

# GENTLEMEN DRIVERS

## 2021 TECHNICAL AND SPORTING REGULATIONS

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### **1 FOREWORD**

The Series is organised in conformity with the provisions of the International Sporting Code and its appendices (the Code), the FIA General Prescriptions on Circuits, and the National Sporting Regulations of Motorsport UK (ASN). It will be run in conformity with the Series' sporting and technical regulations, the latter being aligned with the safety and technical prescriptions of the FIA's Appendix K.

### **2 ADDITIONAL PROVISIONS**

- 2.1 Title and Jurisdiction:** Gentlemen Drivers (hereafter 'GDGT') is comprised of a series of races registered with the Masters Racing Club (MRC) and organised by Masters Historic Racing Ltd (MHR). The races will only be held within the framework of individual Competitions.
- 2.2 Future amendments to the regulations:** will be notified in a GDGT Bulletin to be sent to all registered Competitors and Drivers.

### **3 ORGANISATION**

- 3.1 Promoter / Organiser:** Masters Racing Club

Address: 35a Market Place, Olney, Bucks, MK46 4AJ, Great Britain

Telephone: +44 1234 713800

Email: team@mastershistoricracing.com

Website: www.mastershistoricracing.com

- 3.2 Composition of the GDGT Organising Committee:**

Rachel Bailey

Ron Maydon

Chris Jolly

- 3.3 GDGT Eligibility Delegates:**

Chris Tee (MUK # 90250), Peter Farrington (MUK # 92591), Geoff Doe (MUK # 13957), Chris Higgs (MUK # 23582). Deputies may be nominated from time to time by MHR.

- 3.4 GDGT Permanent Officials**

Race Director - Richard Cuene-Grandidier (MI # 2529)

### **3.5 INSTRUCTIONS AND COMMUNICATIONS TO COMPETITORS**

- 3.5.1** All Competitors must be connected to the Masters Information & Messaging System (MIMS) throughout a Competition. Any messages given over the MIMS must be adhered to.
- 3.5.2** All classifications, starting grids and results of practices and races, as well as all decisions and bulletins issued by the officials, will be posted on the official notice board as well as on the MIMS notice board if applicable. All official documents may also be made available via MIMS.
- 3.5.3** Any decision or communication concerning a competitor will be given to him as soon as possible and receipt must be acknowledged. MIMS may be used to send documents, and for Competitors to confirm receipt.

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### 4 REGULATIONS

- 4.1 **Official binding text:** published in English, which will be the language used should any dispute arise as to their interpretation. There are no other language versions available. The Headings and Typeface used in this document are for ease of reference only and do not form part of these regulations, either Sporting or Technical.
- 4.2 **Date of first application:** 01 January 2021
- 4.3 **ELIGIBILITY – Cars (General):**
- 4.3.1 GDGT races are open to pre-1966 GT, GTS and invited GTP cars from FIA Period E and F, or Pre-1963 front-engine sports racing prototypes, running to FIA Appendix K regulations with International History built and raced in the World Endurance Championship in period.
- 4.3.2 All cars entered must be in possession of a current valid FIA Historic Technical Passport (HTP) issued by a National Automobile Club (ASN) or other national body recognised by the FIA, and must be provided for each car entered, and produced at scrutineering at each Competition for which it is entered. All Competitors must submit a full copy (hard or electronic) of their HTP before their first participation in the 2021 series. It is the Competitor's responsibility to ensure that the copy of the HTP held by MHR is the current and complete copy.
- 4.3.3 MHR reserves the right to accept entries from cars that may comply with the correct homologated specification and Appendix K of the FIA Historic Sporting & Technical Regulations, but have yet to acquire HTP papers, under the condition that the HTP application is submitted to an ASN at least 2 weeks before the concerned race. The Competitor must provide a copy of the full application to MHR. A car that is accepted to enter on this basis will be shown in an 'Invitation' Class.
- 4.3.4 Each individual car must be powered by a period specification engine of a type originally fitted to the car during its participation in period International competition.
- 4.3.5 Historically interesting cars that do not comply with the requirements in 4.3.1 may be considered to run in the 'Invitation' Class on a case-by-case basis.

