



# **Rules & Regulations**

## **2012 ADAC Formula Masters**

and

## **ADAC Formula Masters Team Trophy**

**Last update: 06 February 2012**

Amendments according to Bulletin 01/2012 have been incorporated.

# ADAC Formula Masters

## ADAC Formula Masters Team Trophy

### **Preamble**

The “ADAC Formula Masters” series organised by ADAC is a stepping-stone series to formula racing. In running the series, ADAC places great value on equal chances, cost-effectiveness and the safety of all persons involved.

The series shall be open to drivers born 1996 or earlier.

### **1. General**

#### **1.1 Organiser**

ADAC calls for entries to the “2012 ADAC Formula Masters”. As of now, 24 events (races) to be run at 8 meetings are planned for the series. Within the series, ADAC also calls for entries to the “ADAC Formula Masters Team Trophy”.

The present Rules & Regulations were approved by DMSB on 19 January 2012 under registry number 725/2012.

#### **1.2 Legal basis of the series**

The following regulations and provisions shall govern the “2012 ADAC Formula Masters”. With their entry, competitors promise to comply with these rules:

- the FIA International Sporting Code (ISC) including appendices
- the DMSB meeting rules and regulations
- the DMSB circuit racing rules and regulations
- DMSB decisions and regulations
- the DMSB legal and procedure rules (RuVo)
- the DMSB environmental guidelines
- the FIA national anti-doping regulations (also including the WADA and NADA Codes)
- the Sporting and Technical Rules & Regulations of the present series, including all amendments and additions approved by DMSB (Bulletins)
- supplementary hosts’ regulations for the individual events with amendments and additions where applicable
- ADAC Bulletins

The DMSB internal guidelines for licensed officials shall not apply.

#### **1.3 Officials/DMSB Delegates**

For each event, the DMSB shall nominate the following officials/delegates:

- Two Stewards, one of whom will be appointed Chief Steward
- Technical Delegate
- Race Director
- Deputy Race Director/Starter
- Chief Timekeeper
- Safety Car Driver

## 1.4 ADAC GT Committee

Due to the staff and responsibilities being identical for both series, the ADAC GT Committee shall also be in charge of all matters relating to the ADAC Formula Masters.

The ADAC GT Committee is a body in charge of organising the series, dealing with general issues in the interest of the series and with certain aspects of the Sporting and Technical Rules and Regulations. It operates under its own statutes.

## 2. The 2012 calendar (schedule subject to change)

We plan to run three races each at the following meetings.

|  | <b>2012 Dates*</b> | <b>Venues*</b>                      |
|--|--------------------|-------------------------------------|
|  | 30 March – 1 April | Oschersleben Motorsport Arena       |
|  | 4 – 6 May          | Zandvoort (NL)                      |
|  | 8 – 10 June        | Sachsenring                         |
|  | 13 – 15 July       | Nurburgring (ADAC Truck Grand Prix) |
|  | 10 – 12 August     | Red Bull Ring (A)                   |
|  | 24 – 26 August     | Lausitzring                         |
|  | 14 – 16 September  | Nurburgring (Grand Prix circuit)    |
|  | 28 – 30 September  | Hockenheim                          |

**\*Subject to change – last update: 31 January 2012**

## 3. Sporting rules and regulations

### 3.1 Eligibility

To be eligible to enter the “ADAC Formula Masters”, drivers must be ADAC members and hold one of the following types of licences:

- grade C international driver’s licence – pursuant to 2012 DMSB licence provisions
- junior circuit racing licence for 16 to 17-year-olds (born 1995 to 1996) – pursuant to 2012 DMSB licence provisions
- or a comparable licence of another ASN.

Drivers holding grade B or A international driver’s licences issued by DMSB – or comparable licences from other ASNs or a Super Licence – shall not be eligible.

Drivers shall be issued personal competition numbers they shall use throughout the series. Drivers transferring to other teams shall use their original competition numbers.

### 3.2 Entrants

Unless the entrant is a driver, entrants must hold commercial or club competitors’ licences for 2012 issued by DMSB or another FIA-affiliated ASN. Sponsors or patrons who wish to be named next to the driver in the official programme or in entrants, competitors and results listings (standings) and who are not also the acting entrant may obtain the above privilege by purchasing a DMSB Sponsor Licence (Sponsor Card). This licence shall be valid only at meetings/events conducted under DMSB authority.

### **3.3 Applications**

Entrants/drivers must apply for entry/registration on special forms available from ADAC. The form must be filled in completely and signed by the driver and entrant. Applications from under-age entrants (less than 18 years of age) must be signed by the drivers' legal guardians. A passport photo of the driver must be attached to the entry form. Entries must be sent to

ADAC e.V.  
Ressort Motorsport  
Hansastraße 19  
80686 Munich  
by 1 March 2012.

