



2012 SPORTING RULES AND REGULATIONS

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ARTICLE 1 PREAMBLE

The ADAC GT Masters is a racing series for near-standard Grand Tourisme cars (FIA-GT3).

ADAC calls for entries to the 2012 ADAC GT Masters. The series shall consist of 16 races (as of now) in 8 international events. Each event shall consist of one 1-hour race on Fridays and one on Saturdays respectively, each with a change of drivers. There shall be a drivers', a team and a non-professional drivers' classification.

These ADAC GT Masters Sporting Regulations published by ADAC were approved by DMSB under no. 704/2012. They shall enter into force on 1 January 2012 and shall remain in force until the publication of the approved 2013 ADAC GT Masters Sporting Regulations. They shall supersede all previous versions.

These Regulations have been approved by the FIA.

Drivers and competitors (teams) shall be referred to as Participants.

Only the German version of the Regulations shall be binding. The headings and typeface in this document are for ease of reference only and do not form part of these Sporting Regulations.

Anything not specifically approved in the present Regulations shall be prohibited.

ARTICLE 2 GENERAL PRINCIPLES OF ADAC GT MASTERS

2.1 The ADAC GT Masters and its races will be conducted in compliance with the following Sporting Codes, Provisions and Rules:

- The FIA International Sporting Code (ISC) and appendices;
- Articles 28 to 39 of the DMSB General Event Regulations;
- DMSB decisions and provisions;
- DMSB legal and procedural rules ("RuVO");
- FIA anti-doping regulations (always subject to the WADA and NADA codes);
- DMSB environmental guidelines;
- DMSB emissions guidelines;
- General provisions for DMSB championships;
- The FIA GT3 technical regulations (ISC Appendix J Art. 257A);
- The ADAC GT Masters Organiser's Regulations;
- The present Sporting Regulations, including all appendices, Special Regulations and event bulletins issued to clarify, modify or supplement these Regulations; event bulletins and race bulletins.

The internal DMSB regulations for licenced stewards shall not apply.

The DMSB circuit racing regulations shall apply unless the present Regulations provide differently.

All the drivers, competitors and officials undertake to observe these regulations and shall insofar be responsible for all of their staff, team members and assistants.

Any supplement or modification to these Regulations is subject to approval by the DMSB.

2.2 Any special national regulations at ADAC GT Masters events organised under the authority of an ASN other than the DMSB may only come into force with the approval of the DMSB. If applicable, ADAC shall inform all Participants about these specific national provisions.

2.3 The ADAC GT Commission

The ADAC GT Commission is a body overseeing the general series policies, matters concerning the general good of the series and certain aspects of the Sporting, Technical and Organiser's Regulations. The Commission works on the basis of its Bylaws (Appendix 1).

2.4 Should claims arise against ADAC and/or its partners and a forum selection clause under §38 of the German Code of Civil Procedure (ZPO) is admissible, the competent courts at the seat of business of either ADAC or its partner(s) shall have jurisdiction, provided that no exclusion of the jurisdiction of the ordinary courts was agreed.

ARTICLE 3 GENERAL TERMS

3.1 It shall be the Participants' responsibility to ensure that all persons connected with their entry observe and comply with any requirements specified under Article 2. Any competitor unable to attend an ADAC GT Masters event in person must nominate their representative in writing and submit this nomination to the Stewards.

3.2 Participants must ensure that their cars comply with the ADAC GT Masters Sporting Regulations and the FIA G3 Technical Regulations (ISC Appendix J Art 257A) at any time during a 2012 ADAC GT Masters event. It shall be the participants' obligation to produce evidence of compliance.

3.3 A valid technical passport issued by the respective ASN for each participating car shall be required. It must be produced to the Scrutineers each event. Failure to produce a valid technical passport shall result in admission to the respective ADAC GT Masters event being refused.

3.4 The Start/Finish Line (hereinafter "Line") is a single line running through both the track and the pit lane. The Line shall be the reference point for determining lap times.

3.5 Registered drivers shall be allowed to perform "race taxi" during events. GT3 vehicles shall not be used for such taxi rides.

ARTICLE 4 DRIVERS' AND COMPETITORS LICENCES

4.1 All competitors must hold current and valid International Competitors' Licences.

4.2 Drivers must hold current and valid grade C International Drivers' Licences or above. Drivers shall additionally be in possession of a valid medical certificate of aptitude according to ISC Appendix L.

ARTICLE 5 ADAC GT MASTERS EVENTS

5.1 The 2012 ADAC GT Masters is open only to cars complying fully with the requirements of the FIA GT3 technical regulations (ISC Appendix J Art. 257A) and the FIA GT3 homologations including any evolutions valid in 2012. One vehicle of each type must have been FIA BoP tested to determine initial classification.

Exceptions shall be subject to the approval of the ADAC GT Masters Commission. In the occurrence, the ADAC GT Commission in consultation with the DMSB shall determine the vehicle's classification.

5.2 Each ADAC GT Masters event shall have the status of an international competition.

5.3 An ADAC GT Masters event shall include the following elements:

- two free practice sessions of 60 minutes each,
- two qualifying sessions of 40 minutes each,
- a 15 minute warm-up
- two races of 60 minutes each.

5.4 Each ADAC GT Masters event shall start 2 days before the first race (usually a Thursday), at 14:00hrs.

5.5 A drivers' briefing shall take place on the day of the first free practice. The exact location and time for the drivers' briefing will be published in the Special Regulations for each event. The drivers of the cars eligible to start in an event as well as the competitors (or their appointed representatives) must be present throughout the entire briefing. Any absence or late arrival will be subject to a €500 fine. The Stewards may inflict additional penalties.

The duration of a race shall be 60 minutes.

5.6 2012 ADAC GT Masters events

The table below represents the 2012 ADAC GT Masters schedule.

A standard timetable will be issued for each ADAC GT Masters event. Modifications of this event timetable shall require the approval of the Stewards and will be published in an event bulletin, if applicable.

2012 Dates	Circuit
1 30 Mar to 1 Apr	Motorsport Arena Oschersleben
2 4 to 6 May	Zandvoort / Netherlands
3 8 to 10 Jun	Sachsenring
4 13 to 15 Jul	Nürburgring (ADAC Truck Grand Prix)
5 10 to 13 Aug	Red Bull Ring / Austria
6 24 to 26 Aug	EuroSpeedway Lausitz
7 14 to 16 Sep	Nürburgring (Grand-Prix track)
8 28 to 30 Sep	Hockenheimring, Baden-Wuerttemberg

5.7 Irrespective of the nationality of their licencing agency, the drivers' nationality shall be shown in podium ceremonies and all publications. In their publications (entry/starting and result lists), the hosts shall publish the names of all entrants or sponsors as specified on the appropriate licence together with the drivers' names. Beyond this obligation placed upon the event hosts, ADAC shall not be liable to the licenced competitors and sponsors for any publications of the hosts.

As a rule, the entrants' national flags and anthems shall be used in podium ceremonies.

ARTICLE 6 CLASSIFICATIONS

6.1 The title "ADAC GT Masters Champion" shall be awarded to the drivers who have scored the highest number of points by the end of the last race of the 2012 season. All the final results obtained during the ADAC GT Masters races of the 2012 season shall be tabulated.

6.2 The title "ADAC GT MASTERS Team Champion" shall be awarded to the team (competitor) which has scored the highest total of points by the end of the last race of the 2012 season. All the final results obtained during the ADAC GT Masters races of the 2012 season shall be tabulated.

6.3 Should a driver transfer to another team in mid-season, the team championship points scored by the driver shall be attributed to the team for which the driver originally scored the points. All the final results obtained during the ADAC GT Masters races of the 2012 season shall be tabulated.

6.4 The title "ADAC GT Masters Non-Professionals Champion" shall be awarded to the non-professional drivers who have scored the highest number of points by the end of the last race of the 2012 season. All the final results obtained during the ADAC GT Masters races of the 2012 season shall be tabulated. Only Category D (Bronze) drivers shall be eligible for the non-professionals classification.

The three best-placed Category D (Bronze) drivers of each race shall receive podium honours notwithstanding the classification of their co-drivers.

In the non-professionals classification, the score of all-Category D (Bronze) driver crews shall be multiplied by a factor of 1.5.

6.5 Points in each race shall be awarded according to the scale below:

1st place 25 points	6th place 8 points
2nd place 18 points	7th place 6 points
3rd place 15 points	8th place 4 points
4th place 12 points	9th place 2 points
5th place 10 points	10th place 1 point

In the drivers' classification, each driver in a crew shall be awarded the points corresponding to his/her standing.

Vehicles or drivers participating in the first or last event of the season shall not be scored in any classification. Participants eligible for scoring shall move up in the standings accordingly.

6.6 With less than 10 starters in a race, only 50% of the points specified under Article 6.5 shall be awarded for that race.

6.7 Should a race be suspended under Article 42 and not be resumed, no points shall be awarded if less than 50% of the scheduled duration have been completed since the start, half points shall be awarded if more than 50% but less than 75% of the scheduled duration of the race have been completed since the start and full points shall be awarded if over 75% of the scheduled duration of the race have been completed since the start.

6.8 The drivers or crews finishing first, second and third in the annual drivers' and non-professionals' classification as well as senior representatives of the teams finishing first, second and third in the annual team classification must attend the annual ADAC podium ceremony. Fines of €10,000 will be imposed on any driver or team representative failing to attend, except for cases of force majeure.

The ADAC GT Masters Champion undertakes to make the winning car available to ADAC e.V. free of charge for the "2012 Essen Motorshow".

ARTICLE 7 DEAD HEAT

7.1 In a dead heat in a race, the points to be awarded to the drivers/competitors as specified in Article 6.5 shall be added together and shared equally by the drivers/ competitors.

7.2 In the case of a dead heat (ex aequo), the higher standing in the ADAC GT Masters classification shall be awarded to the driver/team holding the greatest number of first, then second and, if necessary, further places in the season races. Should this procedure fail to produce a result both drivers shall share the same podium place. The next podium place shall remain vacant.

Special crew pairing provisions:

Drivers of a car who have formed a crew in all events attended by them and who are tied for a position shall share the same podium place. The next podium place shall remain vacant.

ARTICLE 8 ADMINISTRATIVE CHECKS

8.1 Administrative checks shall take place at the beginning of each 2012 ADAC GT Masters event. The exact time and location shall be published in the Special Regulations.

8.2 In 2012 the participants shall personally submit their Driver's/Entrants' and/or Sponsor Licences as well as an ASN authorisation (for licence holders from non-EU or EU-associated countries in German or English) as well as a valid medical certificate of aptitude.

ARTICLE 9 ORGANISATION OF EVENTS

Each event host shall publish Supplementary Event Regulations which shall be in compliance with the DMSB standard. The correct form or a sample call for entries shall be provided by the DMSB. The DMSB – and in case of events outside Germany, the competent ASN – must receive the Supplementary Event Regulations not later than four weeks before the event.

ARTICLE 10 INSURANCE

10.1 Event hosts must contract third party liability insurance whose cover complies with at least the legal requirements and prescriptions of the competent ASN. This insurance must cover the competitors, their team staff, the ADAC or DMSB officials (at events outside Germany also including the officials of the local ASN), the drivers, any "taxi rides" and any entertainment susceptible to risk (e.g. stunts/stunt drivers).

10.2 The insurance confirmation must be submitted to ADAC and DMSB no later than 2 weeks before the event.

10.3 The liability cover arranged by the event host shall be in addition and without prejudice to any other insurance cover.

ARTICLE 11 DMSB DELEGATES

11.1 For each Event, the DMSB shall nominate the following delegates:

- Technical Delegate

The DMSB may in addition nominate the following delegates:

- DMSB Delegate
- Medical Delegate
- Safety Delegate

11.2 The role of the delegates is to help the officials of the event in their duties, to see within their fields of competence that all the regulations governing the ADAC GT Masters are respected, to make any comments they judge necessary and to draw up any reports concerning the event required by the DMSB.

ARTICLE 12 OFFICIALS

12.1 The DMSB will nominate the following permanent officials:

- Two Stewards, one of which will be appointed Chairman
- Race Director
- Deputy Race Director/Starter
- Chief Timekeeper
- Safety Car Driver

12.2 The event host shall appoint the following officials:

- Third Steward
- Clerk of the Course and Deputy
- Chief Safety Officer and Deputy
- Race Secretary and Deputy

- Chief Scrutineer
- Chief Medical Officer
- Safety Car Co-Driver

12.3 The Clerk of the Course shall work in permanent consultation with the Race Director. The Race Director shall have overriding authority over the Clerk of the Course in the following matters:

- The control of practice and race in relation to the adherence of the timetable and, if he deems it necessary, the formulation of any proposal to the Stewards to modify the timetable or of the Supplementary Regulations,
- The issue of event bulletins,
- The infliction of classification penalties,
- The stopping or interruption of practice sessions or races for safety reasons,
- The use of the Safety Car,
- The stopping of a race car,
- The starting procedure,
- An eventual restart,
- Drivers' briefings.

