



2022
SPORTING RULES AND REGULATIONS

VERSION 21.04.2022

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ARTICLE 1 PREAMBLE

The Prototype Cup Germany is a racing series for sports prototypes of the classes LMP3, P4 and CN.

ADAC and Creventic together call for entries to the 2022 Prototype Cup Germany. The series shall consist of 8 Races (as of now) in 4 events. Each event shall consist of one race over 50 or 60-minute plus one additional lap on Saturdays and one on Saturdays respectively, each with a mandatory pit stop including a driver change, where applicable. There shall be drivers' classifications for the classes LMP3, P4 and CN, a Trophy drivers' and a Junior drivers' classification.

These Prototype Cup Germany Sporting Regulations published by ADAC were approved by DMSB with visa number 425/22. They shall enter into force on 1 January 2022 and shall remain in force until the publication of the approved 2023 Prototype Cup Germany Sporting Regulations.

Status of the Series/Events: National A Plus

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 PROTOTYPE CUP GERMANY

2.1 The Prototype Cup Germany 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 licence regulations
- DMSB decisions and provisions;
- DMSB legal and procedural rules ("RuVO");
- FIA judicial and procedural rules;
- Anti-doping rules and regulations of the national and international anti-doping agencies
- (NADA/WADA code) as well as the FIA anti-doping regulations;
- DMSB environmental guidelines;
- DMSB emissions guidelines;
- General provisions for DMSB championships;
- Technical Regulations for LMP3 cars;
- Technical Regulations for P4 cars;
- Technical Regulations for CN cars (ISC Appendix J Art. 259);
- The Prototype Cup Germany Organiser's Regulations;
- DMSB code of ethics;
- Written Information of the race director;

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.

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 Prototype Cup Germany 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 Prototype Cup Germany Commission

The Prototype Cup Germany 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 based on its Bylaws.

2.4 Where legal recourse is not excluded and claims are brought in court against ADAC, Creventic and/or their partners and choice of forum agreements in line with §38 ZPO (German code of civil procedure) are admissible, the seat of ADAC, Creventic or their partner shall be the place of jurisdiction.

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 a Prototype Cup Germany event in person must nominate their representative in writing and communicate this nomination to the Stewards in writing prior to the event.

3.2 Participants must ensure that their cars comply with the Prototype Cup Germany Sporting Regulations and the Prototype Cup Germany technical regulations at any time during a 2022 Prototype Cup Germany event. It shall be the participants' obligation to produce evidence of compliance.

3.3 For every car participating in the LMP3 class, an "ACO Electronic Passport" is required. A valid technical passport issued by the respective ASN for each participating car in the classes P4 and CN shall be required. It must be produced to the Scrutineers at each event. Failure to produce a valid technical passport shall result in admission to the respective Prototype Cup Germany event being refused. For DMSB-Licenseholders a valid DMSB-Wagenpass Is required. For Foreign Participants a Passport from their ASN Is accepted.

3.4 Race taxi rides shall be defined as rides with more than one person aboard the vehicle. Registered drivers shall be allowed to perform "race taxi" during events. Cars eligible for participation in the Prototype Cup Germany or similar vehicles shall not be used for such taxi rides. In case of doubt, it is the responsibility of the driver and/or team or rather the competitor to get the vehicle approved by the ADAC before the start of the taxi ride. Exceptions shall be subject to the approval of the Prototype Cup Germany Commission.

ARTICLE 4 DRIVERS' AND COMPETITORS' LICENCES

4.1 All competitors must hold current and valid International Competitors' Licences. Drivers shall be eligible to participate in the Prototype Cup Germany events only with a registered competitor holding a valid International Competitors' Licence.

4.2 Drivers must hold a current and valid grade C-Circuit International Drivers' Licence or above. For vehicles with a power-to-weight ratio of less than 2 kg/hp (vehicle ready to race, including driver), at least a level B international driver's license is required. Drivers shall additionally be in possession of a valid medical certificate of aptitude according to ISC Appendix L.