Unless specified otherwise, the starter field shall be limited to 25 vehicles.

ADAC e.V. reserves the right to refuse applications and single entries, specifying reasons for such refusal.

With their application, the entrants/competitors commission and authorise ADAC e.V. to submit entries on their behalf to all races counting towards the "2012 ADAC Formula Masters" (block entry).

### **3.4 Mandatory attendance**

By entering, competitors undertake to participate in every event in the series, except for cases of force majeure.

### **3.5 Entry fees**

The entry fee per vehicle/driver covering all the events in the "2012 ADAC Formula Masters" shall be €8,000.00 plus VAT. Entrants shall be billed for this amount upon receipt of their applications.

Entries shall be valid only after receipt of the payment by ADAC e.V.

Competitors who do not enter the complete series shall pay a one-time entry fee of €1,500.00 plus VAT per meeting. The fee must be credited to ADAC's account no later than 5 days prior to the first event, to ensure that the drivers/entrants do not forfeit their right to start.

Should entrants/drivers fail to participate in any event or the whole series, they shall not be entitled to a refund of their entry fees.

### **3.6 Restrictions on tests**

During the 1-week period prior to an ADAC Formula Masters meeting, registered drivers and/or teams must not test their ADAC Formula Masters vehicles on that particular circuit. This provision shall not apply to collective tests approved by ADAC e.V.

Only two sets of tyres shall be allowed per half day of collective testing (each set consisting of two front tyres and two rear tyres). The barcode numbers of the tyres shall be communicated to the Technical Delegate in writing before the tests begin.

Any violation of the above test restrictions shall be reported to the Stewards who may choose to pursue penalties.

### 3.7 Permanent season tickets

ADAC e.V. shall provide each registered entrant/competitor with permanent personal season tickets. Ticket holders shall have access to the venue premises and the paddock. Some of the tickets shall afford the holders access to the pits/pit lane during “ADAC Formula Masters” practice sessions or races.

Distribution key:

| No of<br>formula vehicles | Personal tickets |         | Parking tickets |           |
|---------------------------|------------------|---------|-----------------|-----------|
|                           | Pit lane         | Paddock | Truck           | Pers. car |
| 1                         | 4                | 3       | 1               | 2         |
| 2                         | 8                | 6       | 1               | 4         |

### 3.8 Paddock regulations

In the paddock, each team shall be entitled to a certain maximum pitch area for its truck and tent, which shall be 180m<sup>2</sup> for 1-2 formula vehicles and 360m<sup>2</sup> for 3-4 formula vehicles. Trucks and tents must be set up so that the formula vehicles can only roll off towards the rear (relative to the nose of the truck). Rolling off towards the sides shall not be allowed.

Where necessary at certain meetings, ADAC e.V. reserves the right to reduce the pitch area allocated to each team. Larger pitch areas shall not be available. Exceptions must be approved by ADAC e.V.

Should a team exceed its allocated pitch area, it shall be billed €50.00 plus VAT per exceeding square meter per meeting.

The Supplementary Regulations for each meeting shall define when take-down is to start in the paddock.

### 3.9 Eligible vehicles

Only “Formula ADAC powered by Volkswagen” vehicles in compliance with the latest Technical Regulations and any pertinent Bulletins shall be eligible to participate in the “ADAC Formula Masters”.

The competitors must ensure that their vehicles are in compliance with the sporting and technical Rules & Regulations as well as safety regulations during official test or practice sessions and races.

The official series sponsor decals must be applied neatly and without creases as specified in the Rules & Regulations.

During scrutineering, if not before, vehicles shall be assigned to the drivers. Drivers shall not be allowed to swap vehicles during an event.

Exchanging a damaged monocoque shall not be deemed a vehicle swap, if both the damaged and the replacement monocoque are presented to the Technical Delegate before the replacement. During scrutineering, the replacement monocoque must not be installed on a vehicle.

The Technical Delegate alone shall decide whether any particular damage justifies monocoque replacement.

### 3.10 Engines

To ensure equal chances and cost-effectiveness, Volkswagen Motorsport (referred to hereinafter as VWM) shall be the exclusive service partner for all engines used in the series.

No engines other than those leased from VWM shall be used in ADAC Formula Masters meetings.

Any drivers/competitors replacing their engines before the end of a 2012 ADAC Formula Masters meeting shall be punished by being placed at the end of the starting grid of the next race in which they shall compete.

This does not apply to the replacement of engines damaged in a crash or already flawed upon delivery ex works (must be confirmed in writing by VWM). The decision shall be up to the Stewards of the Meeting upon consultation with the Technical Delegate.

The Technical Delegate's or the Stewards' approval must be sought in writing before setting to work on any engine replacement.