12.4 The Technical Delegate shall be responsible for the complete scrutineering and the technical checks carried out during the ADAC GT Masters. He shall have full authority over the Scrutineers and assistant Scrutineers assigned to him and shall report to the Race Director / Clerk of the Course and the Stewards. The Technical Delegate may at any time during an event carry out any checks or order checks to be carried out in accordance with the relevant Technical Regulations.

12.5 The Stewards officiate as an independent body under the authority of a chairman. The interpretation of the Supplementary Event Regulations, of these Regulations and of regulation-related bulletins issued for the events shall be reserved to the Stewards and the DMSB jurisdiction.

ARTICLE 13 REGISTRATIONS – FEES – ENTRIES

13.1 Applications to compete in the ADAC GT Masters must be made by each entrant by submitting the registration form to ADAC. Payment of the registration fees must be made by bank transfer to the ADAC account.

ADAC e.V.
 Bayerische Landesbank
 Account no. 55 830
 IBANDE 25 7005 0000 0000 0558 30
 BIC:BYLA DE MM
 Reference: ADAC GT Masters.

On-line registration shall be required at www.adac-gt-einschreibung.de. In addition, the printed-out and signed entry form must be submitted to ADAC.

If not explicitly stated to the contrary, VAT effective as per current German laws must be added to all fees specified in these Regulations.

13.2 With the submission of the registration application, all drivers and entrants agree that ADAC may use all of their rights in moving pictures and publicity in connection with their participation in the ADAC GT Masters for the promotion of ADAC GT Masters free of charge, even beyond 2012 (see ADAC GT Masters Organiser's Regulations).

13.3 The registration fee per car for the entire season (eight events) shall be:

- €15,000 for any registrations received on or before 30 November 2011
- €18,000 for any registrations received on or after 1 December 2011.

The registration fee may be provided in the form of a bank guarantee only until 1 March 2012 at the latest.

The registration fee shall be due for payment immediately upon registration.

13.4 By entering, participants undertake to participate in each and every 2012 ADAC GT Masters event.

13.5 With the submission of the registration form, all competitors entrust and authorise ADAC with the entry to all ADAC GT Masters events (block entry).

13.6 Fee refunds

There shall be generally no registration fee refunds.

Competitors who have registered on or before 30 November 2011, shall receive a €5,000 refund if their car has participated in all the 2012 ADAC GT Masters events. Participation shall mean that the registered vehicle shall participate at least in the qualifying of each event.

13.7 ADAC must receive the registration applications and the registration fees on or before 1 March 2012. ADAC reserves the right to accept applications which arrive later.

13.8 The total number of entries accepted for the entire 2012 season shall be based on the track licence with the lowest allowable number of vehicles in races.

No more than 36 shall be accepted by 30 November 2011.

ADAC shall allocate another 8 starting places between 1 December 2011 and 1 March 2012.

13.9 Single entries/guest starters

Entries for just one event/guest entries shall be possible, provided that the track licence of that event allows additional racers. The registration fee for such single entries shall be €2,800 per event. One-time entrants shall not be officially listed as guest starters until ADAC shall have received their registration forms and registration fees.

13.10 Where there are changes in the driver crews, competitors shall nominate in writing two participating drivers per vehicle no later than Monday before an event. In case of failure to meet this deadline, ADAC reserves the right to allocate a competitor's starting place to another competitor.

13.11 A €1,000 fine shall be imposed on any competitors failing to participate in an event and to cancel their registrations before the end of the administrative checks.

13.12 Special provision concerning refunds for the 2011 season

Until 31 October 2011, all competitors who are eligible to receive a refund for the 2011 season because they participated in each and every race shall have the option to convert the refund into their registration fee for the entire 2012 season. Such registration shall not be subject to any further refunds under Art. 13.6.

13.13 ADAC may refuse registration applications and single entries under specification of the reasons.

13.14 After the scrutineering session of the first event of the 2012 season, competitors may not change the make or type of their vehicles or the vehicles entered (vehicle identification number) without the written approval of the ADAC GT Commission.

ARTICLE 14 PASSES

All persons in the paddocks, in the pits, in the pit lane or on the track must always wear, in a clearly visible manner, the appropriate ADAC passes authorising them to stay in the corresponding area.

ARTICLE 15 INSTRUCTIONS AND COMMUNICATIONS TO COMPETITORS

15.1 Only the Race Director or the Clerk of the Course (or their deputies in their absence), each one within his field of competence, shall give binding information on questions in relation to the organisation of the event.

15.2 The location of the official notice board shall be indicated in the Supplementary Regulations. All classifications and results of practices and races, as well as all announcements, bulletins and decisions issued by the officials, shall be posted on the official notice board.

15.3 All bulletins issued for an event and any bulletins issued by the DMSB, shall be circulated to the participants. The entrants or their representatives must confirm the receipt of bulletins by signature.

15.4 Binding announcements, decisions and instructions for the entrants to ADAC GT Masters events shall be published on page 7 of the official time-keeping screens.

15.5 Classification penalties imposed during practices or races shall be displayed on page 7 of the official time-keeping screens, whereupon the notification shall be deemed delivered. It shall be the entrants' responsibility to inform the drivers concerned in time. Drivers should be informed in writing of any decision or communication concerning them within 30 minutes after such decision has been taken. Such communication shall be purely for the purpose of information. The competitor must confirm receipt in writing. This written communication shall not affect the moment of notification specified in this Article or the delay for taking the penalty specified in Article 16.5.

15.6 Such classification penalties shall be additionally displayed by Race Control to the driver at the signalling point, normally at the Line at pit wall height (if possible at eye height). All instructions given to the drivers by Race Control shall be given by the corresponding flag or the corresponding board accompanied by the start number. The height of the figures and numbers on the boards is approximately 30 cm.

It shall be the participant's responsibility to observe the signals and/ or flag signals at the Clerk of the Course's/ Race Director's signalling area each time he passes the area.

No more than two penalties should be displayed at the same time.

Some circuits are equipped with an additional display board. In this case, the display board shall replace the board with the race number. No one else may use signals identical or similar to these.

15.7 Communications in relation to investigations concerning sports law shall be issued in writing. Entrants/competitors must confirm receipt in writing.

ARTICLE 16 INCIDENTS

16.1 "Incident" shall mean any occurrence or series of occurrences involving one or more drivers and which

- may be investigated by the Race Director who may inflict a classification penalty,
- is reported to the Stewards by the Race Director,
- may be investigated and/ or penalised by the Stewards.

This includes amongst others:

- Incidents necessitating the suspension of a race
- Breach of these Sporting Regulations
- False start
- Collisions
- Forcing other drivers off the track
- Blocking another driver
- Impeding during overtaking manoeuvres.
- Leaving the track and gaining an advantage.
- Non-compliance with the (mandatory) pit stop provisions

16.2 Provided that a breach committed by a driver during the event against the Code of Driving Conduct is completely clear, the case shall normally be immediately investigated and decided under the authority of the Race Director. Should a more detailed investigation be considered necessary and/or in the case of a serious breach, the Race Director shall investigate the case after the corresponding part of the event and report to the Stewards along with his findings.

Any participant involved in an incident may not leave the event area without the previous consent of the Stewards or of the Race Director.

16.3 Classification penalties which may be imposed:

- Change of grid position
- Non-classification (deletion of practice laps, practice times, exclusion from results)
- Drive-Through Penalty
- Stop-and-Go Penalty
- Time Penalty
- Pit Stop Penalty

Should a classification penalty be imposed by the Race Director, no additional procedures must be respected. They fall under the Race Director's authority and are during the event notified by display of the penalty or by time addition before the publication of results or through modification of the results. In exceptional circumstances and after due consideration, the Race Director may inflict a lower penalty than provided for a particular breach or refrain from inflicting a classification penalty. This right is irrespective of the Stewards' right to inflict classification and/or other penalties.

16.4 A classification penalty imposed by the Race Director may be examined by the Stewards should an admissible protest be received. In such case, the Stewards shall not be bound by the Race Director's decision and may also change this penalty to the disadvantage of the party concerned and/or inflict one or several additional penalties.

Should the findings leading to a classification penalty justify the infliction of one or several penalties, these may also be imposed by the Stewards and/ or the Sporting Tribunal/Disciplinary Commission, irrespective of any protest or of a decision taken by the Race Director. The Race Director must always immediately inform the Stewards of any classification penalty he might have imposed.

16.5 The drivers shall be notified of the classification penalties below as defined in Articles 15.4 and 15.5. From the moment of a driver's notification, the driver concerned may cross the Line outside the pit lane no more than twice before entering the pit lane to take his penalty. Should the driver concerned fail to take the penalty, he shall be shown the black flag.

16.6 Drive-Through Penalty

After the display of the "Drive-Through" panel, the driver concerned must enter the pit lane, drive through the pit lane without stopping and observe the speed limit.

16.7 Stop-and-go Penalty

After the display of the "Stop-and-Go" board, the driver concerned must enter the pit lane and stop at the location communicated during the drivers' briefing (normally in front of the Race Control tower). After coming to a full stop, the driver may re-join the race. The speed limit enforced in the pit lane shall apply both for accessing and exiting the pits.

16.8 Time Penalty

After the display of the "Time Penalty" panel, the driver concerned must enter the pit lane and stop at the location communicated during the drivers' briefing (normally in front of the Race Control tower). There, the driver must stop and remain stationary for at least the duration of the imposed time penalty and may then continue to re-join the race. It shall be the participant's responsibility to respect the imposed stopping time. In addition, the stopping time shall be monitored by a judge of fact who shall display a board to the driver when the stopping time has elapsed. The speed limit enforced in the pit lane applies both for accessing and exiting the pits.

16.9 Parc fermé rules shall apply for the car concerned by one of the penalties specified in Articles 16.6 16.7 and 16.8 above from the moment it enters the pit lane until it exits the pit lane. The only permitted exception is the use of an external source of energy to start the car.

16.10 Should a drive-through penalty be imposed when the race leader has 7 minutes or less to complete of the scheduled race duration, it shall be up to the participant to take the drive-through penalty or to accept a time penalty of 30 seconds added to his total time.

16.11 Should a stop-and-go penalty be imposed when the race leader has 7 minutes or less to complete of the scheduled race duration, it shall be up to the participant to take the stop-and-go penalty or to accept a time penalty of 35 seconds added to his total time.

16.12 Should a time penalty be imposed when the race leader has 7 minutes or less to complete of the scheduled race duration, it shall be up to the participant to take the time penalty or to accept a time penalty of 30 seconds added to his total time.

Should the penalty be taken, the driver concerned must subsequently cross the Line outside the pit lane at least one more time before he takes the chequered flag. Failure to do so shall result in a time penalty of 30 seconds added to the total time of the driver concerned.

16.13 Pit-Stop Penalty

A pit-stop penalty shall be imposed only if the driver notified of the penalty has not completed the obligatory pit stop. The provisions of Article 16.5 in relation to the compulsory maximum number of laps before taking the penalty shall not be applicable for the procedure of a pit-stop penalty. After the notification of a pit-stop penalty, the driver concerned must proceed to the pit lane during his obligatory pit stop, to take his pit-stop penalty and stop at the location communicated during the drivers' briefing (normally in front of the Race Control tower). He must stop there at least for the period notified before he rejoins the race. It shall be the participant's responsibility to respect the stopping time. In addition, the stopping time shall be monitored by a judge of fact who shall display a board to the driver when the stopping time has elapsed. After the pit-stop-penalty, the driver concerned may continue to his pit and proceed to the obligatory pit stop respecting the provisions of Article 40.

The minimum duration of the competitor's obligatory pit stop shall increase by the duration of the imposed time penalty.

The speed limit enforced in the pit lane applies both for accessing and exiting the pits.

16.14 In less severe cases, the Race Director may refrain from inflicting one of the aforementioned classification penalties (see Articles 16.6, 16.7, 16.8 and 16.13) provided that the competition advantage wrongly gained is equalised.

The Race Director may request from the driver who has committed the infringement the immediate equalisation of the advantage gained. If the driver follows this request and lets the other car which was wrongly overtaken past, the advantage shall be considered equalised. The relevant information shall be provided to the participants on page 7 of the time-keeping monitors.

If the corresponding driver does not make use of the possibility to equalise the irregular advantage, one of the classification penalties specified in Articles 16.6, 16.7 or 16.11 shall be imposed.

ARTICLE 17 PROTESTS AND APPEALS

17.1 All protests must be lodged in compliance with the provisions of the ISC. The protest fee shall be specified in the Supplementary Event Regulations.

17.2 No protest may be lodged against the following decisions of the Race Director:

- Pit-Stop Penalty (Article 16.12)
- Stop-and-go Penalty (Article 16.7)
- Drive-Through Penalty (Article 16.6)
- Time Penalty during the race (Article 16.8).

17.3 In addition to the cases mentioned in Article 152 ISC in relation to the suspension of penalties, this suspension shall also apply to decisions taken by the Stewards concerning a driver's drop in grid positions for the next race.

ARTICLE 18 PENALTIES

18.1 The Stewards may inflict any penalty specified in these Regulations as substitute for or in addition to the penalties laid down in the ISC. Any breach of the Regulations notified to the Stewards may result in a penalty pronounced by the Stewards. The Stewards may suspend penalties.