### 4.4 CLASSES

- 4.4.1 The Masters Gentlemen Drivers will be contested in the following classes:

-	<b>A</b>	:	<b>Pre-1963 Sportscars</b>
-	<b>B1</b>	:	<b>Period E GT cars – up to 2,000cc</b>
-	<b>B2</b>	:	<b>Period E GT cars– over 2,000cc</b>
-	<b>C1</b>	:	<b>Period F GT cars – up to 2,000cc</b>
-	<b>C2</b>	:	<b>Period F GT cars – 2,001cc to 3000cc</b>
-	<b>C3</b>	:	<b>Period F GT cars – over 3,001cc</b>
-	<b>CLP</b>	:	<b>Period F GTP cars – up to 3000cc</b>

- 4.4.2 All Marcos 1800GT and Lotus Elan must run in Class CLP.
- 4.4.3 MHR will determine at its own discretion, whether a car is eligible to compete and what class it should be allocated.
- 4.4.5 The 'Porsche 911 Cup' will be awarded to the best performing Porsche 911 throughout the season.

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### **4.5 ELIGIBILITY – Drivers (General)**

- 4.5.1 GDGT is reserved for Competitors and Drivers. For the purpose of these regulations, the first named person on the entry list will be referred to as the "Competitor" and the second named person on the entry list will be referred to as the "Driver".
- 4.5.2 Competitors and Drivers must be full 2021 racing members of MRC
- 4.5.3 Competitors and Drivers must hold as a minimum either a Motorsport UK National A Race Licence or an ASN equivalent, issued by an ASN which is a member of the FIA.
- 4.5.4 A Competitor must be at least 18 years old on the date that their first entry is received. A Driver must be at least 16 years old at their first participation in a 2021 GDGT Competition.
- 4.5.5 Foreign Competitors and Drivers (those not in possession of a licence issued by the ASN organising the Competition) must present an authorisation from their parent ASN to compete abroad.
- 4.5.6 Commercial Entrants Licences are not accepted nor required.

### **4.6 ENTRIES**

- 4.6.1 Opening date for Entries: 01 January 2021
- 4.6.2 Closing date for Entries: 7 calendar days prior to the start of each Competition.
- 4.6.3 A Competitor may only enter one car as his official entry.
- 4.6.4 A Competitor may enter a car either for all the Competitions in the Series or on a Competition by Competition basis.
- 4.6.5 An entry may have no more than 2 (two) drivers entered to drive, including the Competitor.
- 4.6.6 Entry forms are available online at [www.mastershistoricracing.com](http://www.mastershistoricracing.com)
- 4.6.7 Entry forms must be correctly completed and accompanied by full payment of the Race Entry Fee. Entry forms received without payment will be processed only after all paid entries have been considered. Entry forms that have not been signed by the Competitor will not be accepted and where a Driver is also listed, then that Driver must sign the entry form before the closing date of the Competition
- 4.6.8 A full refund of the Race Entry Fee will be offered to Competitors who notify MHR in writing at least 14 calendar days prior to the start of the Competition that they are withdrawing their entry.
- 4.6.9 If during a Competition the original car entered becomes unusable due to accident damage or mechanical malfunction then a written request to change the car may be made by the Competitor to the GDGT race director. Should this request be approved after qualifying practice

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but before the race the car, subject to the prior approval of a GDGT eligibility delegate and the Competition's safety scrutineers, will start the race behind all other cars.

### **4.7 PROOF OF ELIGIBILITY**

- 4.7.1. By signing an entry form to compete in the Series either in a single Competition or all the Competitions, a Competitor guarantees that the entered car complies with its required specification in accordance with 4.3
- 4.7.2 Should a GDGT eligibility delegate become aware, either through performance, inspection, or other reliable information, that a competing car may not be compliant, it and any relevant parts may be either stripped or sealed for examination at their request with approval from the GDGT race director, and the local clerk of the course (where relevant). The Competitor concerned will be responsible for any direct or indirect costs involved in providing proof of compliance.

### **4.8 ENGINE CAPACITY SEAL CERTIFICATE**

- 4.8.1 It is strongly recommended that all Competitors obtain such an Engine Capacity Seal certificate to certify the bore and stroke of their car's engine.
- 4.8.2 This certificate must be completed by an ASN licenced Technical Scrutineer and forwarded directly to MHR for validation. Full contact details of the person sealing the engine must be provided. Once MHR has validated the certificate, a validated copy will be returned to the Competitor.
- 4.8.3 The Engine Capacity Seal Certificate will be valid for a period of one race season, or until the engine seal is broken.
- 4.8.4 All entries with a validated certificate will be highlighted on every relevant entry list at a Competition.
- 4.8.5 Any costs incurred in obtaining the certificate are the sole responsibility of the Competitor.
- 4.8.6 Templates of the certificate will be available on the Masters website and sent to all entrants upon registration.

