on results from Race 1.

- 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 fine 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 WSM officials shall appoint their own Eligibility Scrutineer who will be responsible for ensuring that entered cars comply with these WSM Technical and Sporting Regulations and to whom all technical queries should be addressed initially.

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

- 4.7.1. All WSM 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 will be awarded 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. In general, WSM races are of a sprint races and pit stops will not be allowed.

4.9.1.2. If a longer race duration with a pit stop is required, the pit stop regulations will follow the standard Masters pit stop regulations.

4.9.1.3. The pit stop regulations, if any, will be explained at the Drivers Briefing.

##### **4.9.2. REFUELLING**

4.9.2.1. Refuelling is not permitted during any regular 30 minute or 60 minute WSM races. If Masters negotiates a longer race with an event organiser, refuelling may be permitted under controlled conditions. Competitors should read the specific regulations for that event.

#### **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 WSM Technical Regulations.

#### **4.11. AWARDS**

4.11.1. Event Organisers hosting Masters' races 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>) and Class 1<sup>st</sup> & 2<sup>nd</sup> 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 WSM 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, 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 where the race is being held, 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 what officials have deemed 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 the 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 WSM 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.*