18.2 The Stewards may also pronounce a drop in grid positions which may be applied for the current Event as well as for one or several subsequent Events.

18.3 Fines shall be due for payment to the DMSB within 48 hours of their notification.

ARTICLE 19 DRIVER CATEGORIES/PAIRINGS, DRIVER/CAR CHANGE

19.1 The competing drivers shall be graded by the FIA into four categories based upon their past experience and results.

For grading purposes, drivers shall be required to submit their complete racing record (results) on the regulation FIA Career Record form together with their entries – however no later than two weeks before the first event.

Drivers not graded by the FIA shall be temporarily graded by the ADAC GT Commission.

The categories shall be defined as follows:

A (or Platinum): well-known professional driver under the age of 55 meeting at least one of the following criteria:

- holds/held a Formula One Superlicence
- won the Le Mans 24 Hours (overall classification)
- was a salaried works driver for a car manufacturer
- finished in the top 10 in one season of the F3000, CART/Champcar, IRL or GP2 racing series
- finished in the top 6 of an international F3 (British/Euro F3) or of another important int. championship (e.g. World Series by Renault etc.)
- any driver not covered by one of the definitions above but whose performances and achievements the FIA deems to be equivalent to those of an A or Platinum category driver.

B (or Gold): semi-professional driver in international or national series meeting the following criteria

- Platinum category drivers between 55 and 59 years of age and Platinum drivers not having competed for the last 10 years.
- raced at a competitive level in the Karting World Championship or a formula not specified below and is under 35 years of age
- finished in the top 10 in an international Formula championship (A1GP, Renault V6, FR2000 international etc.)
- finished in the top 6 in a national Formula championship (F3, FR2000 etc.)
- finished in the top 3 in a Formula stepping-stone series (Formula Ford, Formula BMW, Formula Zip, Autosport Academy)
- was in the top 6 of the Porsche Supercup
- was in the top 3 of a national or international manufacturer's trophy (Porsche, Seat, Peugeot, Renault etc.)
- any driver not covered by one of the definitions above but whose performances and achievements the FIA deems to be equivalent to those of a B or Gold category driver.

C (or Silver): non-professional drivers meeting at least one of the following criteria:

- experienced racer not meeting the A or B criteria and under 30 years of age
- Platinum (A) driver aged over 60
- won national or international series as the crew-mate of an A category driver
- won Gentlemen-Drivers series (Ferrari Challenge, Maserati Trophéo, Lamborghini Supertrophy)
- competed for one season in a Formula series

D (or Bronze): non-professional drivers

- drivers who acquired their racing licence being over 30 years of age and have little or no Formula racing experience;
- drivers under 30 years of age without significant racing experience.

19.2 The two drivers entered for a vehicle shall each complete one qualifying and one half in each race. The lower-graded driver shall complete the first qualifying, the first part of the first race and the second part of the second race. The higher-graded driver shall complete the second qualifying, the second part of the first race and the first part of the second race. If both drivers are graded equal, the competitor shall determine during the administrative checks which driver shall complete which qualifying and which parts of which races, applying the rules for higher-graded and lower-graded drivers.

After the administrative checks, any changes to the driver pairing/driver sequence or the entry of an additional driver must be approved by the Stewards.

19.3 After scrutineering, any substitution of a car and/or the entry of an additional car must be approved by the Stewards.

In no case may a driver entered for a specific car change this car after the beginning of the first free practice session of an ADAC GT Masters event.

19.4 The decision whether a car shall be deemed repaired or changed shall be taken by the Stewards, based upon a report by the Technical Delegate.

ARTICLE 20 DRIVING/DRIVERS' EQUIPMENT

20.1 Each driver must drive his car alone and unaided on the race track.

20.2 Whilst driving, each driver must always wear his complete driver's equipment in compliance with the Appendix L to the ISC, Chapter III, and the prescribed head restraint system and fasten his seat belts. Driving is defined as any movement of the car under its own engine power.

ARTICLE 21 CAR IDENTIFICATION

21.1 Race Numbers

The race numbers must appear in four positions: on each side of the car as well as on the front bonnet and on the windscreen. The exact position and type of mounting are described in the Organiser's Regulations.

Race numbers and the corresponding panels shall be supplied by ADAC and must be affixed to the race cars without modification.

Except for the number on the windscreen, the leading driver in the drivers' standings must affix red race numbers to his/her car.

21.2 Advertising surfaces

The compulsory official advertising surfaces shall be respected as specified in the ADAC GT Masters Organiser's Regulations.

ARTICLE 22 TESTING

Registered drivers may not test their race car on a particular circuit during the 4-week period prior to an ADAC GT Masters event. This provision shall apply also to vehicles of the same design, but with different vehicle identification numbers. It shall not apply to tests organised by ADAC. However, registered drivers shall be allowed to participate in other racing events.

Any violation of the above test restrictions shall be reported to the DMSB Sporting Tribunal.

ARTICLE 23 PITS/PIT LANE

23.1 A line shall divide the pit lane in two over its total length in front of the pits. The part closest to the pits shall be designated the working lane, the part closest to the pit wall shall be designated the fast lane. The race cars may use the fast lane only when the driver is behind the steering wheel in normal seating position. No work may be carried out on the car in the fast lane and no parts or tools may be left there. Cars which are in the fast lane of the pits when a race is suspended in accordance with Article 42.5 shall be excepted. In no case may work be carried out on a car if it is likely to hinder other cars. On the side near the pits, the pit lane shall be delimited by a line or the pit gates. The exact limits of the pit lane shall be communicated in the bulletin.

23.2 The obligatory pit stop shall always be executed in front of the participants' respective garages.

The use of booms is generally prohibited. Compressed-air cylinders must be kept in suitable holders to prevent them from falling over or being damaged. Nobody shall carry compressed-air cylinders on their backs (no pit runners).

23.3 Only persons holding an appropriate pass shall be admitted in the pit area. Children and young people (until 14 years of age) shall not be admitted in the pit lane, even if accompanied by an adult. This shall apply also if they are in possession of valid passes.

23.4 During an ADAC GT Masters event, only persons holding an appropriate pass are admitted in the pit lane.

During practice and race no more than 3 persons for each race car shall be permitted at the pit wall and they must carry special identification.

23.5 The participants in the ADAC GT Masters shall be required to clear the pit area outside their scheduled practices and races if there is another practice or race taking place at that time. Furthermore, for safety reasons it shall not be permitted to push the cars along the pit lane during a practice or race of a supporting event.

23.6 All electrical devices must comply with the current and valid safety standards. For safety reasons, smoking shall be absolutely prohibited throughout the pits and on the starting grid.

23.7 During an ADAC GT Masters event, the drivers may only leave the pit lane when the green pit exit light is on. A Marshal with a blue flag and/or a blue flashing light shall warn the drivers if a car approaches the pit lane exit on the track. At the beginning of a session, the fast lane may not be used until the green pit exit light is on.

Pit-lane exiting at the beginning of each qualifying shall be controlled by Marshals. The exact procedure shall be announced at the drivers' briefing. Non-compliance with the officials' instructions shall result in exclusion from the respective qualifying.

23.8 The cars must always approach and exit a pit stop station on the fast lane. It shall be prohibited to pass a car which blocks the fast lane momentarily (e.g. to be pushed into the pits by team members) by using the working lane.

23.9 It shall be the responsibility of the participants to release their cars after a pit stop only when it shall be safe to do so and without endangering other participants.

Cars in the working lane shall yield to those in the fast lane.

23.10 Compliance with the above safety regulations for entering and leaving the pit lane and for the pit stop shall be controlled by Marshals.

23.11 During an ADAC GT Masters event, it shall be prohibited to climb onto the fencing of the pit wall, in particular at the race end. A penalty may be imposed on any team failing to comply.

23.12 Animals, except those which may have been expressly authorised by the event host for use by security services, shall be forbidden on the track, in the paddocks and in the pit lane.

ARTICLE 24 SCRUTINEERING

24.1 Before the start of the first free practice of an event, each car must be presented for scrutineering at the times mentioned in the timetable. No car may take part in an ADAC GT Masters event until it has been approved by the Scrutineers.

Before scrutineering, each participant shall inform the Technical Delegate in writing about the homologation or homologation supplement the car corresponds to.

The presentation of a car for scrutineering will be deemed an implicit statement of full conformity with the Technical Regulations of the corresponding homologation.

24.2 Scrutineering at the ADAC GT Masters events will be carried out in the pits in accordance with the timetable. Unless a waiver is granted by the Stewards, competitors who do not keep to the time limits for the presentation of their cars for scrutineering will not be allowed to take part in the event.

24.3 Cars which have successfully passed scrutineering shall be provided with a special identification by the Scrutineers. Any car failing to comply with the Technical Regulations shall be rejected by the Scrutineers.

24.4 Any car which, after being passed by the Scrutineers, is damaged or dismantled or modified in a way which might affect its safety or call into question its eligibility, must be represented for the Scrutineers' approval without being expressly requested.

24.5 At any time during an event, including the period after scrutineering, all cars must be made available for additional checks to be carried out. Upon request, the tyres marked for the corresponding car and the corresponding event must also be made available to the Technical Delegate at any time during an event.

24.6 In co-ordination with the Stewards and the Technical Delegate, the Scrutineers or DMSB authorised persons may also check cars or car components after an event at a location other than the circuit area. The Stewards shall be informed about the results of such checks. The race results shall remain provisional until the Stewards have decided.

24.7 The cost of disassembly or assembly due to post-inspection both during and after an event shall be borne by the competitor concerned.

24.8 Should a car lose a component during qualifying or a race, the weight of this component may be taken into consideration when determining the car's weight. It shall be at the discretion of the Stewards, in agreement with the Technical Delegate, to decide whether and which of such components shall be taken into consideration for weighing.

24.9 The Scrutineers may carry out any kind of checks on the race cars at any time, also immediately before a car leaves the pit lane. The competitors must take this into consideration in their schedule.

24.10 The Race Director may require that any car involved in an incident (Article 16) be checked.

24.11 The correct presentation of the series sponsors and of the race numbers as indicated in ADAC GT Masters Organiser's Regulations shall be checked at scrutineering. The participants shall have time until the first qualifying to execute any adjustments requested.

24.12 The Stewards shall publish the Scrutineers' findings in the technical checks carried out on the cars. The results shall not include specific figures except for cars found to be in breach of the Technical Regulations.

ARTICLE 25 TYRES

25.1 No tyres shall be used other than those provided by the permanent series supplier. Only the tyre categories (size, construction, mixture) approved by the DMSB for each type of vehicle shall be used.

Any modification or cutting of the tyre tread or the tread pattern shall be prohibited. Any chemical, mechanical or thermal treatment of the tyres shall be prohibited. This prohibition includes the use of microwaves and/or infrared systems.

Exceptions:

- It shall be permitted to cool the tyres with water.
- Any dirt (stones / pick-up) on the tyre tread of the dry-weather tyres may only be removed by means of thermal-mechanical scrapers.

No devices or fixtures of any kind shall be used to increase the tyre temperature. Tyres shall not be covered while vehicles line up in the starting grid.

The tyres may only be filled with chemically unmodified ambient air or with nitrogen.

25.2 All dry-weather tyres shall carry a bar code label incorporated during their manufacture and allowing unambiguous identification of each tyre. Prior to the free practice of an ADAC GT Masters event, the bar code labels of the dry-weather tyres eligible for that event shall be registered by the Scrutineers. The following must be respected:

- All tyres to be newly registered must come from the stock of the tyre supplier present at the circuit.
- The tyre supplier may not take back tyres which have already been registered by the Scrutineers.

Reports indicating the registered bar code numbers shall be submitted to the participants for verification and signing.

25.3 Dry-weather tyres:

a) Each car shall be allocated a maximum of three new sets of tyres (each set consisting of two front and two rear tyres) for the free practices, the qualifying and the races of an event.

Where identical tyres are used on a vehicle's front and rear axles, the tyres shall be assigned clearly and definitively to the axle by bar code numbers. Tyres shall not be used on an axle other than the one assigned.

b) In addition, two sets of tyres (each set consisting of two front and two rear tyres) that were allocated to a car at a previous event may be nominated for each car for the free practices of an event. The bar code numbers of these tyres must be communicated to the Technical Delegate or his representative in writing before the start of the event.

At the first event, each car may be allocated no more than one additional new set of tyres instead of two used sets of tyres.

The same shall apply to guest starters who are participating in an event for the first time in a season.

These tyres must be used only in the free practices of the respective event.

c) At no time may a car use dry-weather tyres on the track which were not allocated to that particular car and for that particular event.

d) Tyres assigned by the Scrutineers during an ADAC GT Masters event, may not be changed without the proper permission of the Technical Delegate. The Technical Delegate may approve the replacement of tyres only on the basis of the manufacturer's confirmation that the tyre defect was caused during production.

25.4 Wet-weather tyres

a) There are no restrictions on the number of wet-weather tyres used.

b) Wet-weather tyres shall only be used during practice, qualifying or races if the Race Director has declared the session a wet practice or wet race.