### **4.9 DRIVERS AND TEAM MANAGERS BRIEFING**

- 4.9.1 Attendance at the briefings is mandatory for all Competitors and Drivers taking part in the Competition. Attendance is strongly recommended for all team managers or representatives.
- 4.9.2 The time and location of the Drivers' briefing will be published in the Competition's Supplementary Regulations and in the Final Event Instructions.
- 4.9.3 Briefing Notes issued by the GDGT race director are formal documents which must be complied with.
- 4.9.4 Additional mandatory briefings required during a Competition will be notified to Competitors and Drivers by way of a bulletin issued by the GDGT race director.

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### 5 COMPETITION FORMATS

#### 5.1 **COMPETITION SCHEDULE**

- 5.1.1 A Competition may take place over either a 2-day or a 3-day format. Every effort will be made by MHR to limit the number of 3-day Competitions.
- 5.1.2 Qualifying practice: one session of a minimum of 25 minutes and a maximum of 40 minutes duration.
- 5.1.3 Race: one race of a minimum of 50 minutes and a maximum of 90 minutes duration.

#### 5.2 **MANDATORY PIT STOP:**

- 5.2.1 Each race will have a mandatory pit stop that must be completed within the notified pit stop window.
- 5.2.2 The timing and duration of the pit stop window, the minimum elapsed time for the pit stop and the minimum elapsed time allowed between the Pit In and Pit Out lines to comply with a 60 km/h speed limit will be notified in at least one of: Supplementary Regulations, Final Event Instructions, Event Bulletin or Briefing Notes.
- 5.2.3 A pit stop is mandatory for all cars during the notified pit stop window, irrespective of the number of drivers in a car.
- 5.2.4 The pit stop duration is timed and monitored from when the car registers at the Pit In timing line until the car registers at the Pit Out timing line. The car must register at the Pit In line during the period of the notified pit stop window.
- 5.2.5 During the mandatory pit stop the car must remain stationary for a single period of not less than:
- sixty (60) seconds duration for cars up to 4,000cc
  - seventy-five (75) seconds duration for cars 4,000cc and over
- 5.2.6 Engines may remain running during any pit stop, including the mandatory pit stop.
- 5.2.7 Competitors driving solo may remain in the car with belts securely fastened.
- 5.2.8 In the event of a driver change being required, the driver coming into the pit lane must not loosen or undo his seatbelts until the car is stationary. The new driver must have his seatbelts securely fastened before the car moves off.
- 5.2.9 Reports of non-compliance with the Mandatory Pit Stop regulations will result in the Competitor receiving penalties.

#### 5.3 **DOMINANT CARS**

- 5.3.1 A car that wins its Class at a Competition will be known as a Dominant Car, assuming there are more than 3 starters in a Class. ~~These cars will receive time penalties to balance their performance as set out below in 5.3.2 and 5.3.3.~~

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~~5.3.2 A Dominant Car must remain stationary for an additional twenty (20) seconds during its mandatory pit stop at the next Competition that it enters during 2021.~~

~~5.3.3 Should a Dominant Car win its Class at the next Competition that it enters in 2021 after the application of the time penalty under 5.3.2 then an additional penalty of twenty five (25) seconds, will be added to its mandatory pit stop in the next Competition that it enters during 2021.~~

~~5.3.4 Should a Dominant Car win its Class at the third Competition that it enters in 2021 after the application of the time penalty under 5.3.3 then an additional penalty of thirty (30) seconds, will be added to its mandatory pit stop in the next Competition that it enters during 2021.~~

~~5.3.5 Should a Dominant Car win its class at any Competition that it enters in 2021 after the application of the time penalty under 5.3.4 then an additional period of time, to be determined by MHR at its own discretion, will be added to its mandatory pit stop in the next Competition that it enters during 2021.~~

5.3.2 If a car is entered into a Competition having become a Dominant Car at the preceding Competition that MHR organised for GDGT, then that car must remain stationary for an additional twenty (20) seconds during its mandatory pit stop.