The Technical Delegate may direct the replacement of an engine with a replacement engine from VWM upon consultation with the latter.

Within five days after a meeting or a test, each competitor shall report to VWM the mileage covered in said meeting or test. The Stewards of the Meeting shall impose a fine of at least €500.00 for any delays in reporting or failure to report at all.

To ensure this exclusive service, the VW engines shall be secured with seals.

The driver/competitor shall be responsible for keeping the full complement of seals complete and intact. Only the official VMW engine service staff and the Technical Delegate shall be entitled to open or remove seals.

Should the Technical Delegate or his deputy, during a meeting, find an engine with seals missing or seals which were tampered with, the driver involved shall lose all times from practice and scores from events accumulated between the last unfaulted check of the relevant seals and the time of discovery. Also, the findings shall be reported to the Stewards of the Meeting who may hand down further penalties.

Where security seals were tampered with or where they are missing and the Technical Delegate of the series cannot establish beyond doubt whether sealed parts were disassembled or not, VWM shall inspect the engine. The competitor shall bear the cost of such inspection. The incident shall be reported to the Stewards of the Meeting.

### **3.11 Administrative checks**

Drivers/competitors must present the following documents for checking:

- driver's driver/competitor licence
- competitor's licence if competitor is not the driver
- international permit from the ASN (if not included in the int. licence)
- medical certificate of aptitude (printed on the back of DMSB licence)
- sponsor's licence (Sponsor Card) where applicable

### **3.12 Scrutineering**

Drivers must present themselves for scrutineering with the competition vehicle and prescribed driver's safety equipment (HANS system is mandatory). The vehicle must be in the condition in which it will be raced and must comply with technical regulations.

Before the first official meeting of the series, the driver must obtain an official DMSB vehicle pass which must be presented together with the vehicle for

scrutineering before each meeting. The vehicle pass shall be the responsibility of the driver/competitor.

The Technical Delegate may swap engine control units or replace them with ADAC control units during meetings.

After the last event of a meeting and no later than 30 minutes after the parc fermé is lifted, the assigned control unit must be returned to the Technical Delegate of the series. Lateness shall be subject to a €250.00 fine.

### **3.13 Technical checks**

For technical checks during “ADAC Formula Masters” events, DMSB shall employ a Technical Delegate.

The Technical Delegate shall be responsible for the entire scrutineering process and all technical checks in connection with the “ADAC Formula Masters”. He shall be authorised to instruct the Scrutineers and scrutineering assistants and shall report to the Race Director as well as to the Stewards of the Meeting. The Technical Delegate shall have the right to execute or order the execution of checks in accordance with the technical provisions of the present Rules and Regulations at any time.

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.

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.

The entrants shall be responsible for vehicle assembly/disassembly. Expenses related to the above checks shall not be refunded (exceptions may apply in instances of protest/appeal as provided in the ISC).

The competitors/drivers must follow the Technical Delegate’s instructions to have vehicles checked/re-checked.

After each timed practice or race, the vehicles must be taken directly to scrutineering. The route from the track/pit lane to scrutineering, the waiting area before scrutineering and the route from scrutineering to the parc fermé shall be subject to parc fermé rules.

In the parc fermé, each car must be parked with its steering wheel in the stipulated position on the steering column and the transmission in neutral (idle).

While parc fermé rules apply, team members and/or other persons shall enter the parc fermé area only with the Technical Delegate’s permission. Violations of parc fermé rules may be subject to exclusion.

After scrutineering and until the end of a meeting (when the parc fermé is dissolved after the 3<sup>rd</sup> “ADAC Formula Masters” event), vehicles may not be taken out of the parc fermé except for practice sessions or races or with the Technical Delegate’s and the Stewards’ prior written permission. Vehicles subject to ongoing checks may leave the event premises only after written clearance by the Technical Delegate.

### **3.14 Drivers'/Team Principals' briefings**

All drivers/competitors or their representatives must attend official drivers' briefings, award ceremonies, and press meetings. Failure to attend or lateness shall be punishable with a €125.00 fine. Repeat offenders may be excluded from the series.

### **3.15 Advertising and Sponsoring**

Companies, products, brands, names etc. from the following areas or industries may not be represented on vehicles, driver's equipment, team vehicles, team clothing or be advertised or represented in any other way at the "ADAC Formula Masters" meetings and events:

- tobacco and tobacco products
- alcohol (except beer)
- pornography
- politics
- religion
- social or insulting ads
- private bookmakers or operators of gambling services holding no licence for the Federal Republic of Germany

Sponsors must be approved by ADAC e.V. They must comply with FIA and DMSB advertising policies as well as any general or mandatory bans on advertising. ADAC reserves the right to reject without giving reasons such sponsors it deems at its sole discretion to be direct competitors of ADAC e.V. and/or any affiliated companies and of its partners.