25.5 Tyre change

Should a punctured tyre need to be replaced during qualifying or a race, the Technical Delegate or his representative must be informed immediately. The damaged tyre shall be retrieved immediately by a Scrutineer or an assistant Scrutineer.

25.6 At any time during an event, the Scrutineers and the official assistant Scrutineers may check the tyres in relation to their correct identification and for compliance with the regulations. All participants must allow such checks and provide the necessary assistance for them to be carried out.

25.7 The Technical Delegate shall have the right to exchange any tyre of a single car against a tyre from the tyre manufacturer's stock at any time during an event until 2 hours before the qualifying or the race, at his own discretion.

25.8 Any breach of these regulations and the use of tyres without appropriate identification may result in a drop in grid positions or in non-classification in the race. The Stewards may inflict additional penalties.

ARTICLE 26 WEIGHTS AND WEIGHING

26.1 Handicap weight

Handicap weights shall be installed in each car, based on the driver pairing.

The handicap weights to be installed are indicated in the following Table with reference to the driver categories:

Category	A Platinum	B Gold	C Silver	D Bronze
A Platinum	not allowed	60kg	30kg	15kg
B Gold	60kg	45kg	15kg	0kg
C Silver	30kg	15kg	0kg	0kg
D Bronze	15kg	0kg	0kg	0kg

26.2 Success ballast

Based on the drivers' standings, the following ballast weights shall be installed in the vehicles (or waived).

1st	+30kg
2nd	+20kg
3rd	+10kg
4th	- 10kg
5th	- 20kg
6th	- 30kg

The success ballast varying the actual weight of each car, shall not be less than 0kg and not exceed 50kg.

However, accumulated positive success ballast from several races shall also be tabulated in excess of 50kg and serve as a basis for reducing the success ballast.

Negative success ballast cannot be accumulated below 0kg.

If a driver carrying a weight penalty changes the team and/or vehicle during the season, the weight shall be carried on to the new team/vehicle.

If a weight penalty has already been imposed on the new vehicle, the nominally higher weight (driver or car) shall be deemed the new weight penalty.

Should both drivers of a car carrying success ballast leave and be replaced by a new driver crew who have not run up any previous success ballast, the previous ballast shall be neutralised.

26.3 Minimum weight of cars

The required minimum weight of each car (without driver and fuel) shall be determined as follows:

Minimum weight according to BoP (see Art. 27.1) + handicap weight pursuant to Articles 26.1 and 26.4 + success ballast according to Article 26.2

The cumulated additional weight, i.e. BoP weight (see Art. 27.1) + handicap weight, pursuant to Articles 26.1 and 26.4 + success ballast pursuant to Article 26.2 shall not exceed 150kg. It shall be installed in the car at all times during an event as specified in Article 28.10.

26.4 Additional weight for non-permanent starters

Should a non-permanent registered competitor participate as a guest starter at one or more 2012 ADAC GT Masters events, an additional handicap weight of 30kg shall be installed in his car for the two qualifying and race 1 of the first event.

For the second race of the event and possible further guest starts in the 2012 season, the provisions under Articles 26.1, 26.2 and 26.3 shall apply.

This provision shall not apply if the driver pairing of the guest starters consists of two Bronze category drivers (D+D).

The cars shall be weighed as follows:

Driver weighing

26.5 All drivers shall be weighed with all their equipment (helmet, overall etc.) at the beginning of the first and fifth events. The result of the weighing shall be communicated to the drivers and confirmed on the spot by the drivers' signatures. The weight found shall be valid for any weighing practices or qualifying. Drivers who do not participate in the events specified above shall be weighed at the beginning of the following event respectively in which they participate. Driver weighing shall be part of scrutineering.

For the purpose of identification during weighing, each driver shall affix their respective race numbers on both sides of their helmets.

Weighing during free practice and qualifying

26.6 During free practices and qualifying, the weighing will take place in a weighing area designated by the Technical Delegate. When a driver is notified that his/her car is to be weighed, he/she must proceed directly to the weighing area and switch off the engine.

26.7 The car shall be weighed with the driver on board. To determine the weight of the vehicle, the driver's weight determined pursuant to Article 26.5 shall be subtracted from the determined overall weight. The result shall be given to the driver or a team member in writing. During weighing, the driver must refrain from any movements which might affect the result.

26.8 Should a car be unable to proceed to the weighing area under its own power, it shall be pushed to the weighing area by Marshals only.

26.9 Should the weight of a car be less than the prescribed minimum weight, a second and a third weighing of the corresponding car and driver on the same weighing scale and in the same configuration shall be carried out immediately. The highest of the three weighing results shall be considered to be the actual weight of the car.

26.10 A weighing tolerance of 2 kg shall be taken into consideration for determining the actual weight. The weighing result shall be a decision of a judge of fact.

26.11 The driver may not leave the weighing area nor may the car be removed without the consent of the Scrutineers.

26.12 All cars selected for weighing are subject to parc fermé regulations. No substance may be added to or removed from a car after it has been selected for weighing. The same shall apply during weighing or after the end of the race, except by Scrutineers acting in their official capacity.

Weighing after qualifying and races

26.13 During scrutineering cars are weighed without the driver on board. A weighing tolerance of 2 kg shall be taken into consideration for determining the actual weight. The weighing result shall be a decision of a judge of fact.

Should a car weigh less than the prescribed minimum weight during scrutineering, a second and a third weighing of the corresponding car and driver on the same weighing scale and in the same configuration shall be carried out immediately. The highest of the three weighing results shall be considered to be the actual weight of the car.

26.14 All parts replaced during qualifying and races must be made available to the Scrutineers for verification without any explicit request. Where necessary, the parts removed from the car will be marked by the assistant Scrutineers, and may not be modified subsequently in any way. Such parts must remain in the respective team's garage in a place clearly visible to the assistant Scrutineers, until such time when Scrutineers release them. These parts may be taken into consideration instead of the new parts when determining the weight of a car.

26.15 To confirm the additional weight (handicap or ballast) defined in Articles 26.3 and 28.10, the metal weight plates shall be removed from the vehicles and weighed separately on the Scrutineers' scale. The plates must account for at least the overall weight pursuant to Article 26.3. A weighing tolerance of 1kg shall be taken into consideration for determining the actual weight. The weighing result shall be a decision of a judge of fact.

26.16 Non-compliance with the minimum weight during qualifying shall result in the non-classification of the car concerned. That driver, however, may start the race from the last grid position.

Non-compliance with the minimum weight during a race shall result in exclusion.

26.17 It shall be the participants' responsibility to ensure that the race cars entered by them can immediately be pushed onto the assigned weighing scale at any time during the event upon instruction of the Stewards or the Scrutineers. At any rate, the car shall be subject to parc fermé rules from the moment the instruction for weighing procedure is issued until the procedure is completed. In addition, the itinerary to the weighing area and the weighing area itself shall be subject to parc fermé rules. Only officials on duty and their assistants may enter the weighing area. No intervention of any kind shall be allowed in this area unless authorised by the officials. Any failure to comply with an instruction to present a car for weighing shall be reported to the Stewards.

ARTICLE 27 BALANCE OF PERFORMANCE

27.1 In consultation with the FIA, the DMSB shall classify the competition cars. For this purpose, the following performance parameters may be adjusted:

- Minimum vehicle weight
- Diameter of the air restrictor(s)
- Car ride
- Width of tyres.

The modification of the air restrictor diameter shall be announced no later than 5 business days before the respective event. Modifications of the vehicle weight shall be announced no later than 24 hours before the respective event. Exceptionally, for the first two events in the 2012 season, the minimum weight of vehicles may still be modified after the respective qualifying.

Additional weight based on the BoP adjustment of the minimum vehicle weight shall not exceed 50kg.

27.2 Each vehicle shall be equipped with an operational data logging device in good working order including sensors in line with DMSB requirements. No data, memory cards or similar storage media shall be extracted or removed before parc fermé rules are lifted.

The entrants shall bear the cost of the data logger.

27.3 Each vehicle shall be equipped with 1 or 2 air restrictors in line with FIA/DMSB requirements. The requirements with ISC Appendix J Article 257A.5.2 are mandatory.

Furthermore, each entrant shall prepare a checking gauge for the diameter of their air restrictors as instructed by the schematic in Appendix 2 hereto which they shall make available when scrutineering starts.

ARTICLE 28 GENERAL CAR REQUIREMENTS

28.1 Television cameras and antennas

All participants must fit the inboard and onboard cameras assigned by ADAC at the positions inside the cars as instructed by ADAC or the contractor (mounting points inside the car must be created, if necessary) and actuate them as instructed. In particular, holes must be provided in the cars' roofs to allow installation of the antennas. Any areas of each car's Interior (passenger compartment as well as inside and outside surfaces of the windows) that are within view of the cameras must be kept free from any kind of advertisement or branding whatsoever.

The teams' own inboard and onboard cameras shall be allowed. Footage taken during a race shall not be published. The Stewards shall punish any infringement with fines of at least €20,000. Additional sanctions up to exclusion from the series may be inflicted. Each offence shall be reported to the DMSB Sporting Tribunal

A camera must not weigh more than 2kg and be secured by two separate fastenings.

When requested by the ADAC GT Commission, each entrant shall install an operational image and data capture system in good working order as well as an incident camera (in line with DMSB specifications) in their vehicles in such a manner that the camera image shows both the whole steering wheel and the area just ahead of the car (viewed through the windscreen). The Technical Delegate shall be entitled to require modifications both of the camera's position and the angle of view. The entrants shall bear the related cost.

No parts or equipment obstructing the camera's view shall be installed between the camera and steering wheel and the camera and windscreen. It shall be the participants' responsibility to have a formatted storage card (Micro SD, 4GB) in good working order inserted into the device.

A DMSB representative shall seal the memory card slot before the first qualifying begins. It shall be the participants' responsibility to keep the seal in place and intact. Only Scrutineers may remove memory cards.

Entrants shall connect the camera to the data logging device (Art. 27.2) in line with DMSB requirements. The camera trigger shall be set in such a manner that:

- the camera starts recording automatically when the car starts moving at over 10kph for the first time after ignition.
- recording stops only when the ignition is turned off.

28.2 Each car must be fitted with a ready-to-use, properly functioning timing transponder (direct-power transponder) supplied by AMB or Mylaps. The entrants shall bear the related cost. No driver recognition is required. The transponder must be solidly fixed to the car and there must be no possibility of a movement in relation to the car's chassis. The transponder must be located in the right front wheel housing. The transponder must be fitted vertically in relation to its longitudinal axis (maximum permitted inclination +/- 10 degrees). The lower edge of the transponder housing must be located no more than 500 mm above the ground when the car is standing on its wheels. The transponder must have clear visibility of the ground within a cone of at least 10 degrees. The transponder must be directly connected with the main circuit (not ignition circuit) of the car without any separating device (switch, relays etc.). When instructed by ADAC, all participants shall install additional timing transponders or other devices in good working order for timing, for speed control in the pit lane and for taking the pit stop time.

Compliance shall be controlled by the Scrutineers.

28.3 Telemetry/radio communication

Any kind of transmission of data and/or signals between the moving race car and a station/device outside the car shall be prohibited, except for:

- Admissible messages given to the car on boards from the pit wall.
- Signals exclusively for information about lap or sector times (lap trigger signals).
- Body movement and hand signals made by the drivers.
- Verbal radio communication using systems officially licensed.
- Radio signals of the official TV cameras.

With the exception of the above points, any transmission of data/signals during an event from and to the car through infrared, laser, digital/analog radio interface or similar systems shall be prohibited. The presence of any such system inside the car during an event shall be prohibited.

Tyre and brake temperatures may be measured with infrared measuring devices on the stationary car.

28.4 For the 2012 season, the following frequencies are reserved for the exclusive use of Race Control and Safety Management:

- TBA MHz
- TBA MHz (Safety Car)

The frequencies shall be announced in a bulletin.

Additional radio frequencies may be reserved for an ADAC GT Masters event. If applicable, they will be published on the official notice board. Teams, suppliers or any other persons or institutions connected to a participant may not use these radio frequencies. Participants shall not use, listen to or have someone listen to the aforementioned frequencies.

28.5 Any participant found to be in breach the aforementioned prescriptions shall be excluded from the event.

28.6 Catalytic converter

All cars must be fitted with a catalytic converter in accordance with the DMSB exhaust gas regulations. Where no catalytic converter is provided in accordance with the GT3 homologation or its supplement, any change of the exhaust system downstream of the exhaust manifold shall be permitted only for the purpose of installing a catalytic converter. The provisions on noise pursuant to the FIA GT3 Technical Regulations, ISC Appendix J, Article 257A5.3 shall apply.

28.7 Engine, ABS and other control units

Engine, ABS and other control units shall only be used with the software versions submitted to the BoP test.

28.8 Brake cooling systems

As may be the case, the DMSB may allow the use of the following brake cooling systems solely for the purpose of cooling:

- System 1: air ventilation with air ducts, hoses and electric fans
- System 2: water cooling with water tanks, pumps, control unit, cable harness, water lines and spray valves

28.9 Flexible bodywork

Any body parts having an impact on the vehicle's aerodynamic performance

- shall be rigidly connected to the chassis (with rigid meaning no room for movement)
- shall remain immobile relative to the chassis

To ensure compliance with the requirements in this Article, the DMSB may subject each bodywork component which seems to be moving or is suspected of moving when the vehicle is in motion to static deformation tests.