5.3.3 Penalties for Dominant Cars may be amended to reflect race lengths shorter than 90-minutes ~~and will be confirmed either in the Drivers Briefing and Briefing Notes or by way of a bulletin issued by the GDGT race director at each Competition.~~

5.3.4 Dominant Cars and their penalties will be notified either in the Drivers' Briefing and the Briefing Notes or by way of a bulletin issued by the GDGT race director at each Competition.

### 5.4 STARTING PROCEDURE

5.4.1 All races shall have rolling starts, with a side by side grid.

5.4.2 Whenever possible, the approach of the start will be announced by signalling boards shown three minutes, one minute and thirty seconds before the start of the formation lap. Specific meanings:

- a) One-minute board: any work being undertaken on the car must cease. Engines will be started with the relevant drivers sitting in their cars. Team technical staff must leave the grid;
- b) Green flag: will be shown at the front of the grid whereupon the cars will begin a formation lap behind a Pace Car, maintaining their starting order with the pole position driver leading. Any driver who is unable to maintain his grid position will be forbidden to pass any other car and must take a position at the back of the grid behind all other cars.

5.4.3 After the one-minute board is shown, any car on the grid must remain in its grid position until the green flag is shown, at which point they must vacate their grid position or be pushed off the grid under the instructions of the officials. Any driver who is unable to start the formation lap must signal this (by raising his arm). After all the other cars have started their formation lap, his team technical staff may push the car on the track to start the engine under the supervision of officials. The car may then start its formation lap but is forbidden to pass any other competing

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car. If it will not start after a single attempt, it must be pushed into the pit lane where the team technical staff may attempt to start it.

- 5.4.4 Any car which enters the pits after a reconnaissance lap and any car still in the assembly area or the pitlane after the countdown has commenced may start from the pits but only under the direction of the GDGT race director and officials. Cars may be moved to the pit exit only with the relevant Competitor seated in the cockpit with belts attached. Cars will join the race when the whole field has passed the pit exit on the first racing lap.
- 5.4.5 All drivers must maintain no more than five car lengths from the car in front of them once they have reached a nominated turn/marshal post that will be notified in the Briefing Notes. At the end of the last formation lap, the Pace Car will withdraw into the pit lane and at that moment, the car in pole position must maintain the same speed and the other cars their grid position. The starting signal will be given by means of lights. Cars may only accelerate when the start signal is given (red lights switched off), but may not overtake, nor break formation until they have crossed the Start Line.
- 5.4.6 At the end of the formation lap, if the conditions so require, the Pace Car ~~to~~ may carry out one or more additional formation laps. Should such an additional formation laps be carried out, the start of the race and race time will be considered to have been given at the end of the first formation lap.
- 5.4.7 Under certain circumstances, the race may be started under the Safety Car.

### 5.5 STOPPING OF A RACE / SAFETY CAR PROCEDURE

- 5.5.1 ~~Only cars that are proceeding under their own power at the showing of the red flag will be classified.~~
- 5.5.1 Any race stopped before the leader has completed 2 (two) laps will be declared null and void. The TC race director may order a re-run that may be shorter than the original scheduled race time.
- 5.5.2 a) Any race stopped after 2 laps but less than 75% of the scheduled race time will be considered as the first part of a two-part race. The TC race director may order a second part that may shorten the scheduled race time. In the interval between stopping and restarting cars may return to the pits for repairs. They may join from the pit road after the other cars have restarted after the whole field has passed the pit exit on the first lap of the re-started race. Non-runners can restart from the pit road behind those cars that were proceeding under their own power at the showing of the red flag but have entered the pit lane. No work may be carried out to cars on the grid unless on grounds of safety and only then with the approval of the TC race director and the scrutineers.
- b) The TC race director may also order the race to be abandoned and a result declared after 2 laps but less than 75% of scheduled race time. Only cars that are proceeding under their own power at the showing of the red flag will be classified.
- c) Any race stopped after the leader has completed 75% of the scheduled race time may be considered to have finished unless the TC race director deems it appropriate to restart. Only cars that are proceeding under their own power at the showing of the red flag will be classified.

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5.5.3 The Safety Car may be used to control or neutralise a race in the event of any incidents during either qualifying practice or a race.

### **5.6 RACE CLASSIFICATION**

5.6.1 A starter is a Competitor car that has qualified and started the race. Competitors / Co-Drivers must complete 75% of the distance covered by the class winning Competitor to be classified.