### **3.16 Advertising on drivers' equipment**

ADAC shall be entitled to have sewn-on badges with its own logo and/or the logos of series partners affixed to the drivers' equipment. The official sponsor badges must be attached as specified in the enclosed Schematic no. 1 and must not be changed in any way. Badges must be stitched on in non-flammable thread (Nomex) as specified in the DMSB Yearbook, blue section.

Sponsor surfaces as shown in Annex 1 must be respected precisely. Official sponsor surfaces may not be used for any participants' private sponsors. The participants may use any other surfaces on their drivers' overalls. However, a 10mm margin must be respected between any badge and the official sponsor surfaces.

Drivers' overalls shall comply with the above provisions during any ADAC Formula Masters event, official test sessions, at trade fairs or on photo and video materials.

The correct attachment of series sponsor logos shall be checked during scrutineering.

ADAC e.V. shall provide an umbrella to each driver. This shall be the only umbrella the drivers may use in the starting grid to cover their cockpits.

### **3.17 Advertising and competition numbers on vehicles**

ADAC e.V. shall be entitled to have decals with its own logo and/or the logos of series partners affixed to the vehicles. Annex 2 shows the prescribed distribution of markings for each vehicle type. Official sponsor surfaces must

have a unicolour background. Contrast between the background and sponsor logos must be ensured.

Only the series decals and competition numbers provided by ADAC e.V. may be used.

Sponsor surfaces as shown in Annex 2 must be respected precisely. A 30mm margin must be respected between the official ADAC e.V. sponsor surfaces and those of the teams' private sponsors. Surfaces not specified as official sponsor surfaces may be used by the drivers.

The vehicle decals shall comply with the above provisions during any ADAC Formula Masters event, official test sessions at trade fairs or on photo and video materials.

Only series decals and competition numbers provided by ADAC e.V. may be used. Each driver shall receive four complete sets of series decals and competition numbers before the season begins. Any additional decals and numbers needed shall be charged at cost price.

Competition numbers must be affixed to the vehicles' nose cones and to the vertical plates of the tail wings. Only competition numbers provided by ADAC e.V. may be used (see enclosed Schematic no. 2).

In addition, each vehicle shall feature the driver's national flag on the engine cover. Each driver shall receive one set of national flag decals at no charge. Any additional set shall be charged at cost price.

The correct attachment of decals and competition numbers shall be checked during scrutineering.

### **3.18 Semitrailer markings**

ADAC e.V. shall have the right to have decals with its own logo and/or the logos of series partners affixed to the team trucks and motor homes. Annex 3 shows the prescribed distribution of markings.

Only the series decals provided by ADAC e.V. may be used. A 30mm margin must be respected between any private team sponsor decal and the official ADAC e.V. sponsor surfaces.

At the front, semitrailers must be equipped with two outrigger flagpoles (min. height 3.0m) to fly the ADAC-provided banners. The banner with outrigger pockets shall be 1.0m wide x 3.0m high. The logo on the banner must read from the bottom to the top.

### **3.19 Events**

Unless otherwise specified below or in the Supplementary Regulations for each meeting, events shall be conducted pursuant to the provisions of the DMSB event and circuit racing rules and regulations. Subject to DMSB approval, ADAC e.V. reserves the right to adapt any provisions of the present Rules & Regulations to specific local conditions. The following rules apply:

At no time during a meeting shall the maximum speed in the pit lane exceed 60kph. During practice and warm-up, any offences shall be punished with a fine of €10.00 per kph in excess of the limit. Offences during racing are subject at least to a drive-through penalty. The beginning and end of a 60kph speed zone shall be marked with signs and/or lines.

### **3.20 Wet practice/wet race**

If the Race Director signals "wet practice", "wet race", or "wet track" before or during a practice session, qualifying session or race, rain tyres may be used

for the specific practice session, qualifying session or race. The Race Director may require all drivers to use rain tyres.

If the use of rain tyres has been approved, the vehicles' tail lights must be on at all times.

### **3.21 Practice**

One 25 min. free practice shall be held per meeting. Should a free practice be interrupted, the Race Director shall not be under any obligation to resume or re-start the session to comply with series criteria. The Race Director's decision shall be final.

### **3.22 Qualifying/starting grid**

Unless specified otherwise, one 25 min. qualifying shall be held per meeting.

Grid positions in the first race shall be determined by the sequence of the fastest laps in the qualifying. Grid positions in the second race shall be determined by the sequence of the second-fastest laps in the qualifying. Grid positions in the third race shall be determined by the official results of the second event, positioning the first eight drivers in reverse order.

Should a qualifying be interrupted and not be re-started, or should exceptional circumstances prevent a qualifying, the grid positions for the event shall be determined by the current standings in the drivers' classification. The better standings of a driver in the previous meeting shall break any tie. Should there be no qualifying for the first meeting of the season, untimed practice results shall determine the starting grid order.