28.9 Additional weight/ballast (clarification of ISC Appendix J, Article 257A4.3)

In addition to the requirement of ISC Appendix J, Article 257A4.2, additional weight or ballast shall meet the requirements below:

- additional weight or ballast shall consist of stacking metal plates with minimum measurements conforming to drawing 257A-1 and maximum measurements of 500 x 500mm.
- The plates shall be installed in the front passenger location with five M12 bolts.

ARTICLE 29 REFUELLING/FUEL

29.1 Unless otherwise stated in the event host's provisions or in the track licence, refuelling and defuelling of race cars shall be allowed in the pits. Fuelling or defuelling outside the pits shall be forbidden.

29.2 Refuelling or defueling during a session (practice, qualifying, race) or in the starting grid of a race shall be forbidden. The same shall apply to the breaks between qualifying

29.3 Throughout any refuelling, at least one team member equipped with a manual extinguisher (class AB, foam AFFF), operational and of sufficient capacity, must be on stand-by near the car which is to be refuelled. In addition, each team must have at least two fire extinguishing blankets ready in the vicinity of the refuelling operation in compliance with DIN 14551. The participants shall be personally responsible for compliance.

29.4 All cars must be fitted with a self-sealing connector (sample port) which the Scrutineers shall use to remove fuel from the tank. This port must be a type approved by FIA (see FIA Technical List No. 5 for position and type).

It must be possible to fit a pipe to this connector. This pipe must reach the ground outside the car and be fitted with a cut-off device.

29.5 All participants must use the fuel nominated by ADAC for the corresponding event. At any time during the event, after scrutineering, only regulation fuel may be in any car after scrutineering. The fuel provided against payment shall be unleaded Super Plus and correspond to the DIN EN 228 minimum specification. The regulation fuel may not be modified. No substances may be added, removed or modified in their concentration. Any mixing with other fuel including fuel assigned at a previous event shall be prohibited. The sole supplier of fuel for all 2012 ADAC GT Masters events shall be Shell.

29.6 Only unmodified ambient air may be mixed as an oxidant with the fuel used in the race car during the event. Any artificial modification of the composition of the ambient air shall be forbidden.

29.7 During the event, fuel may only be cooled with unmodified ambient air.

ARTICLE 30 CHECKS

30.1 Fuel checks

a) At each event, a reference sample from the fuel supplier nominated in the event bulletin for that particular event will be taken at the circuit. Should the fuel at the circuit be stored in different tanks (the chambers of a fuel tank truck are not considered to be different tanks for the interpretation of these Regulations), a corresponding sample shall be taken from each tank.

Gas and fuel-tight locking containers shall be used for the fuel samples. Three samples shall be placed in the containers which shall be delivered as follows:

- one container to the Scrutineers for testing
- one container to the event host
- one container to the fuel supplier.

The containers shall be labelled and sealed.

b) At any time during the event, and in particular after qualifying and races, there must be enough fuel in the tank of each car for a quantity of at least 2kg to be taken as a fuel sample from the connector defined in Article 29.

c) The Technical Delegate or the Scrutineers may order fuel samples to be taken from the race cars at any time during the event. Gas and fuel-tight locking containers shall be used for the fuel samples. Three containers shall be filled with the samples and delivered as follows:

- one container to the Scrutineers for testing
- one container to the event host
- one container to the participant.

The containers shall be labelled and sealed.

d) Should the suppliers dispense the regulation fuel at the circuit from different containers, any samples taken from each of the different containers shall be compared with the samples taken from a race car if necessary.

30.2 Tyre checks

- a) Before tyres are released to the participants at an event, a reference sample shall be taken at the circuit from the tyre stock designated for that event.
- b) Gas-proof locking containers will be used for the tyres samples. Samples shall be put into three containers and delivered as follows:
- one container to the Scrutineers for analysis
 - one container to the event host
 - one container to the tyre supplier.

The containers shall be labelled and sealed.

c) At all times during the event the tyres used during an ADAC GT Masters event must comply with the tyre manufacturer's specification.

The Technical Delegate or the Scrutineers may order tyre samples to be taken from the race cars at any time during the event. Gas-proof locking containers will be used for the tyre samples. Samples shall be put into three containers and delivered as follows:

- one container to the Scrutineers for analysis
- one container to the event host
- one container to the participant.

The containers shall be labelled and sealed.

30.3 Ride height, splitter and diffusor ground clearance check and other clearance checks

All cars must have the BoP or homologation-required minimum ride height/ground clearance, which shall be measured on the scrutineering platform without fuel and without the driver. Competitors shall be allowed to increase tyre pressure to 1.5bar for the scrutineering measurement.

30.4 Intake check

The methods below may be used to check the air intake system:

- stall test according to ISC Appendix J, Art. 275A, 5.2.2
- vacuum test: using a vacuum pump, produce at least a 0.2bar vacuum

Should one of the tests fail, the Scrutineers shall carry out detailed investigations on the reasons. A report on their findings shall be submitted to the Stewards.

30.5 Software version check: Engine, ABS and other control units

In coordination with the respective car manufacturer, all relevant control units may be read on-site or sent to the manufacturer for follow-up inspection.

30.6 Engine check

Engine checks shall be conducted in coordination with the respective car manufacturers. During events, engines shall be sealed (cylinder heads and engine block/oil sump and block). The checks shall be carried out after the event in coordination with the entrants and manufacturers. The entrants shall make arrangements for sealing.

30.7 Gearbox check

To check gearbox compliance with the respective homologation, the gearbox may be sealed during events. The checks shall be carried out after the event in coordination with the entrant.

To check gear ratios, I-Meter tests may be conducted during events.

ARTICLE 31 GENERAL SAFETY PROVISIONS, CODE OF DRIVER CONDUCT

31.1 The Code of Driver Conduct as well as the safety requirements for the races are equally applicable to practice and qualifying sessions.

All drivers shall comply with the provisions of the Appendix L to the FIA International Sporting Code relating to the driver conduct on circuits. The regulations below shall complement said provisions.

31.2 Manoeuvres likely to hinder or endanger other drivers may lead to the exclusion of the offender from the event. The same shall apply to drivers who apparently fail to meet the standards of the event. The Race Director may require any driver to undergo a medical examination carried out by the Medical Officer in charge. Should the Medical Officer consider a driver to be unfit for racing, the driver shall be barred from the event.

31.3 Any stopping in front of, in or behind a curve shall be forbidden. Should a driver be compelled to stop his car on the track, the car must be removed from the track as soon as possible and extreme caution must be exercised. The driver must leave the car in neutral and the steering wheel in place. This shall also apply to cars parked in the parc fermé. The driver must then immediately move into a safe position, in any case at least behind the first line of protection if he is not able to assist in recovering the car. The officials' instructions are to be obeyed at all times.

31.4 The circuit shall be defined by white demarcation lines on both sides of the track. The drivers may use the whole width of the track between these white lines. The car is considered to be off the track as soon as all of the four wheels of the car are outside these white lines.

31.5 Drivers shall be strictly forbidden to drive their cars in the opposite race direction or crosswise to the track, unless this is absolutely necessary in order to move the car from a dangerous position or unless directed to do so by a Marshal.

Should a car stop on the track it shall be the duty of the Marshals to remove it as quickly as possible so that its presence may not constitute a danger or hinder other competitors. Except on a Marshal's specific instructions, any pushing of a car during a race shall be strictly forbidden. During practice sessions, qualifying and races, only the Marshals may give assistance to drivers outside the pit lane.

Should a driver receive any mechanical assistance from a mobile safety unit car during qualifying or races, this part of the event shall be over for the respective driver. Should the driver however continue in the qualifying or race, the following penalty shall apply: Laps completed and lap times set from the moment the illegal assistance is received shall be cancelled. The driver shall in addition be shown the black flag.

31.6 Except where these Sporting Regulations specifically provide so, only the driver may touch a stopped car unless it is in the pit lane, in the paddocks or on the starting grid. This provision shall not affect the acceptance or toleration of outside assistance provided by Marshals or by any other person for safety reasons.

Repairs or any kind of work on a race car may be carried out only at/in their respective pits, in the paddocks and on the starting grid. During races or practice sessions no team member shall be allowed on the track.

31.7 A classification or other penalty may be imposed on any driver obviously hindering or blocking other participants.

31.8 Any driver leaving the track may only rejoin it if this manoeuvre does not represent a danger or obstruction to other drivers. According to circumstances, classification or other penalties may be imposed on any driver gaining an advantage from leaving the track. Special parts of the circuit (chicanes) may be observed by judges of fact.

31.9 Drivers intending to leave the track must signal their intention to do so in good time (flasher signal) making sure that they can do so without risk. Drivers intending to stop at the pits must respect the following provisions:

Access to the pits shall only be allowed through the deceleration zone which may not be left once it has been joined. Drivers must reduce speed as soon as they join the deceleration zone so that they can stop their cars at their pits without endangering other participants or the Marshals. Any pit stop must take place in front of the allocated garage or in the garage of the team concerned. In the pit lane, cars on the "fast lane" have priority over cars in the "working lane". After a pit stop drivers may rejoin the track at the end of the pits and it shall be their responsibility to rejoin the track without endangering or obstructing other participants. Compliance with the maximum speed shall be controlled. Results of speed monitoring shall be tantamount to a decision of a judge of fact. It shall be strictly prohibited to cross the Line at the end of the pit lane. The Race Director shall impose a €250 fine against offenders during practice and qualifying and at least a drive through penalty during races.

Throughout the entire duration of the event, a 60kph speed limit shall be enforced in the pit lane between the two markings (pit lane entry/pit lane exit). At his decision, the Race Director may amend this limit for safety reasons.

Cars may not be reversed in the pit lane under their own power at any time.

For violations of the pit lane speed limit, the Race Director shall impose the following penalties:

During practice, qualifying: €50 for each km above the limit
In a race: minimum: drive-through penalty

Also, deliberate slow driving and blocking other participants during the obligatory pit stop shall be punished.

The Stewards may inflict additional penalties, in particular in the case of a dangerous breach or a repeated offence during the season.

31.10 Cars losing oil must immediately pull off the track. Drivers may not drive the car back to the pits regardless of the risk of soiling the track.

31.11 The cars' head, rear and rain lights must be illuminated when the official time-keeping monitors display the "lights on" message or the "lights on" board is shown at the Line.

31.12 The Race Director may stop any car involved in an accident or with the rear lights out of order to be checked. Any such car may rejoin the race after being checked and/or after repair.

31.13 Extreme caution must be exercised if rescue or safety vehicles are on the track. The drivers must immediately give way to such vehicles.

31.14 No spare oil, water and fuel cans or empty cans may be carried on board the race car.

31.15 It shall be prohibited to close the pit gates during practice sessions, qualifying and races or to position partition walls, to use covers or to take any other action which might impede view onto the cars, whilst they are in the paddocks, in the pits, in the pit lane or on the starting grid.

The only permitted exceptions shall be covers with the unambiguous purpose of protecting mechanically sensible parts (e.g. open intake ports) or covers for fire protection.

It shall be prohibited to:

- cover the rear wing
- use pit stop stations, tool boxes, tyre trolleys, engine bonnets or anything similar with the purpose of obstructing the view

It shall be permitted to:

- cover damaged cars or car parts
- cover cars in parc fermé or in the pit lane when it rains
- use heat protection on the starting grid.

In the case of repair after heavy accidents and with the agreement of the Technical Delegate it may be permitted in individual cases to close the pit gates.

31.16 Drivers with medical conditions (e.g. allergies, bleeder, diabetic etc.) shall submit written information to the Chief Medical Officer before the beginning of an event. This information must include the driver's name and the number of the race car. Participants with injuries or temporary handicaps must also contact the Chief Medical Officer immediately.

ARTICLE 32 FLAG SIGNALS/SIGNALLING

32.1 The emergency services and track control shall be organised in accordance with the provisions of the Appendix H to the FIA International Sporting Code. All drivers undertake to study these requirements to observe the signals and to obey any instructions. The flag signals do not release the drivers from their obligation to prevent any risks to other drivers when recognising a potential danger.

32.2 Should a driver set his fastest time in a sector under yellow flags this will normally be considered to be a violation of the yellow flag.

Non-compliance with flag signals shall result in the following penalties imposed by the Race Director:

During practice:

A drop in starting grid positions by at least 5 positions.

During qualifying:

Deletion of the corresponding lap time and drop by at least 5 positions on the starting grid.

During the race:

A drive-through penalty or a time penalty of 30 seconds added to race time.

In case of a serious breach: A drop in starting grid positions by at least 5 positions in the next race.

In addition to the above, the Stewards may use any other means to evaluate the situation and pronounce additional penalties.

The Race Director shall report to the Stewards any serious or repeated violations or violations involving safety aspects.