ARTICLE 5 PROTOTYPE CUP GERMANY EVENTS

5.1 The 2022 Prototype Cup Germany is open only to cars complying fully with the Technical Regulations for their respective classes and with the following requirements:

Class LMP3:

- Cars in accordance with ACO LMP3 homologation valid from 2020 (VK56 engine).
- Cars in accordance with ACO LMP3 homologation including an approved update kit to correspond a 2020 homologation (VK50+ engine).

Class P4: Homologated cars in accordance with the "Prototype Cup Germany vehicle and classification list".

Class CN: Cars complying with the following requirements and in possession of an individual approval by the Organiser

- Homologation and production year from 2015.
- Safety cell made from non-metallic composite materials.
- Engine in accordance with "Prototype Cup Germany vehicle and classification list".

Approved homologations and cars will be published in the "Prototype Cup Germany vehicle and classification list".

Exceptions shall be subject to the approval of the Prototype Cup Germany Commission.

5.2 A Prototype Cup Germany event shall include the following elements:

- two Free Practice sessions of 30 minutes each,
- two Qualifying of 15 minutes each,
- two Races of 50 or 60 minutes each, plus one lap.

5.3 Each Prototype Cup Germany event starts one (1) day before the first Race (usually a Friday), at 08:00hrs.

5.4 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, late arrival or early departure will be subject to a €500 fine. The Stewards may inflict additional penalties.

5.5 The Finish Line (time-measuring line) is a single line running through both the track and the pit lane. The Finish Line shall be the reference point for determining lap times.

5.6 2022 Prototype Cup Germany events

The table below represents the 2022 Prototype Cup Germany schedule.

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

	2022 Dates	Circuit
1	22.04. - 24.04.	Spa-Francorchamps (BEL)
2	15.07. - 17.07.	Nürburgring
3	19.08. - 21.08.	DEKRA Lausitzring
4	21.10. - 23-10.	Hockenheimring

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 licensed 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 After every Race, the following classifications will be created.

- a) Result of all entrants in the LMP3 class.
- b) Result of all entrants in the CN class.
- c) Result of all entrants in the CP4 class.
- d) Result of all entrants in the Trophy classification (all classes).
- e) Result of all entrants in the Junior classification (all classes).

6.2 The title "Overall Winner Prototype Cup Germany" shall be awarded to the driver/s who has/have scored the highest number of points in the LMP3 class by the end of the last Race of the 2022 season. All final results of Races of the LMP3 class (article 6.1 letter a) of the 2022 season shall be considered.

6.3 The title "Winner of CN class" shall be awarded to the driver/s who has/have scored the highest number of points in the CN class by the end of the last Race of the 2022 season. All final results of Races of the CN class (article 6.1 letter b) of the 2022 season shall be considered.

The title "Winner of P4 class" shall be awarded to the driver/s who has/have scored the highest number of points in the P4 class by the end of the last Race of the 2022 season. All final results of Races of the P4 class (article 6.1 letter c) of the 2022 season shall be considered.

6.4 The title "Winner of Prototype Cup Germany Trophy Classification" shall be awarded to the Prototype Cup Germany Trophy driver/s who has/have scored the highest number of points by the end of the last Race of the 2022 season. The results of all Races of the 2022 season shall be considered. The result of all entrants in the Trophy classification (all classes) (Article 6.1 letter d) will be used for the awarding of points. In the Trophy Classification, the scores specified in Article 6.6 shall be multiplied by the factors shown in the table below.

All drivers of FIA Category Bronze, who are older than 35 years (year of birth 1986 or earlier), participate in Trophy Classification.

The best-placed driver or crew in the Trophy category of each Race shall receive podium honours.

6.5 The title "Winner of Prototype Cup Germany Junior Classification" shall be awarded to the driver/s of the Prototype Cup Germany Junior driver/s who has/have scored the highest total of points by the end of the last Race of the 2022 season. The result of all entrants in the Junior classification (all classes) (Article 6.1 letter e) will be used for the awarding of points. In the Prototype Cup Germany Junior-classification, the scores specified in Article 6.6

shall be multiplied by the factors shown in the table below.