Drivers must clock at least two timed practice laps.

The minimum result required to qualify for an event shall be computed from the average of the three fastest laps during official timed practice (results of the first three ranking drivers in timed practice) plus 10%.

Drivers failing to achieve a qualifying result, to participate in the qualifying or to be timed in the second event, may be admitted to the event only by special permission of the Race Director. Such drivers shall file a written request to this end no later than 2 hours before the start of the formation lap.

Should several drivers fail to achieve a qualifying result or to participate in the qualifying, these drivers shall be placed at the rear of the starting grid, by written request, in the following order:

- a) drivers who have started their timed lap
- b) drivers who have not started a timed lap
- c) drivers who have not left the pit lane.

If this applies to several competitors, grid positions shall be determined according to the standings in the drivers' classification of the ADAC Formula Masters. The better standings of a driver in the previous event shall break any tie.

In the third race, drivers who dropped out shall be placed, by written request to the Race Director, at the end of the starting grid in the sequence in which they had dropped out.

Entrants unable for whatever reason to start in an event shall notify the Race Director/Clerk of the Course in writing ASAP. An event's starting grid shall be announced no later than one hour prior to starting.

### 3.23 Starting procedure

In all events, starts shall be staggered Grand Prix type standing starts.

### 3.24 Safety car

The organiser reserves the right, upon request by the Race Director/Clerk of the Course, to use a safety car. It shall be used under the provisions of the DMSB circuit racing regulations.

### 3.25 Events

At each meeting, 3 events of 25 min. shall be run. The start/finish line shall apply both on the track and in the pit lane. Race Control shall announce the last lap to all competitors.

### 3.26 Standings

When the official racing time for an event is up, the driver who makes the highest number of laps, taking into consideration any and all penalties shall be the winner of the event. If two drivers reach the same number of laps, the driver who has reached the number of laps first shall be the winner.

Competitors shall be eligible to earn points after covering at least 75% of the winner's distance.

Should official racing time be cut or an event discontinued not to be started again, the competitors shall be awarded the following percentage of points/prize monies:

at least 50% of the official time = 100% of points/prize monies  
less than 50% of the official time = 50% of points/prize monies

Points shall be awarded only if at least 10 competitors start in an event.

### 3.27 Points towards driver standings

Per race, the points below shall be awarded towards the "ADAC Formula Masters" depending on a driver's position:

#### Race 1 and Race 2

|        |                 |                 |                 |                 |                 |                 |                 |                 |                 |                  |
|--------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|------------------|
| Place  | 1 <sup>st</sup> | 2 <sup>nd</sup> | 3 <sup>rd</sup> | 4 <sup>th</sup> | 5 <sup>th</sup> | 6 <sup>th</sup> | 7 <sup>th</sup> | 8 <sup>th</sup> | 9 <sup>th</sup> | 10 <sup>th</sup> |
| Points | 25              | 18              | 15              | 12              | 10              | 8               | 6               | 4               | 2               | 1                |

#### Race 3:

|        |    |    |   |   |   |   |   |   |   |    |
|--------|----|----|---|---|---|---|---|---|---|----|
| Place  | 1  | 2  | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| Points | 15 | 10 | 8 | 7 | 6 | 5 | 4 | 3 | 2 | 1  |

The year-end standings shall be computed from the results of the individual events. There shall be no scratch results.

Should any provisional results be changed after a podium ceremony and should these changes affect the recipient of the trophy, the driver affected must hand the trophy over to the series organisers in good condition within 14 days.

### 3.28 Team classification/prize monies

In 2012, ADAC shall tabulate "ADAC Formula Masters" team standings (entrants should indicate team on the series entry form). Based on the driver standings in each race, the two best-placed vehicles of a team shall receive

points towards team standings. Subsequent teams shall move up in the standings if a better-ranked team competes with more than two vehicles.

Per race, the points below shall be awarded towards the "ADAC Formula Masters" team standings depending on a team's ranking:

**Race 1 and Race2:**

|               |           |           |           |           |           |          |          |          |          |           |
|---------------|-----------|-----------|-----------|-----------|-----------|----------|----------|----------|----------|-----------|
| <b>Place</b>  | <b>1</b>  | <b>2</b>  | <b>3</b>  | <b>4</b>  | <b>5</b>  | <b>6</b> | <b>7</b> | <b>8</b> | <b>9</b> | <b>10</b> |
| <b>Points</b> | <b>25</b> | <b>18</b> | <b>15</b> | <b>12</b> | <b>10</b> | <b>8</b> | <b>6</b> | <b>4</b> | <b>2</b> | <b>1</b>  |

**Race 3:**

|               |           |           |          |          |          |          |          |          |          |           |
|---------------|-----------|-----------|----------|----------|----------|----------|----------|----------|----------|-----------|
| <b>Place</b>  | <b>1</b>  | <b>2</b>  | <b>3</b> | <b>4</b> | <b>5</b> | <b>6</b> | <b>7</b> | <b>8</b> | <b>9</b> | <b>10</b> |
| <b>Points</b> | <b>15</b> | <b>10</b> | <b>8</b> | <b>7</b> | <b>6</b> | <b>5</b> | <b>4</b> | <b>3</b> | <b>2</b> | <b>1</b>  |

The year-end standings shall be tabulated from the results of the individual races. There shall be no scratch results.