5.6.2 Trophies will be presented by MHR to the top 3 positions in each of the classes in the race at a Competition, assuming there are 2 or more entries in each specific class at that Competition.

5.6.3 There will be a Class prize-giving ceremony for the Race at every Competition. Attendance of all the prize-winning class drivers is requested. Timings for the ceremonies will be publicised daily at each Competition.

### **5.7 PODIUM PRESENTATION PROCEDURE**

5.7.1 There will be two podiums at each Competition. One for the top three cars in the over 2-litre class and one for the top three in the under 2-litre class cars. Any driver of a car running in the Invitation class will not be eligible to participate in the podium ceremonies.

5.7.2 Both podiums may take place simultaneously.

### **5.8 PARC FERME**

5.8.1 At the discretion of the GDGT eligibility delegates, cars may be held under Parc Fermé conditions in a designated area, ~~as defined by Article 2.5 of the Code~~, after both qualifying practice and the race.

5.8.2 The location for Parc Fermé will be confirmed at each Competition in the Briefing Notes and the Drivers Briefing.

## **6.0 INCIDENTS AND STEWARDS INQUIRIES**

### **6.1 INCIDENTS**

6.1.1 "Incident" means any occurrence or series of occurrences involving one or more drivers, or any action by any driver, which is reported to the GDGT race director or directly noted by an appropriate official at a Competition which:

- i. Necessitated the suspension of a session (red flag);
- ii. Constituted a breach of these Sporting Regulations or the Code;
- iii. Caused a false start in a race;
- iv. Caused a collision;
- v. Forced a driver off the track;
- vi. Illegitimately prevented a legitimate overtaking manoeuvre by another driver;
- vii. Illegitimately impeded another driver during an overtaking manoeuvre.

6.1.2 Unless it was beyond doubt that a driver was in breach of any of the above, any incidents involving more than one car will normally be investigated after the session.

6.1.3 It shall be at the sole discretion of the GDGT race director and local officials, if a Competitor and/or Co-Driver involved in an incident shall be penalised.



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### 6.2 IN RACE PENALTIES

6.2.1 **Drive-Through penalty:** should a penalty be imposed on a driver during a race the following procedure will be followed:

a) Notification will be by means of a message on the timing monitors. The GDGT race director will concurrently announce the penalty to the driver by signalling from the Control (timing) Line. From the time of these notifications, the relevant driver may cross the Control (timing) Line on the track no more than three times before entering the pit-lane and re-joining the track without stopping;

b) Should a Drive-Through penalty be imposed and notified in the last 10 minutes of a Race, or after the end of a race or cannot be imposed for operational reasons then at the stewards' GDGT race director's discretion the procedure at 6.2.1.a) above will not apply and an alternative time penalty of 30 seconds may be added to the elapsed time of the Competitor;

6.2.2 **Stop-Go penalty:** should a penalty be imposed on a driver during a race the following procedure will be followed:

a) Notification will be by means of a message on the timing monitors. The GDGT race director will concurrently announce the penalty to the driver by signalling from the Control (timing) Line. From the time of these notifications, the relevant driver may cross the Control (timing) Line on the track no more than three times before entering the pit-lane and stopping in the designated area where he shall remain for the period of the penalty. The driver may then re-join the race;

b) Should a Stop-Go penalty be imposed and notified in the last 10 minutes of a race, or after the end of a race or cannot be imposed for operational reasons then the procedure at 6.4.2.a) above will not apply and an alternative time penalty may be added to the elapsed time of the Competitor;

c) When stationary because of incurring the time penalty, the car may not be worked on. However, if the engine stops it may only be started after the time penalty has elapsed;

6.2.3 Unless the driver was already in the pit-entry or pit-lane to serve a Drive-Through or Stop-Go penalty, he may not carry out the penalty while the Safety Car has been deployed. The number of times the driver crosses the Control Line behind the Safety Car will be added to the maximum number of times he may cross the Control Line on track (three).

6.2.4 Any breach or failure to comply with the above procedures may result in the Competitor being disqualified.

6.2.5 Should a in race penalty be imposed to more than one driver, the order of the application of the penalty will be based on the time that each driver caused the offence, from earliest to latest.