All riders of FIA category Silver or Bronze, who are younger than 25 years (year of birth 1997 or later) participate at Prototype Cup Germany Junior classification. After winning the Junior classification, the respective driver(s) will no longer be entitled to participate in the Junior Classification.

The best-placed driver or crew in the Junior category of each Race shall receive podium honours.

Table of factors for Prototype Cup Germany Trophy classification and Prototype Cup Germany Junior classification:

FIA category	Silver	Bronze
Silver	1	1,5
Bronze	1,5	2

6.6 Points in each Race shall be awarded in the Drivers', Team, Trophy and Junior classifications according to the scale below:

1st place 25 points	6th place 10 points	11th place 5 points
2nd place 20 points	7th place 9 points	12th place 4 points
3rd place 16 points	8th place 8 points	13th place 3 points
4th place 13 points	9th place 7 points	14th place 2 points
5th place 11 points	10th place 6 point	15th place 1 point

In the drivers' classification, each driver in a crew shall be awarded the points corresponding to their placement. Single starters receive the single score. Guest starters or cars entered as single entries shall not be entitled to points in any classification. Participants eligible for scoring shall move up in the standings accordingly.

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

6.8 Should a Race be suspended under Article 42 and not be resumed, no points shall be awarded if less than two laps have been completed since the start, half points shall be awarded if more than two laps 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.

6.9 The drivers or crews finishing first, second and third in the annual Drivers' classification, as well as the drivers finishing first in Trophy and Junior classification, must attend the annual ADAC podium ceremony, the ADAC season ending event as well as the ADAC SportGala. Fines of €5,000 will be imposed on any driver or team representative failing to attend, except for cases of force majeure.

The Overall Winner Prototype Cup Germany 2022 undertakes to make the winning car available to ADAC e.V. free of charge for the "ESSEN MOTOR SHOW" as well as for the "ADAC Sport Gala 2022".

6.10

In cases, in which a subsequent correction needs to be carried out by the series organiser after the publication of the championship and/or series classification due to an obvious error or mistake, this can be done by the series organiser. Complaints regarding the series classification shall be addressed to the series organiser. No appeal against the decision of the series organiser will be accepted.

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 6.6 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 Prototype Cup Germany classification shall be awarded to the driver 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 not remain vacant.

ARTICLE 8 ADMINISTRATIVE CHECKS

8.1 Administrative checks shall take place at the beginning of each 2022 Prototype Cup Germany event. The exact time and location shall be published in the Special Regulations.

8.2 In 2022 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

9.1 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 no later than four weeks before the event. . Events approved by the DMSB are to be managed by the organizer via the DMSBnet (www.dmsbnet.de).

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 participants, the competitors' staff, all persons authorised to access the pits/pit lane, the ADAC or DMSB/KNAF officials (at events outside Germany also including the officials of the local ASN), the drivers, and visitors on any "taxi rides" (rides on the Race Track with more than one person on board) and the 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 DMSB 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 Prototype Cup Germany 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 whom will be appointed Chairman
- Race Director
- Deputy Race Director
- Starter

The KNAF will nominate the following permanent officials:

- Deputy Race Director

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 driver
- Safety Car co-driver
- Pace Car driver
- Pace Car co-driver
- Chief Timekeeper

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 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 use of Full Course Yellow,
- The stopping of a race car,
- The starting procedure,
- A possible restart,
- Drivers' briefings.

12.4 The DMSB-nominated Technical Delegate shall be responsible for the complete Scrutineering and the technical checks carried out during the Prototype Cup Germany. 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 Prototype Cup Germany 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

Bank routing code (BLZ): 700 500 00

Account no.: 55 830

IBAN: DE60 7005 0000 0009 0558 30

BIC: BYLA DE MM XXX

Reference: Prototype Cup Germany

On-line registration shall be required at www.prototypecup.com. In addition, the printed and signed entry form must be submitted to ADAC. Unless otherwise expressly provided herein, the mandatory VAT applicable in Germany shall be due on any 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 Prototype Cup Germany for the promotion of Prototype Cup Germany free of charge, even beyond 2022 (see Prototype Cup Germany Organiser's Regulations).