For the year-end standings, prize monies (plus VAT, where applicable) shall be paid as follows:

|              |                       |                       |                       |
|--------------|-----------------------|-----------------------|-----------------------|
| <b>Place</b> | <b>1<sup>st</sup></b> | <b>2<sup>nd</sup></b> | <b>3<sup>rd</sup></b> |
| <b>Euro</b>  | <b>1,500</b>          | <b>1,000</b>          | <b>500</b>            |

The principals of the three best-placed teams shall be obliged to participate in the end-of-season ceremony of the 2012 ADAC Formula Masters.

**3.29 Driver classification/prize monies**

Prize monies shall be paid to the competitors/teams based on the entries after the close of the season. Should any prize monies be paid to residents/teams from countries other than Germany, ADAC e.V. must deduct income tax pursuant to §50a EStG (German Income Tax Law) for the foreign competitors/teams on behalf of the German fiscal authorities. The foreign competitor/team shall receive the prize monies minus the applicable tax.

For administrative reasons, ADAC e.V. shall only be able to refund VAT if presented with the entrant's/team's proof of business status in his/her country of residence by 15 September 2012.

Per race, the following prize monies shall be paid (if applicable plus VAT):

|              |                       |                       |                       |                       |                       |                       |                       |                       |                       |                        |
|--------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|------------------------|
| <b>Place</b> | <b>1<sup>st</sup></b> | <b>2<sup>nd</sup></b> | <b>3<sup>rd</sup></b> | <b>4<sup>th</sup></b> | <b>5<sup>th</sup></b> | <b>6<sup>th</sup></b> | <b>7<sup>th</sup></b> | <b>8<sup>th</sup></b> | <b>9<sup>th</sup></b> | <b>10<sup>th</sup></b> |
| <b>Euro</b>  | <b>600</b>            | <b>400</b>            | <b>300</b>            | <b>200</b>            | <b>150</b>            | <b>150</b>            | <b>125</b>            | <b>125</b>            | <b>100</b>            | <b>100</b>             |

For the year-end standings, prize monies (plus VAT, where applicable) shall be paid as follows, provided that the driver has participated in each event (except in cases of force majeure):

|              |                       |                       |                       |                       |                       |                       |                       |                       |                       |                        |
|--------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|------------------------|
| <b>Place</b> | <b>1<sup>st</sup></b> | <b>2<sup>nd</sup></b> | <b>3<sup>rd</sup></b> | <b>4<sup>th</sup></b> | <b>5<sup>th</sup></b> | <b>6<sup>th</sup></b> | <b>7<sup>th</sup></b> | <b>8<sup>th</sup></b> | <b>9<sup>th</sup></b> | <b>10<sup>th</sup></b> |
| <b>Euro</b>  | <b>10,000</b>         | <b>7,500</b>          | <b>5,000</b>          | <b>4,500</b>          | <b>4,000</b>          | <b>3,500</b>          | <b>3,000</b>          | <b>2,500</b>          | <b>2,000</b>          | <b>1,000</b>           |

The three best-placed drivers shall be offered the opportunity of a free-of-charge test in a Formula 3 vehicle homologated for the ATS Formula 3 Cup. They must take this opportunity by 31 December 2012 at the latest. Moreover, these three drivers shall participate in the end-of-season event of the 2012 ADAC Formula Masters.

Any receivables ADAC e.V. or the official outfitters of the series may claim from the drivers/teams/competitors may be deducted from the prize monies.

### **3.30 Driver title**

Upon completion of the last event, the driver with the highest score in the "ADAC Formula Masters" standings shall receive the title of

#### **"2012 ADAC Formula Masters Winner".**

The greater number of first, second etc. positions a competitor scores in the course of all series events shall break a tie (*ex aequo*). Should this fail to do so, the better position in the last event of the series shall break the tie.

The "2012 ADAC Formula Masters Winner" undertakes to attend the 2012 ADAC Sport Gala and to lend the winning vehicle to ADAC e.V. at the "Essen Motorshow 2012" free of charge.