### 6.3 CODE OF DRIVING CONDUCT

6.3.1 On track behaviour must comply with Chapter IV of Appendix L to the Code in respect of:

- i) observance of signals;
- ii) Overtaking and car control ~~and track limits,~~
- iii) Stopping during a race on track;
- iv) Entrance to and exit from the Pit-Lane.

### 6.4 TRACK LIMITS

6.4.1 All drivers must use the track at all times and may not leave the track without a justifiable reason. For the avoidance of doubt:

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- a) The white lines defining the edge of the track are part of the track;
- b) Any kerbs installed beyond the white line are not considered to be part of the track.

6.4.2 The following penalties may be applied in the respective sessions:

**6.4.2.1 Free Practice**

- a) Any driver identified by a Judge of Fact as having left the track (unless for reasons beyond his control) will be shown the Black & White flag by the GDGT race director as a warning;
- b) Any driver who repeatedly leaves the track may receive a penalty, the maximum being a Stop/Go penalty of 5 minutes to be served in the following qualifying practice session.

**6.4.2.2 Qualifying Practice**

- a) Any driver identified by a Judge of Fact as having left the track (unless for reasons beyond his control) will have that lap time deleted by the GDGT race director;
- b) Any driver who repeatedly leaves the track may receive a penalty, the maximum being the deletion of all lap times.

**6.4.2.3 Race**

- a) Any driver identified by a Judge of Fact as having left the track (unless for reasons beyond his control) on more than one occasion will be shown the Black & White flag by the GDGT race director as a warning. If a further report is received by the GDGT race director, he may impose a race time penalty of 5 seconds;
- b) Any driver who repeatedly leaves the track may receive a penalty, the minimum being a race time penalty of 5 seconds;
- c) Any driver who then continues to leave the track may receive further time penalties, the minimum being a race time penalty of 30 seconds while further reports from a Judge of Fact may result in the Competitor being disqualified from the race;
- d) It is a condition that the driver must have been shown the Black and White flag at least once during the race before a penalty is applied.

## **7 - TECHNICAL REQUIREMENTS & REGULATIONS**

### **7.1 SCRUTINEERING**

- 7.1.1 All Competitors must make their cars available to the scrutineers for safety scrutineering at each Competition and to the GDGT eligibility delegates at any time during a Competition.
- 7.1.2 At any time during a Competition any GDGT car may be either stripped or sealed for examination at the request of the GDGT eligibility delegates following approval from the GDGT Race Director and appropriate officials;
- 7.1.3 It is the Competitors' responsibility to ensure that their entered car complies with the specific GDGT Technical Regulations.
- 7.1.4 All cars must be presented for scrutineering at each Competition complete with either a standard AMB TranX 260 Timing transponder or Mylaps X2 transponder, which must be correctly fitted and compatible with standard pan-European race track timing systems. Such transponders are the sole responsibility of the Competitor who must disclose the unique serial number shown of the transponder to MHR at the time of submitting their entry.

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7.1.5 As part of the Scrutineering process all GDGT drivers will be required to undertake administrative and safety checks to satisfy officials at each Competition that all the necessary licenses and ASN approvals are valid and that safety equipment meets the criteria necessary to participate in the relevant Competition.

### **7.2 FUEL / FUEL CELL / FUELLING**

7.2.1 Fuel must be in accordance with FIA Appendix J, Article 252.9.1, and FIA Appendix K.

~~7.2.2 All cars must be presented for racing with sufficient fuel capacity to race for a minimum of 120 minutes without needing more fuel.~~

7.2.2 No fueling/refueling is allowed at any time when GDGT cars are either on track, in the pit lane or in the assembly area. Cars may only be fueled in a team awning or inside a pit box allocated to the car. It is the Competitor's responsibility to ensure that this is done in a manner compatible with general safety to persons and objects and with the risk of fire being the greatest form of likely danger.

### **7.3 FRONTAL HEAD RESTRAINT SYSTEMS (FHR)**

7.3.1 The wearing of an FIA-approved FHR, in accordance with FIA Appendix L, Chapter III (Article 3), is strongly recommended for all drivers.

### **7.4 SAFETY BELTS**

7.4.1 All seat safety belts must be complete units sourced from a recognised manufacturer and fitted in accordance with the manufacturers' instructions, FIA requirements or ASN recommendations.