13.3 The registration fee per car for the entire season (six events) amounts: in the time period 15.01.2022 - 15.03.2022, €25.000 (LMP3) / €15.000 (CN; P4). The registration fee shall be due for payment immediately upon registration.

13.4 By entering, participants undertake to participate in each and every 2022 Prototype Cup Germany event.

13.5 With the submission of the registration form, all competitors entrust and authorise ADAC with the entry to all Prototype Cup Germany events.

13.6 ADAC must receive the registration applications and the registration fees on or before 15 March 2022. ADAC reserves the right to accept applications which arrive later.

13.7 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 €6.500 (LMP3) / €4.000 (CN; P4) per event.

One-time entrants shall not be officially listed as guest starters until ADAC shall have received their registration forms and registration fees.

13.8 Where there are changes in the driver crews, competitors shall nominate in writing one or two (as a crew) participating driver/s 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.

13.9 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.

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

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 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 and/or the delay for taking the penalty specified in Article 16.5.

15.5 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.

The following flag signals will also be displayed there, if applicable:

- black flag together with race number,
- black flag with orange disc together with race number as well as

- black and white flag together with race number.

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.

15.6 Binding announcements, decisions, and instructions for the entrants to Prototype Cup Germany events shall be published on the official time-keeping screens.

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
- Starting from an incorrect starting position
- 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
- Breaking the rules of a FCY-phase

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
- Ten Seconds Stop-and-go 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 Finish 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 if so decided by the Stewards.

16.6 Drive-Through Penalty

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

16.7 Ten Seconds Stop-and-go Time Penalty

After the display of the "Stop-and-Go" board, the driver concerned must enter the pit lane and stop in front of his box. After coming to a full stop, the driver has to wait minimum 10 seconds before re-join the race. The speed limit enforced in the pit lane applies both for accessing and exiting the pits.

The Race Director may decide a longer stopping time. It shall be the participant's responsibility to respect the imposed stopping time.

16.8 Parc fermé rules shall apply for the car concerned by one of the penalties specified in Articles 16.6 and 16.7 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.

16.09 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.

16.10 Should a Ten Seconds Stop-and-go 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 Stop-and-go Penalty or to accept a Time Penalty of 40 seconds added to his total time. In case of a longer stopping time, the Time Penalty will be increased.

Should the penalty be taken, the driver concerned must subsequently cross the Finish 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.

16.11 Pit Stop Penalty

a) A Pit Stop Penalty shall be imposed only if the driver in question has not yet completed the obligatory-pit stop when notified of the penalty. The provisions of Article 16.5 in relation to the compulsory maximum number of laps before taking the penalty shall not be applicable to a Pit Stop Penalty. The Pit Stop Penalty time shall be added to the minimum duration of the mandatory pit stop. The minimum duration of the competitor's mandatory 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.

b) An additional Time Penalty corresponding to a Pit Stop Penalty may also be imposed on drivers who have already completed their obligatory pit stop.

16.12 In less severe cases, the Race Director may refrain from inflicting one of the aforementioned classification penalties (see Articles 16.6, 16.7 or 16.11) 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.

The relevant information shall be provided to the participants on page 7 of the time-keeping monitors.

ARTICLE 17 PROTESTS AND APPEALS

17.1 The FIA International Sporting Code is applicable for protests and appeals, DMSB Event Regulations and the DMSB Legal System and Code of Procedure as well the FIA Legal System and Code of Procedure for FIA appeals.

Protest deposit - payable to the relevant ASN:

International/National status: will be published in the Supplementary Regulations of the relevant event

Appeal deposit – payable to the DMSB:

National status A: €1,000.00

Protest and appeal deposits are exempt from VAT.

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

- Pit Stop Penalty (Art. 16.11)
- Drive-Through Penalty (Art. 16.6)
- Ten Seconds Stop-and-go Time Penalty (Art. 16.7).