ARTICLE 33 PRACTICE AND WARM-UP

33.1 On the day before the first race, two 60-minute free practice sessions shall be held in accordance with the time schedule for the corresponding ADAC GT Masters event. The following provisions shall apply:

- changing tyres shall be permitted
- refuelling and defuelling shall be prohibited

33.2 Warm-up

The warm-up shall take place on the second racing day. It shall be considered un-timed practice.

33.3 The following shall apply when practice is being stopped:

Should it become necessary to stop a practice because of an accident blocking the circuit or because of weather or other conditions making it dangerous to continue, the Race Director shall order red flags to be shown at all Marshal posts and the abort lights to be shown at the Line. When the signal to stop practice is given overtaking shall be forbidden and all cars must proceed slowly back to their respective pits. All cars abandoned on the track shall be recovered. The event host shall bring them back to the pit lane if possible; he shall not be under any obligation to do so.

The Race Director may interrupt practice as often and as long as he sees fit to clear the track or to allow the recovery of a car.

However, except during qualifying, the session shall not be extended or the timetable modified as a result.

Should one or more sessions be thus interrupted, no protest shall be accepted as to the possible effects of the interruption on the qualification of drivers admitted to start.

A stopped practice session shall be restarted upon instruction of the Race Director only.

ARTICLE 34 QUALIFYING

34.1 Two 45-minute qualifying sessions shall take place the day before the first race of an event. The starting grid for the first race shall be determined on the basis of the first qualifying, and the starting grid for the second race shall be determined on the basis of the second qualifying (see Article 19 for crew composition).

34.2 Each participant may drive no more than 8 timed laps per qualifying. There shall be no transfer of laps. Each participant may exit the pit lane three times during qualifying. Offenders shall be demoted to the last starting place in the grid in the race for which the respective qualifying was held. This restriction shall not apply where the Race Director allows the use of wet tyres pursuant to Art. 25.4b.

34.3 There shall be a 10-minute break between the first and second qualifying. The cars must not be pushed into the pits during this break. During the break, the participants shall park their cars in front of their garages at a 45° angle, fronting the pit lane. Except for changing damaged tyres or switching from dry-weather tyres to wet-weather tyres and vice versa, tyre changes are allowed only during this break. Refuelling and defuelling shall also be prohibited during the break between the qualifying.

34.4 Should a driver set a faster lap time than his previous ones when yellow flags are shown at any point on the circuit, this lap time shall be deleted. Additional classification and/or other penalties may be imposed by the Race Director and/or the Stewards.

34.5 Should a driver, in the opinion of the Stewards, intentionally stop his car or obstruct another driver in whatever way during qualifying, a penalty shall be imposed.

The information in relation to time schedule, in particular to the re-start times, shall be published on page 7 of the time-keeping monitors.

34.6 After the second qualifying, all race cars that took part in the first and/or second qualifying shall be subject to parc fermé provisions throughout the circuit premises and no technical changes to the cars shall be allowed. Further, no material or substances shall be removed or added to the cars on their way from the race track to the parc fermé.

All cars must move under their own engine power directly to the parc fermé indicated in the respective Special Regulations. Any cars that do not reach the parc fermé using their own engine power shall be considered not qualified.

However, the Race Director may grant permission to start in exceptional cases.

Any cars parked in the parc fermé before the end of the qualifying shall be subject to parc fermé provisions from that moment on.

Each car must be parked with its steering wheel in the stipulated position on the steering column and the transmission in neutral.

34.7 Any driver failing to take part in qualifying or to drive a timed lap may only start the race with the special approval of the Race Director. A written application must be submitted no later than 4 hours before the start of the formation lap.

34.8 Immediately after the qualifying, the fastest lap times of each driver shall be published. Should several drivers set identical times during a qualifying, priority shall be given to the driver who set it first.

ARTICLE 35 DEFINITIVE STOPPAGE OF QUALIFYING

Where a qualifying session is stopped and cannot be re-started or where no qualifying took place due to extraordinary circumstances, the starting grid shall be based upon the current Championship standings.

ARTICLE 36 WET PRACTICE/WET RACE

Once the Race Director has allowed the use of wet-weather tyres under Article 25.4b, the decision to use dry-weather tyres or wet-weather tyres during practice, qualifying and races shall be at the participants' discretion. A "wet practice" or "wet race" board shall be displayed.

The Race Director may order the use of wet-weather tyres.

ARTICLE 37 STARTING GRID

37.1 The starting grid for the races shall be drawn up in the order of the fastest times achieved in the qualifying. The fastest laps of the first qualifying shall count towards the first race and those of the second qualifying shall count towards the second race.

A change of positions shall not be possible. Should two or more drivers set identical times, priority shall be given to the one who set it first.

37.2 Should more than one driver fail to set a time during the qualifying, they shall apply in writing to be placed at the end of the grid in the following order:

- a) The drivers who started their timed lap,
- b) The drivers who did not start a timed lap,
- c) The drivers who failed to leave the pit lane.

37.3 In any case, a driver whose lap time was deleted by decision of the Race Director or the Stewards must start the race behind the cars mentioned above.

37.4 Where necessary, Article 18 shall only be applied after the formation of the starting grid under the preceding Articles.

37.5 The starting grid for the race will be published no less than 3 hours before the start of the formation lap. This is also the deadline for any qualified participant unable to start the race to inform the Race Director.

37.6 All race cars must be moved to the starting area in race direction. Neither in the pit lane nor on the track shall it be permitted to push or drive a car opposite to race direction (exception: slight corrections of positions at the corresponding start position itself).

37.7 Cars still in the pit lane when the pit lane is closed (red light) may not join the starting grid.

Such cars may take the start from the pit lane after the whole field has started formation lap or into the race, provided that the pit exit light shows green. Any cars positioned behind them in the grid shall move up accordingly. Their places in the starting grid must remain vacant.

ARTICLE 38 STARTING MODE

Races shall be started in the flying "Indy" mode from a 2-abreast formation with the two rows at least 8 metres apart. The pole position shall be the starting slot closest to the first turn after the Line.

ARTICLE 39 START/DELAYED START

39.1 22 minutes before the beginning of the formation lap, the pit lane shall be opened and the cars may leave the pit lane for a reconnaissance lap. At the end of this reconnaissance lap, the cars shall enter the starting grid at walking pace and move to their designated grid positions. Engines shall be stopped. It shall be forbidden to start into another reconnaissance lap. Any cars re-entering the pit lane shall be allowed to start after the entire grid has started into the formation lap observing the following rules. Neither in the pit lane nor on the track shall it be permitted to push or drive a car opposite to race direction (exception: slight corrections of positions at the corresponding start position itself).

17 minutes before the start of the formation lap, the exit from the pit lane shall be closed.

Cars still in the pit lane may start from the pit lane. They may be moved to the pit lane exit only with the driver in position. After the whole field is past the pit exit in the formation lap, such cars shall have 10 seconds to leave the pit lane and join the formation lap in progress at the end of the field. They may not take up their original grid positions.

Cars still in the pit lane after the 10 seconds, may join the race when the whole field is past the pit lane exit on its first racing lap.

Any infringement of the above shall result in no less than a drive-through penalty.

39.2 The approach of the start into the formation lap shall be announced by signs indicating the following times, each accompanied by an audible warning, in the sequence described below:

a) 10-minute sign:

Countdown. Green light or green flag (beginning of the formation lap) in 10 minutes.

b) 5-minute sign:

Only team personnel and officials allowed on the starting grid. Green light or green flag (beginning of the formation lap) in 5 minutes.

c) 3-minute sign:

All cars must their wheels fitted. Cars must not be jacked up again. There may not be more than one helper per car at the start. Any infringement shall result in a drive-through penalty. Green light or green flag (beginning of the formation lap) in 3 minutes.

d) 1-minute sign:

Start engines. Drivers sitting in their cars. Green light or green flag (beginning of the formation lap) in 1 minute. All other persons leave the starting grid without delay.

e) 15-second signal:

Green light or green flag (beginning of the formation lap) in 15 seconds.

15 seconds after this sign, a green flag or green light will indicate to the participants that they are to follow the pace car into one lap.

39.3

a) The pace car flying the yellow flag shall lead the competition cars to the starting (formation lap). Drivers shall observe a maximum following distance of 3 car lengths. Dropping back may result in a classification penalty inflicted by the Race Director. Overtaking during the formation lap shall be permitted only if a car is delayed when leaving its grid position and cars behind cannot avoid passing it without unduly delaying the remainder of the field. In this case, drivers may only overtake to re-establish the original starting order. Cars overtaken by the entire grid shall stay at the end of the starting grid and start from there. Should more than one driver be affected, they shall line up at the end of the starting grid in the order they left. Cars not overtaken by the entire grid shall be allowed to re-assume their designated starting position until the "grid" board is shown. Any change in position after the "grid" sign shall be strictly prohibited.

b) Drivers unable to start into the formation lap must signal this immediately. The other drivers must maintain the grid order while passing the stopped car and allow other drivers immediately behind the stopped car to pass it. As soon as the official race-closing car bringing up the rear of the field is past the stopped car(s), the latter shall be returned to the pit lane without delay, where the respective technical staff shall be allowed to provide help to their car(s). The cars may be push-started and then take the start from the pit lane.

During the formation lap and start, vacant starting places shall not be occupied by drivers downfield. Should whole rows remain vacant, drivers downfield may move up to close the gap.

c) Drivers shall each be responsible for keeping their places on the starting grid. The starter shall not be required to order another formation lap to re-establish the starting order.

d) The provisions above shall apply to any number of formation laps ordered in addition to the initial formation lap.

39.4 The race shall be under the Starter's supervision, as soon as the pace car shall have lowered the yellow flag and turned in. The pace car may not be overtaken before the yellow flag has been lowered, even if it is already in the deceleration lane leading to the pits. All cars shall approach the Line in formation two abreast at constant speed (approx. 80kph).

The starting lights shall be red.

The drivers shall hold the starting formation by when driving over the starting boxes (starting corridor) on their respective sides. Accelerating or decelerating as well as any swerving from the corridor before the start signal shall be prohibited. The Race Director may inflict at least a drive through penalty on offenders.

The Starter shall not give the signal to start unless he deems the formation in line with regulations.

The Starter shall give the signal to start by switching the starting lights from red to green.

Should the Starter deem the formation irregular, he may order one or more additional formation laps.

The starting lights shall remain red and yellow lights shall flash. The Marshals shall wave yellow flags along the track.

The formation shall complete another formation lap with the car in pole position assuming the role of the pace car. Another start shall be attempted after this formation lap.

If starting necessitates more than one formation lap, the race shall be deemed to have started at the end of the first formation lap.

Should additional formation laps fail to result in a regular start, the Race Director may deploy the safety car and bring the formation back to the starting grid.

Page 7 of the time-keeping monitors shall display "safety car deployed" and the Marshals shall wave yellow flags and the "SC" board until all cars shall have stopped behind the Line. All cars must slow down, stop on their initial grid position and engines must be turned off.

After a broken-off start, the Race Director and the Stewards shall agree the duration of the race, the new countdown and the pit stop window and publish them for the participants on page 7 of the official time-keeping monitors and over the public announcement system.

39.5 Drivers causing a delayed or aborted start shall be reported to the Stewards and face penalties.

39.6 Compliance with the starting rules shall be monitored by judges of fact.

38.7 During the start of a race, the pit wall must be kept free of any persons except the officials on duty. The official time schedule for the corresponding ADAC GT Masters event shall be the only binding schedule for the procedure described above. Minor changes to the schedule may be published on the official time-keeping monitors up to 1 hour before the start of the formation lap.

39.8 Jumping a start shall result in no less than a drive-through penalty imposed by the Race Director. The Stewards may impose additional penalties. Any overtaking (leaving of the starting position) before the starting signal shall be considered to be a jumped start.

39.9 A race shall not be stopped when it rains, unless the circuit is blocked or it is too dangerous to continue.

Delayed Start

39.10 Should weather conditions lead to a delayed start, the Race Director shall order the following variations in the starting procedure: if it starts raining after the 5-minute signal but before the start into the formation lap, a "start delayed" board shall be displayed at the Line and the yellow light shall start flashing. The starting procedure shall resume at the 10-minute point in the countdown. The procedure set out in Article 39.2 shall apply.

39.11 Should the start of a race be imminent and the Race Director be convinced that the track cannot be negotiated safely even on wet-weather tyres, he may delay the start by switching on the yellow flashing lights and by displaying the "start delayed" board.

Information about the estimated duration of the delay or the new start time shall be displayed on the time-keeping monitors. The starting procedure shall begin again at the 10 minutes signal.

After a delayed start, the Race Director and the Stewards shall agree the duration of the race and the pit stop window and publish them for the participants on page 7 of the official time-keeping monitors and over the public announcement system.