### **3.31 Team title**

Upon completion of the last event, the highest scoring team in the Formula ADAC team standings shall win the

#### **"2012 ADAC Formula Masters Team Trophy".**

Ties (*ex aequo*) shall be resolved as specified in 3.30.

The Team Principal of the winner of the "2012 ADAC Formula Masters Team Trophy" undertakes to attend the 2012 ADAC Sport Gala.

### **3.32 Exclusion from the series, deletion of results, withdrawal of prize monies**

For offences against the present Rules & Regulations, the Technical Rules & Regulations and special provisions, as well as unsportsmanlike conduct, including but not limited to unsportsmanlike driving, the Stewards of the Meeting and/or the DMSB Sport Tribunal may impose the following sanctions: withdrawal/reduction of prize monies, deletion of results for the specific meeting or exclusion from the "ADAC Formula Masters", depending on the gravity of the offence.

The DMSB Court of Arbitration shall have jurisdiction over protests and appeals against exclusion.

### **3.33 Protests and appeals**

Protests and appeals shall be governed by the FIA International Sporting Code and the DMSB legal and procedure rules.

### **3.34 Waiver of claims or action for damages**

When entering, competitors and drivers waive their right to claim any damages, including any claims for reimbursement of expenses, in connection with the meeting and/or the official testing days/introductory course against:

- the FIA, the DMSB and/or its affiliated organisations, the Deutsche Motor Sport Wirtschaftsdienst GmbH, their presidents, executive bodies, managing directors, secretaries general, volunteers and salaried staff
- ADAC e.V., ADAC subsidiaries, ADAC local and regional clubs, Volkswagen AG, Volkswagen Motorsport GmbH, Dallara Automobili Spa and/or any of

- their successor companies, their presidents, executive directors, managing directors, secretaries general, members, volunteers and salaried staff
- the promoter/series organiser and series sponsors
  - the organiser, officials and assistants, race-track owners, government agencies, racing services, manufacturers and all other persons involved in organising a meeting.
  - the organisation responsible for the construction and maintenance of roads, where damage is caused by the condition of the roads (including road furniture) used during the meeting and
  - any agents or other persons employed to perform an obligation on behalf of the above persons and entities,
- except for damage or harm to life, body or health resulting from the intentional or negligent breach of duty by the group of persons released from liability, their legal representatives or agents and except for any other damage resulting from the intentional or grossly negligent breach of duty by the group of persons released from liability, their legal representatives or agents.

They also waive any claims for damages and reimbursement of expenses in connection with the racing competition (timed and free practices, warm-ups, events) and/or the official testing days/introductory course except for injuries to life, body or health resulting from the intentional or negligent breach of duty by the group of persons released from liability, their legal representatives or agents and except for any other damage resulting from the intentional or grossly negligent breach of duty by the group of persons released from liability, their legal representatives or agents, against:

- the other participants (entrants, drivers, passengers), their assistants, the owners or registered keepers of other vehicles
- the competitor on whose behalf they entered, their own driver(s)/passenger(s) (barring any other special agreements between vehicle owners or keepers, competitors and driver/s and/or passenger/s) and their own assistants;

The exclusion from liability shall become effective for all parties concerned upon submission of the entry form.

The waiver of liability applies to claims for any legal reason whatsoever, including but not limited to claims for damages based on contractual and non-contractual liability and to claims from tortious liability. The above non-liability clause shall not apply to implied exclusions from liability. By submitting an entry, the competitor/keeper/driver acknowledges that damage or injuries sustained during the meeting are not covered under mandatory motor insurance (vehicle third party liability, fully comprehensive or fire and theft).

Should any injury occur or be discovered during a meeting or in case of reasonable grounds to suspect health impairments that may temporarily or permanently jeopardise the ability to drive a racing car – considering the safety risks this may pose to third parties – the undersigned releases all attending physicians from confidentiality with respect to the officials (the Medical Officer, the Clerk of the Course, the Stewards of the Meeting).

The entrants/competitors acknowledge that the DMSB licence provides accidental injury cover for the driver. They also acknowledge that claims for damages among the competitors, drivers, vehicle owners or keepers are usually not covered by the organisers' or participants' third party liability insurance, except for damage or harm to life, body or health resulting from the intentional or negligent breach of duty. They shall furthermore take note of the maximum cover amount. The exact scope and maximum cover amounts of the organisers' or participants' third party liability insurance are available upon request from the organiser.

### **3.35 Responsibility, changes to Rules & Regulations, cancellation of a meeting**

Competitors, drivers, passengers, vehicle owners and keepers shall participate in the events at their own risk. They shall assume full civil and criminal responsibility for any damage they or the vehicles used by them cause, unless exclusions of liability were agreed.

ADAC e.V. and the event hosts reserve the right to make any necessary amendments to the present Call for Entries and Rules & Regulations in coordination with DMSB.