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 demotion in grid positions which may be applied for the current Event as well as for one or several subsequent Events.

Any driver who has had three (3) reprimands issued against him during a single season shall be demoted ten (10) positions on the starting grid upon issuance of the third reprimand at the next race. Should the third reprimand be issued due to an incident during a race, the drop in starting grid positions shall be applied during the next race in which the driver participates.

Any driver who has had six (6) reprimands issued against him during a single season has to start from the pit lane at the next race. Should the six (6) reprimand be issued due to an incident during a race, the start from the pit lane shall be applied during the next race in which the driver participates. Once the start from the pit lane has been carried out, all reprimands as defined in this Article shall be deleted.

The drop of positions in the starting grid will be applied for a driver pairing. In case the penalty is imposed for one or more following events and one of the two drivers changes to a new driver pairing, the penalty is applied for the original and the new driver pairing. In case both drivers change to new driver pairings, the penalty will be applied for both new pairings, but not for new drivers in the original car.

18.3 Fines imposed by the race director must be paid immediately upon notification. Fines imposed by the Stewards, must be paid to the DMSB within 48 hours of their notification.

18.4 No appeal shall be allowed against the following decision by the Stewards:

- Drive-Through Penalties or Time Penalties.
- Ten Seconds Stop-and-go Time Penalty (Article 16.7)

ARTICLE 19 DRIVER CATEGORIES/PAIRINGS, DRIVER/CAR CHANGE

19.1 The FIA Driver Categorisation System shall apply. Only drivers of the categories Silver and Bronze are allowed to participate.

All drivers shall be graded by the FIA. 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 (<https://driverscategorisation.fia.com/>).

In exceptional cases, drivers not graded by the FIA shall be temporarily graded by the Prototype Cup Germany Commission for a maximum of two consecutive events. The Prototype Cup Germany Commission has furthermore the right to categorise a driver divergently from his FIA Category.

19.2

a) Entry as single driver

The entered driver completes both Qualifyings and both Races.

b) Entry as driver pairing

The two drivers entered for a vehicle shall each complete one Qualifying and one half in each race. Driver 1 shall complete the first Qualifying, the first part of the first race and the second part of the second race. Driver 2 shall complete the second Qualifying, the second part of the first race and the first part of the second race. The competitor shall determine during the administrative checks which driver shall complete the first Qualifying, the first part of the first race and the second part of the second race (Driver 1) and which driver shall complete the second Qualifying, the second part of the first race and the first part of the second race (Driver 2).

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.

Any such changes without the Stewards' prior approval shall be penalised by demotion to the rear of the starting grid in both Races.

If the first qualifying session is completed by the wrong driver, the other driver must complete the second qualifying session.

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 a Prototype Cup Germany 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. The use of helmets complying with FIA standard 8860 (FIA Technical List N°33 or FIA Technical List N°69) is mandatory. 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 two positions: on each side of the car. 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.

21.2 Advertising surfaces

The compulsory official advertising surfaces shall be respected as specified in the Prototype Cup Germany Organiser's Regulations.

ARTICLE 22 TESTING

Registered drivers and/or teams driving a vehicle eligible to be entered in Prototype Cup Germany or similar vehicle may not test their race car on a particular circuit after the Monday prior to a Prototype Cup Germany event. In case of doubt, it is the responsibility of the driver and/or team or rather the competitor to get the vehicle approved by the Prototype Cup Germany Commission before the start of the test. It shall not apply to tests organised by ADAC or Creventic.

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 his normal seating position. No work may be carried out on the car on 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. 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/brackets 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 (under 16 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 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 Prototype Cup Germany shall be required to clear the pit area outside their scheduled Practice session and Races if there is another Practice or Race taking place at that time. Furthermore, for safety reasons the Race Director's authorisation shall be required to move Prototype Cup Germany cars along the pit lane during a Practice or Race of another racing series 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 a Prototype Cup Germany 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. The vehicles may not use the fast lane until the green pit exit light is on.