### **7.5 FIRE EXTINGUISHERS**

7.5.1 A fire extinguishing system must be carried on all cars. The minimum requirement is that the system is charged with one of the permitted extinguishants and be operable by the driver whilst normally seated in the car either by manual operation or by a mechanically/electrically assisted triggering system.

7.5.2 Extinguishers must be serviced in accordance with the manufacturers' guidelines, or every 24 months whichever is the soonest.

### **7.6 ROLL-OVER PROTECTION SYSTEM (ROPS)**

7.6.1 The ASN mandatory requirements are the minimum acceptable. These cover Safety Cage, Rollbar, Rollcage, Main, Front and Lateral rollbars, Members and other items covered by ROPS.

7.6.2 ROPS must be designed and made so that, when correctly installed, they substantially reduce the risk of injury to the occupant.

7.6.3 ROPS must not unduly impede driver access to/from the car.

7.6.4 Any modification to a homologated ROPS (other than fitment of permitted reinforcements to roof and windscreen pillar, and door bars and harness bars) is prohibited.

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7.6.5 Except for cars in which the ROPS is an integral part of the chassis (i.e. welded or riveted and bonded to the chassis), it **must not** be made from **aluminum alloy**. ROPS made from steel or titanium alloy are acceptable provided they are to the original design and are braced according to the requirements of FIA Appendix J.

### **7.7 RED WARNING / RAIN LIGHT**

7.7.1 A rearward facing red warning light of a minimum of 21 watts with a surface area minimum 20cm<sup>2</sup> maximum 40cm<sup>2</sup>, or minimum of 21 watts with a surface area minimum of 50 cm<sup>2</sup> and with lens and reflectors to EU standards, must be located within 10cm of the car centre line and be clearly visible from the rear. Cars with full-width bodywork may alternatively use two lights equally located about the centre line of the car.

7.7.2 An alternative light unit of equal or enhanced constant luminosity or LED lights that are FIA homologated or comply with relevant EU regulations may be used.

7.7.3 The warning light must be switched on when visibility conditions are reduced, or when instructed by the GDGT race director.

### **7.8 OTHER LIGHTS**

7.8.1 All GDGT cars must be fitted with fully functioning head lights.

7.8.2 All GDGT cars must be fitted with fully functioning brake lights.

### **7.9 TOWING EYES**

7.9.1 All GDGT cars must have substantial towing eyes securely fixed to the main structure of the vehicle, front and rear, and within the confines of the body.

7.9.2 Towing eyes must have a minimum internal diameter of 60mm and all towing eyes/points should be painted in a contrasting bright colour (dayglow red, orange or yellow).

### **8.0 NOISE / SOUND**

8.0.1 All GDGT cars are subject to mandatory silencing. Temporary silencers, by-pass pipes or the inclusion of temporary parts to achieve silencing requirements are prohibited.

8.0.2 All GDGT cars must always comply with a maximum noise level of 105dB(A) when present at a Competition.

8.0.3 Measurements will be made at 0.5m from the end of the exhaust pipe with the microphone at an angle of 45° with the exhaust outlet and at a height of 0.5 to 1.0m above the ground. Where more than one exhaust outlet is present, the test will be repeated for each exhaust and the highest reading will be used. Engines should run at 3/4 maximum RPM.

### **8.1 ON BOARD COMMUNICATIONS / DATA ACQUISITION / CAMERAS**

8.1.1 Except for time-keeping purposes, any radio communications from and to GDGT cars is prohibited;

8.1.2 At any Competition, GDGT cars may use data loggers incorporating GPS and/or camera(s) providing the only permitted connection to the vehicle systems is a 12-volt power supply and no additional sensors are fitted. No mobile phones or tablets may be used for this purpose.

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8.1.3 GDGT cars should maintain a period style dash. Digital displays other than a simple timing device are not permitted

8.1.4 To avoid delays or complications during scrutineering, GDGT Competitors who use data logging during testing must ensure that either the sensors and/or their connecting cables are removed for the duration of the event.

8.1.4 Any recorded data and/or video must be made available to the GDGT race director and GDGT technical delegates upon request at any time during a Competition.

### 8.2 ELECTRONIC IGNITION (OPTIONAL)

8.2.1 Ignition systems must be to period specification or, in the interests of reliability, an electronic ignition system may be used providing the car is fitted with an original make and type of distributor and the mechanical parts within that distributor are the sole means of determining the timing of the ignition.