39.12 Another "start delayed" board should be shown at the middle of the grid formation.

ARTICLE 40 PIT STOP/OBLIGATORY PIT STOP

40.1 The following rules shall apply to pit stops during a race:

- Until a car has come to a complete standstill, no team members other than the person guiding the car to its pit stop position shall be allowed in the working lane.
- No material and tyres may be taken outside the pit area until a car has come to a complete standstill.
- At no time during the pit stop shall more than two mechanics work on a car simultaneously or in turns. They shall be identified by armbands issued by the event host.
- At no time during the pit stop shall more than one air gun per car be used or be within the working lane.
- All materials and tyres must be removed from the working lane before a car exits the team working zone after a pit stop; at this time, no team members other than the person guiding the car to its pit stop position shall be allowed in the working lane.
- Reversing under the engine's own power shall be prohibited
- Refuelling and defuelling shall be prohibited during a race.
- No liquids of any kind may be re-filled or added, except for cooling the brakes with water.
- No tyre change shall be permitted during the pit stop, except for the replacement of damaged tyres, swapping near-side and far-side tyres or switching from dry-weather tyres to wet-weather tyres and vice versa.
- No work shall be carried out on a car from inside the pit (e.g. cooling of the brakes with water).

40.2 In addition to the above, the following provisions shall apply to the obligatory pit stops during races:

- During each race in an ADAC GT Masters event, all vehicles shall be required to take an obligatory pit stop for a driver change.
- Obligatory pit stops must begin between the 25th and the 35th minutes (not before 25 min 00 seconds .000 and not after 34 minutes 59 seconds .999) and shall not take less than a stipulated minimum duration.
- The minimum pit stop duration and the pit lane entrance and exit timing lines shall be defined for each circuit in the event host's Special Regulations.
- The minimum pit stop duration shall be extended by 10 seconds to change one or more damaged tyres or swap near-side and far-side tyres.
- Automatic signals marking the entry to a garage shall be banned.
- The first-turn driver shall be allowed to help the second-turn driver get into the car and buckle up.
- Exceptionally slow driving or stopping in the pit lane shall be prohibited.

40.3 Any violation of the pit stop or obligatory pit stop regulations shall result in at least a drive through penalty. A time penalty shall be inflicted should the obligatory pit stop take less than the required minimum duration. The amount of the penalty shall correspond to the length of time the pit stop was short of the minimum duration. A time penalty shall also be inflicted should the pit stop begin outside the prescribed time slot for the obligatory pit stop. The amount

of the penalty shall correspond to the time the pit stop was begun before or after the obligatory pit stop time slot.

40.4 If an obligatory pit stop is taken after the signal for the suspension of the race, this pit stop shall only be considered to be an obligatory pit stop if the vehicle was in the pit access lane or in the pit lane at the moment the signal was given. Otherwise the pit stop shall not be counted as a obligatory pit stop.

40.5 If the race is stopped after the beginning of a pit stop window or if the pit stop window begins while the race is interrupted, the driver who was driving at the time of the interruption shall restart (Art. 40.4 shall apply). A new pit stop window shall begin one lap after the restart. The Race Director shall define its duration and post the announcement on page 7 of the official time-keeping monitors.

40.6 If a race is stopped after the beginning of a pit stop window and not resumed, the classification from the last lap before the pit stop window shall apply.

40.7 All persons in the pit lane, except the team mechanics of the registered teams, must wear the appropriate additional identification during a race.

40.8 It shall be each team's responsibility to ensure that a car leave its pit stop station only when it shall be safe to do so without endangering other cars.

40.9 Compliance with the above shall be controlled by judges of fact.

ARTICLE 41 SAFETY CAR

41.1 The ADAC GT Masters Safety Car shall be a car specified and adapted for high-performance driving on racing circuits. It shall be powerful enough to maintain levels of speed at which the competition cars may be driven without compromising their racing capabilities. The car shall have at least 2 seats and 2 or 4 doors affording good rear-view. It should be fitted out with a roll cage as specified in Appendix J as well as FIA-approved seat belts. The rear and sides of the car shall bear large SAFETY CAR lettering (similar to race numbers). It shall have at least one visible yellow or orange roof light and a green light facing its rear, each with its own power circuit. The exterior lights shall be mounted to safely withstand the vehicle's maximum speed. The driver shall have racing experience. It shall carry an observer capable of recognizing all the competing cars who is in permanent radio contact with race control. The crew shall all wear FIA-approved helmets and non-flammable overalls.

41.2 The Race Director may deploy the Safety Car to

- neutralise a race when participants or officials are in imminent danger but the situation does not require the race to be stopped.
- start a race under extraordinary circumstances (e.g. bad weather)
- To restart a stopped race.

41.2a Two continuous Safety Car Lines each 20cm thick must be painted with non-slip paint across the race track in the pit entry and exit areas as follows:

- Safety Car Line 1: At a point where it is reasonable for a car entering the pit lane to overtake the Safety Car or other cars remaining on the track. This shall also be the point where competition cars may overtake the Safety Car turning into the pit lane after its deployment.
- Safety Car Line 2: At a point where cars exiting the pit lane are likely to drive as fast as the competition cars on the track. Before this line, cars on the track may overtake a car exiting the pit lane. After the line, overtaking cars exiting the pit lane shall be prohibited.

41.3 10 minutes before the beginning of the formation lap, the Safety Car shall take up position at the front of the grid and remain there until the five-minute signal is given. At this point (except under Article 41.14 below) it shall cover an entire lap of the circuit and exit the track to get to the station assigned by the Race Director.

41.4 When the Safety Car is ordered to deploy, the "Safety car deployed" message shall be posted on page 7 of the time-keeping monitors, the yellow lights over the Line shall flash and all observers' posts shall display waving yellow flags and the "SC" board until the Safety Car intervention is over.

41.5 The Safety Car with its yellow/orange lights on shall join the track immediately regardless of the race leader's position.

41.6 Any car being driven unnecessarily slow or erratically shall be reported to the Stewards. This applies whether any such car is driven on the track, in the access lane to the pits or in the pit lane.

41.7 All competing cars must then form up in a line behind the Safety Car no more than 5 car lengths apart. With the exceptions below, overtaking shall be forbidden until the cars reach the Safety Car line after the Safety Car has turned into the pit lane.

Overtaking shall be permitted under the following circumstances:

- If the Safety Car crew signals a car to do so;
- Under Article 41.14 below;
- Any car heading for the pit line may pass another car remaining on the track or the Safety Car after it has crossed the first Safety Car Line;
- Any car leaving the pits may be overtaken by another car on the track before it crosses the second Safety Car Line;
- When the Safety Car is turns in to the pits it may be overtaken by cars on the track once it has crossed the first Safety Car line;
- Any car stopping at its designated pit stop station whilst the Safety Car is using the pit lane may be overtaken;
- If another car slows down with an obvious problem.

41.8 When ordered to do so by the Race Director, the observer shall use a green light to signal to any cars between it and the race leader that they should pass. Such instruction shall refer only to the car immediately following the Safety Car. Such cars shall continue at appropriate speed and without overtaking other competitors until they reach the line of cars behind the Safety Car.

41.9 The Safety Car shall stay out at least until the leader is behind it and all remaining cars are lined up behind him. Once behind the Safety Car, the race leader must keep within 5 car lengths of it (except under Article 41.11 below) and all remaining cars must keep the formation as tight as possible.

41.10 The cars may enter the pit lane whilst the Safety Car is deployed. Overtaking the Safety Car is forbidden when accessing the pit lane. The same shall apply as long as the Safety Car drives on the fast lane in the pits.

The cars may rejoin the track when the green light at the end of the pit lane is on. It shall be on at all times except when the Safety Car and the line of cars following it are about to pass or are passing the pit exit. A car rejoining the track shall proceed at appropriate speed until it reaches the end of the line of cars behind the Safety Car.

Under certain circumstances, the Race Director may direct the Safety Car to use the pit lane or other parts of the circuit. In such cases, and provided its yellow/orange lights remain illuminated, all cars must follow the Safety Car without overtaking. Cars entering the pit lane under such circumstances may stop in their designated pit areas. As a general rule, all cars must follow the Safety Car as long as its yellow/orange lights are on.

41.11 When the Race Director calls the Safety Car in, it must extinguish its yellow/orange lights; this shall be the signal to the drivers that it will be entering the pit lane at the end of that lap.

At this point the first car in line behind the Safety Car may dictate the pace and, if necessary, fall more than 5 car lengths behind it. In order to avoid the likelihood of accidents before the restart, from that moment on, all drivers must proceed at a constant speed which involves no acceleration, braking or other risky manoeuvres until the Safety Car turns into the pit lane.

As the Safety Car is approaching the pit lane entrance, the yellow flags and "SC" boards at the observer's posts shall be withdrawn and replaced by

waving green flags and by green lights at the Line, which shall be displayed until the last car has crossed the Line.

41.12 Each lap completed while the Safety Car is deployed shall be counted as a race lap.

41.13 Should the race end whilst the Safety Car is deployed it shall enter the pit lane with extinguished lights at the end of the last lap and the cars shall take the chequered flag as usual without overtaking. The Marshals shall continue to wave yellow flags.

41.14 In exceptional circumstances and after a suspension under Article 42.5, the race may be re-started behind the Safety Car. In such case, it shall turn on its yellow/orange lights at any time before the one-minute signal. This shall be the signal to the drivers that the race will be re-started behind the Safety Car. All Marshals' post shall display waving yellow flags and the "SC" boards until as long as the Safety Car is deployed.

When the green lights are on, the Safety Car shall leave the grid with all cars following in grid order no more than 5 car lengths apart. There shall be no formation lap and racing shall start when the green lights are on.

When the Race Director calls the Safety Car in, it shall extinguish its yellow/orange lights; this shall be the signal to the drivers that it will be entering the pit lane at the end of that lap. At this point, the first car in line behind the Safety Car may dictate the pace and, if necessary, fall more than 5 car lengths behind it. As the Safety Car approaches the pit lane entrance, the yellow flags and SC boards at the observer's posts shall be withdrawn and replaced by waving green flags and by green lights at the Line, which shall be displayed until the last car has crossed the Line.

During the first lap only, overtaking, shall be permitted if a car is delayed when leaving its grid position and cars behind cannot avoid passing it without unduly delaying the remainder of the field. Should that be the case, drivers may only overtake to re-establish the original starting order.

If stationary after the remainder of the cars have crossed the Line, drivers who shall be delayed leaving the grid may not overtake any other moving car and must form up at the back of the line of cars behind the Safety Car. Should more than one driver be affected, they must form up at the back of the field in the order they left the grid.

Either of the penalties under Article 16 shall be imposed on any driver whom the Race Director or the Stewards deem to have unnecessarily overtaken another car during the first lap.

ARTICLE 42 SUSPENDING A RACE

42.1 Should it become necessary to suspend a race because the circuit is blocked by an accident or because weather or other conditions make it dangerous to continue, the Race Director shall order red flags to be shown at all Marshal posts and the abort lights to be shown at the Line.

42.2 Overtaking shall be forbidden when the signal is given, the pit exit shall be closed and all cars must proceed slowly to the red flag line where they must stop in a line.

If the Safety Car uses the pit lane (Article 41.11), the cars shall line up in the fast lane.

42.3 Should the track be blocked, the cars concerned shall be directed onto the starting grid by the Marshals where they must take up their grid positions in the order they occupied before the race was suspended. The order shall be taken at the last point at which it is possible to determine the position of all cars. Such cars shall then be permitted to resume the race.

The Safety Car shall then take up position at the front of the line of cars behind the red flag line.

42.4 While the race is suspended the following shall apply:

- Neither the race nor the timekeeping system shall be stopped;
- Cars may be worked on once they are stopped behind the red flag line or entered the pits but any such work must not interfere with the resumption of the race;
- It shall be forbidden to refuel or defuel cars;
- Only team members and officials shall be permitted on the grid.

42.5 Cars may enter the pit lane when the race is suspended but a drive-through penalty shall be imposed on any driver entering the pit lane or any driver whose car is pushed to the pit lane after the race has been suspended. Cars which were in the pit lane entry or pit lane when the race was suspended shall not incur a penalty. However, when the Safety Car (Article 42.2 2nd sentence) directs the cars into the pit lane, drive-through penalties shall only be imposed on drivers whose car are moved from the fast lane to any other part of the pit lane.

Such cars must remain in the pit lane until the race is resumed and the green pit exit lights are on. Priority shall be given to the cars which were in the pit lane or in the pit lane entry at the moment the race was suspended. Subject to the above, any car intending to resume the race from the pit exit may do so in the order in which they got there under their own power. Passing/overtaking of other cars shall only be permitted if such other cars have obvious problems exiting the pit lane

Working shall be permitted in the fast lane during the wait, but any such work shall be restricted to:

- Starting the engine and any directly associated preparation;
- The use of cooling devices;
- Changing wheels if necessary due to the climatic conditions.

At all times, drivers must follow the directions of the Stewards.

ARTICLE 43 RESUMING A RACE

43.1 Interruptions of racing shall be kept as short as possible and as soon as a time for resumption is known, teams shall be informed via the time-keeping monitors or through loudspeakers. At least a ten minutes forewarning shall be given.

Should a longer interruption be necessary due to extraordinary circumstances, the Race Director in co-ordination with the Stewards may, take appropriate action and modify the time schedule. In co-ordination with the Stewards, he may also decide that parc fermé rules apply to the cars until the race is resumed. Participants shall be informed on page 7 of the time-keeping monitors, if applicable. Should this be the case, the team shall be given no less than a 30 minutes delay for the preparation of the cars before the race is resumed.