The event host reserves the right to modify the Rules & Regulations as required by force majeure, security concerns or the authorities and to cancel the series or individual racing events if required in extraordinary circumstances. The event host shall not assume any liability except for intentional or grossly negligent acts.

Generally, the event host shall be liable unless the Rules & Regulations and entry form provide an exclusion of liability.

### **3.36 Authoritative text of the Rules and Regulations**

Only the German DMSB-approved text shall be binding.

### **3.37 Recognition of the Rules & Regulations**

By signing the Entry/Block Entry Form, each competitor and driver entering the "2012 ADAC Formula Masters" recognises the present Rules & Regulations in their entirety, including DMSB regulations, the FIA International Sporting Code as well as any event host's Supplementary Regulations and any officially published bulletins.

### **3.38 Jurisdiction**

Unless legal recourse is excluded and where claims are made against ADAC e.V. and/or its partners/sponsors, and where a venue may be agreed under §38 ZPO (German Code of Civil Procedure), the respective registered offices of ADAC e.V. and/or its partners/sponsors shall be the places of jurisdiction.

### **3.39 TV, broadcasting, advertising and other media rights**

ADAC and authorised persons or companies shall have the right to use the logos and decals of all the drivers' and/or competitors' sponsors, the images and representations of the vehicles entered for the series, the names of the drivers and competitors, as well as all images and representations of the drivers, competitors and their equipment (including the teams' and the drivers' clothing) for the purpose of producing games about the series and for the commercialisation of the series or elements thereof.

Any and all copyrights including film, video and photo footage from the series shall reside with ADAC e.V.

Any recording and broadcasting rights in the "ADAC Formula Masters" both for terrestrial and cable/satellite and/or Internet broadcasting, any video rights and any other media rights (print media, Internet etc.) shall reside with ADAC. Any recording, broadcasting, rerun or reproduction for commercial purposes shall be prohibited unless with prior written approval from ADAC e.V.

ADAC has the right to contract TV or radio broadcasts from the championship events. By submitting their entries, the teams and drivers shall transfer to ADAC the right to use the copyrights to their images recorded during or in connection with "ADAC Formula Masters" events.

Upon request, the competitors in the “ADAC Formula Masters” may obtain from ADAC e.V. royalty-free rights in the TV footage for use at trade shows and for internal purposes, provided that they bear the technical costs. Any rights for sponsors and advertisers as well as any other rights for commercial purposes must be requested in writing from ADAC e.V. and may be subject to royalty.

During official meetings, practices, qualifying and “ADAC Formula Masters” races no audio or audiovisual recording devices (e.g. TV cameras, digicams etc.) must be installed on the racing cars, helmets or overalls.

The above rule shall not apply to cameras which may be installed on the cars by agreement between ADAC e.V. and the Technical Delegate. ADAC e.V. has the sole right to use any images captured by such cameras.

### **3.40 The use of ADAC logos and titles**

Competitors, teams or drivers and any persons affiliated with them may not reproduce or use the ADAC logos. Same shall apply to the reproduction and use of ADAC-registered names and/or titles, with the exception of the title “ADAC Formula Masters” powered by Volkswagen.

The title “ADAC Formula Masters” powered by Volkswagen may be used only with the prior consent of ADAC e.V. Furthermore, all competitors, teams or drivers and any affiliated persons undertake that in any material produced by them they shall always use the full title “ADAC Formel Masters” powered by Volkswagen. Meetings/events taking place abroad shall be exempt from this provision. In this case, the title “Formel ADAC” powered by Volkswagen shall be used in all written publications.

Otherwise, the “ADAC Formula Masters” logo licensed by ADAC e.V. shall be used exclusively.

### **3.41 Timing transponders**

The official timing transponders must be installed in the right-hand side pod, ready for operation and in good working order, throughout the entire meeting. Only one transponder may be used per vehicle. Each transponder must be securely mounted to the vehicle and must not move relative to the chassis. Competitors shall be liable to pay for the repair or replacement of their transponders following loss or damage of the device.

### **3.42 Prize-giving ceremony**

The prize-giving ceremony shall take place immediately after the end of each race on the podium supplied by the event host. The drivers finishing the race in 1st, 2nd and 3rd place must attend the prize-giving ceremony. Failure to attend the prize-giving ceremony shall result in a fine. The Stewards may inflict additional sporting penalties.

During prize-giving, the drivers on the podium must wear their racing overalls completely closed and the cap with the tyre sponsor’s name in such a manner that the logo can be read head-on. During the national anthem, the cap must be held before the body so that the logo is legible head-on. No caps or drinking bottles except those provided by ADAC e.V. may be taken to the podium during ceremonies.

A representative of the winning team must be available for the prize-giving in the teams classification.

Last update: 06. February 2012