NB: It is recommended that those teams wishing to compete in FIA regulated events, either leave their systems completely compliant with Appendix K or fit an electronic system that is easily interchangeable for FIA regulated events.

### 8.3 WHEELS AND TYRES

8.3.1 All cars must run on Dunlop Racing L-section tyres (or earlier specification Dunlops) in 204 compounds. The maximum size of front tyre that can be used is a Dunlop 650 L section tyre. Tread depth, both at scrutineering and in the assembly areas before both qualifying and the race, must be a minimum of 1.6 mm. Re-grooving, tyre adhesives and/or any form of performance enhancing chemicals are prohibited.

8.3.2 Any form of static tyre warming, heat retention or cooling is prohibited except for direct sunlight and the ambient weather conditions.

### 8.4 WEIGHTS: COBRA, JAGUAR, TVR, FERRARI

8.4.1 When requested in Parc Fermé after qualifying and each race, Cobra Daytona Coupe, AC Cobra, Jaguar E-Type and TVR Griffith models must show the following minimum weights:

AC Cobra	1,000kgs
Jaguar E Type	1,000kgs
TVR Griffith	975kgs
Cobra Daytona	1,075kgs
Ferrari 250 GTO	1,000kgs

8.4.2 All weights will be measured without any driver installed. Nothing other than fuel may be removed from the car and no liquid, solid or gaseous substance may be added. Any ballast added to a car must be done in accordance with FIA Appendix K, Appendix IX, Paragraph 16.

### 8.5 REV LIMITS

8.5.1 The RPM limit on all cars will be restricted as per 8.5.3 (below) unless the engine type used is not listed therein. Only the use of an MSD 6AL ignition control (ref: MSD PN 6425) is permitted to control the RPM. The permitted ignition control must be fitted well out of reach of the competitor/driver.

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8.5.2 Any control of the advance curve must only be RPM related. It must be executed solely by means of the distributor. No external control of the advance system is permitted. MSD ignition boxes that control advance or allow advance mapping are not permitted.

8.5.3 REV Limits:

V8-engines	7000rpm
Twin-cam engines	8200rpm
Jaguar straight-six engines	6700rpm
Austin Healey 3000	7500rpm
Ferrari 250 GTO	8000rpm
Triumph TR	7500rpm

8.5.4 A car may only run one MSD box at any one time.

8.5.5 A car must use the standard wiring loom with all the original connectors as supplied by MSD.

8.5.6 All cars fitted with the MSD 6AL ignition control unit (MSD Part No.6425) will be subject to a maximum RPM check by a GDGT technical delegate using the MSD universal ignition test unit (MSD Part No. 89981) to verify correct rev limit settings. If the check is completed to the GDGT technical delegate's satisfaction, then the ignition control unit will be sealed using a MHR tamper-proof seal.

### **8.6 PRESENTATION OF THE CARS & STANDARD OF PREPARATION**

8.6.1 Competitors must be aware of potential age-related component failure and must endeavor to maintain their GDGT cars to the highest possible standards by carrying out detailed component inspection at regular intervals throughout the competition life of the car.

8.6.2 It is the Competitors' responsibility to ensure that they maintain their GDGT cars to a high standard.

8.6.3 MHR reserves the right to cancel an entry at any time should it feel that it is not being prepared to the highest technical standards.

### **9 GENERAL CONDITIONS FOR COMPETITORS**

9.1 Competitors must display at all times on their GDGT cars during each Competition official Masters decals and partner decals at the sole discretion of MHR.

9.2 Competition, MHR or partner decals must be clearly displayed on GDGT cars, but only during the Competition to which they relate.

9.3 If an overall sponsor for GDGT is secured, at every Competition, Competitors must make available an area (of a size and location to be advised by MHR) for any sponsor related display.

9.4 They must ensure that their GDGT cars are in full view of spectators whenever reasonably possible.

9.5 They must ensure that their GDGT car is fully on display in the pit lane or other designated area at a time specified by MHR, to allow the cars to be seen during a "Pit Lane Walkabout".

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- 9.6 During the “Pit Lane Walkabout” or other public or press access times, Competitors and Drivers must be present and dressed in race overalls or appropriate period or team apparel.
- 9.7 Competitors and Drivers must respect at all times the good standing of the sport, the GDGT series, MRC and MHR, and conduct themselves in such a manner as not to bring any of these elements into disrepute at any time.