43.2 The count down for resuming the race shall begin with the 10 minutes signal. From this moment, the procedure as specified in Article 39.2 shall apply, starting with 39.2c.

43.3 At the three minute signal, all cars must have their wheels fitted and may not be jacked up again. Any offences shall result in drive-through penalties.

At a point after the three minute signal, depending on the expected lap time, any cars between the red flag line and the race leader shall be instructed to complete a further lap without overtaking and join the line of cars behind the Safety Car. This shall also apply to any cars intending to resume the race from the pit lane (see Article 42).

43.4 At the one minute signal, engines must be started and all team staff must leave the grid by the time the 30 second signal is given taking with them any and all equipment. Should drivers require assistance after the 30 second signal they must signal this immediately and, when the remainder of the cars able to do so have left the grid, Marshals shall be instructed to push the car into the pit lane. In this case, Marshals with yellow flags shall stand beside any car (or cars) concerned to warn the drivers behind.

43.5 The race shall be resumed behind the Safety Car when the green lights are on. The Safety Car shall re-enter the pits after one lap unless

- The Race Director deems more than one lap necessary due to weather conditions;
- All cars are not yet in a line behind the Safety Car;
- The starting grid is still being cleared;
- A further incident occurs necessitating another intervention.

When the green lights are on, the Safety Car shall leave the grid with the yellow/orange lights switched on and with all cars following in the order they stopped behind the red flag line, no more than 5 car lengths apart. All the Marshals' posts shall display yellow flags and the "SC" board as long as the Safety Car is deployed.

As soon as the last car in line behind the Safety Car passes the pit lane exit, the pit exit light shall be turned to green and any car in the pit lane may then enter the track and join the line of cars behind the Safety Car.

When the Race Director calls in the Safety Car, it shall extinguish its yellow/orange lights and this shall be the signal to the drivers that it will be entering the pit lane at the end of that lap. At this point the first car in line behind the Safety Car may dictate the pace and, if necessary, fall more than 5 car lengths behind it. As the Safety Car approaches the pit lane entry, the yellow flags and "SC" boards at the observer's posts shall be withdrawn and replaced by waving green flags and by green lights at the Line, which shall be displayed until the last car has crossed the Line.

43.6 Overtaking during the first lap is permitted only if a car is delayed leaving the start position and cars behind cannot avoid passing it without unduly delaying the remainder of the field. Should this be the case, drivers may only overtake to re-establish the original order.

If they were stationary when the remainder of the cars had crossed the red flag line, drivers delayed in leaving the start position must not overtake other moving cars and must form up at the back of the line of cars behind the Safety Car. Should more than one driver be affected, they must form up at the back of the field in the order they left the grid.

43.7 Either of the penalties under Article 16 shall be imposed on drivers whom the Race Director or the Stewards deem to have unnecessarily overtaken other cars during this lap.

During this lap Articles 41.11 to 41.14 shall apply.

43.8 Should it be impossible to resume the race, the results shall be taken at the end of the penultimate lap before the lap during which the signal to suspend the race is given.

Where 75% or more of the scheduled race duration is elapsed at the time the race is stopped, the race shall be deemed to have finished. The result will be taken at the end of the penultimate lap before the lap during which the signal to suspend the race is given.

ARTICLE 44 CUTTING THE RACE DISTANCE/END-OF-RACE

44.1 The end-of-race flag shall be shown to all drivers in the race crossing the Line to indicate the end of the session. It shall be given to the race leader as soon as he has covered the full scheduled race distance and then to all the other drivers irrespective of the number of laps they may have completed.

44.2 Should the end-of-race signal be given early for whatever reason, the race shall be deemed to have finished at the time the leading car crossed the Line before the signal was given. Should the end-of-race signal be given late (after the maximum duration of the race), the race shall be deemed to have finished when it should have finished.

44.3 All cars must cross the Line under their own engine power. They shall complete a slow-down lap and must not overtake any cars still in the race. Any classified car which cannot reach the post-race parc fermé under its own power shall be taken to the parc fermé under the control of an Official.

44.4 Should a race be suspended, the Race Director in co-ordination with the Stewards, may decide whether and, if applicable, how many minutes of interruption will be added to the race time of 60 minutes.

44.5 Should it become necessary in exceptional circumstances to cut the duration of the race before the starting signal is given, the Race Director must inform the competitors of the new race duration and the pit stop window before the 5-minute signal. This must be announced by the minute time display at the Line or a message displayed on the official time-keeping monitors and in also through loudspeakers.

ARTICLE 45 PARC FERME

45.1 From the moment the race leader receives the end-of-race signal, all classified cars shall be subject to parc fermé rules which shall apply anywhere on the whole circuit. Any technical intervention on the cars shall be prohibited. On their way from the track to the parc fermé, it shall also be prohibited to remove from or add to the cars any materials or substances

45.2 The top three drivers at the end of the race and any additional drivers so instructed by the Stewards must drive their cars to the place of the podium ceremony. A parc fermé shall be established in front of the podium where the cars concerned must be parked as instructed by the Stewards. Nobody shall be allowed in this area unless specifically authorised by Race Control. The drivers must not leave this area without the previous consent of the Technical Delegate or the Scrutineers. Immediately after prize-giving, team members must bring the cars as quickly as possible to the official parc fermé or to the location of post-event scrutineering. Each car shall be accompanied by a Marshal or by a Scrutineer.

45.3 All other cars having received the end-of-race signal must proceed directly to the parc fermé area specified in the Supplementary Regulations at the end of their slow-down laps. Any classified car unable to cross the finish line under its own engine power and/or to reach the parc fermé under its own power shall be taken to the parc fermé under the control of an Official.

45.4 Each car must be parked with its steering wheel in the stipulated position on the steering column and the transmission in neutral (idle).

45.5 After the race, the parc fermé shall be lifted as instructed by the Race Director/Clerk of the Course in consultation with the Stewards.

45.6 Any car having passed through scrutineering at an event may not be removed from the paddocks until the end of the post-race parc fermé and until any post-race scrutineering is finished, unless so authorised by the Technical Delegate.

ARTICLE 46 STANDINGS/CLASSIFICATION

46.1 1st place shall go to the participant having completed the most laps. Should several participants have completed the same number of laps, the one who completed them first shall be the winner. Any laps that a car shall not have completed on its own engine power shall not count.

46.2 In order to be classified, a driver must have completed at least 75% of the winner's race distance. Should a driver cross the Line in the pit lane after the display of the chequered flag, a 30 seconds time penalty shall apply.

46.3 A provisional classification shall be published when the race is over. The classification shall not become final before all post race technical checks are completed and the protest and appeal time limits have elapsed.

ARTICLE 47 PODIUM CEREMONY AND PRESS CONFERENCES

47.1 The podium ceremony shall take place immediately after the end of each race on the podium supplied by the event host. The crews finishing the race in 1st, 2nd and 3rd place and the non-professional crews finishing 1st, 2nd and 3rd must attend the ceremony and the official press conference. Failure to attend the ceremony or the press conference shall result in a fine. The Stewards may inflict additional penalties. During the ceremony, the drivers on the podium must wear their racing overalls completely closed and the cap with the tyre sponsor's name. Representatives of the winning team in the race must attend the podium ceremony for the team classification.

47.2 If requested, all registered drivers shall attend all press conferences organised during an event by ADAC.

A press conference with the three best-placed crews of a race shall be scheduled to take place immediately after the prize-giving ceremony. Attendance shall be obligatory for these drivers. During the press conference, the drivers shall wear their overalls completely closed.

Article 1 Aims

The ADAC GT Commission is a body overseeing the general series policies, matters concerning the general good of the series and certain aspects of the Sporting, Technical and Organiser's Regulations which are not clearly the responsibility of other officials (e.g. the Race Director, the series manager or the Technical Delegate etc.).

Article 2 Members

The ADAC GT Commission shall consist of:

ADAC Automobile Sport Adviser (chair), Organiser's representative	Jürgen Fabry
Director ADAC Motorsport (vice chair)	Lars Soutschka
ADAC Masters Weekend Manager	Nico Amende
Permanent Race Director	Ralf Fuß
Technical Delegate	Robert Maas
Team representative	TBA
Team representative	TBA

Two team representatives and an organiser's representative shall be appointed for each season. They shall be permanent members of the Commission. To prevent a possible conflict of interests, the teams' representatives shall not have a vote in matters requiring neutrality (including but not limited to duties pursuant to Articles 5.1, 13.14 and 19.1).

The Commission may call for expert advice (from the stewards, team principals, drivers, the tyre partner, etc.).

Article 3 Activity

The ADAC GT Commission shall proactively deal with any issues falling under its purview. It may also act upon requests from current or potential participants.

Organiser staff or officials may consult the Commission where decisions are likely to have significant consequences.

The Commission shall meet at least three times annually (pre-season, in-season, post-season).

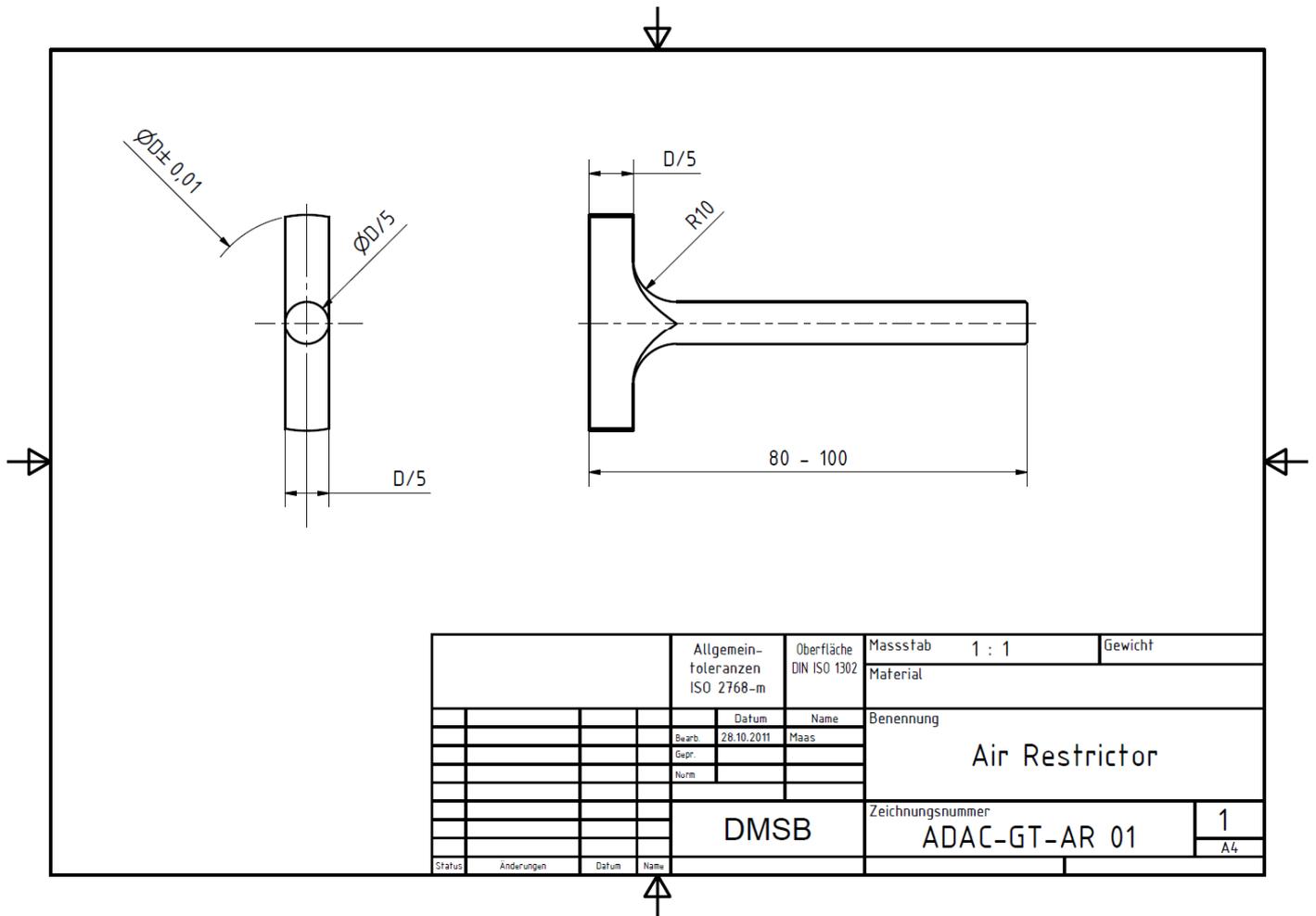
Article 4 Decisions

The ADAC GT Commission shall take decisions by a simple majority of its members.

The ADAC GT Commission should provide reasons for its decisions and set a date for their coming into force. Decisions should be communicated to those affected in writing or in bulletins, as applicable.

Article 5 ADAC Formula Masters

Since the members of the ADAC GT Commission – with the exception of the GT team representatives – cover among themselves all relevant aspects and responsibilities, they shall jointly control all areas of concern in the ADAC Formula Masters series.



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