The Race Director/Clerk of the Course shall impose the following penalties for offences against this racing provision:

1. During Practice: The Practice time of the vehicle concerned shall be shortened by 15 minutes.
2. During Qualifying: the fastest lap time in the Qualifying shall be struck from the part of the Qualifying concerned.
3. Before a Race: 5-second Pit Stop Penalty.

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 momentary (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 from their pit or from the pit stop position only when it is safe to do so and without endangering other participants. Cars in the working lane shall yield to those in the fast lane. The mere fact that a vehicle must slow down in the 'fast lane' to avoid a collision with a vehicle coming from the 'working lane' is generally not considered an endangerment ("unsafe release").

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 Prototype Cup Germany 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.

23.13 All team members who work on the vehicle during a session, as well as guide the vehicle, must wear an overall and a helmet according to DMSB specifications as well as closed shoes.

ARTICLE 24 SCRUTINEERING

24.1 Before the start of the event, each participant must check his vehicle for safety and compliance with the Technical Regulations and the relevant homologation. The scrutineering document provided to the competitors by the Organiser for this purpose must be completed fully and sent electronically to the Organiser. The compliance of the vehicles with the transmitted scrutineering document can be checked by the Organiser at any time during the event.

LMP3 / P4 classes: Only engines with undamaged seals, which have been applied by the manufacturer, may be used.

24.2 The deadline for submitting the fully completed scrutineering document will be announced before each event. Unless a waiver is granted by the Stewards, competitors who do not keep to the time limits for the presentation of the scrutineering document or transmit it incomplete, will not be allowed to take part in the event.

24.3 Any car which, in the course of the event is damaged or dismantled or modified in a way which might affect its safety and/or call into question its compliance with the Technical Regulations, must be represented for the Scrutineers' review without being expressly requested.

24.4 At any time during an event, all cars must be made available for 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.

The applicant is committed to enable unlimited access for the Technical Delegate to all built in data recording and control devices. The Technical Delegate is allowed to download the saved data from the devices which were recorded during the Prototype Cup Germany event to perform following analysis.

24.5 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.

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

24.7 Should a car lose a component during the Qualifyings or a Races, 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.

24.8 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.

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

24.10 The correct presentation of the series sponsors and of the race numbers as indicated in Prototype Cup Germany Organiser's Regulations shall be checked at Scrutineering. The participants shall have time until the first Qualifying to execute any adjustments requested.

24.11 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 Organiser for each type of vehicle shall be used. The approved tyre categories for each vehicle will be published in the "Prototype Cup Germany vehicle and classification list".

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.

Increasing tyre temperature above the ambient temperature by any device or fixture shall be prohibited. 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 a Prototype Cup Germany 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.
- The registered bar code numbers shall be transmitted digitally to the participants for verification.
- Any discrepancies in the transmitted barcodes must be reported to the Scrutineers at least two hours before the start of the first free practice session. If there is no report to the Scrutineers, this will be deemed as implicit acceptance of the transmitted barcodes.

25.3 Dry-weather tyres:

a) Cars taking part in their first Prototype Cup Germany event shall be allocated a maximum of four new sets of tyres (each set consisting of two front and two rear tyres) for Free Practice, Qualifyings and the Races.

The number of sets of tyres which a participant wants to purchase for a competition has to be announced to the tyre supplier by 18:00 o'clock of the first day of the event at the latest.

b) For the second and any subsequent Prototype Cup Germany event of a car, it will be allocated a maximum of three sets of tyres for Free Practice, Qualifyings, and the Races. One sets of tyres that was allocated to a car at a previous event may be nominated for each car for the Free Practice sessions of an event. The bar code numbers of these tyres must be communicated to the Technical Delegate or his representative digitally until at least 18:00 o'clock of the day before the start of the event (usually Thursday).

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 a Prototype Cup Germany event, may not be changed without the proper permission of the Technical Delegate. The Technical Delegate may approve the replacement of tyres only based on the manufacturer's confirmation that the tyre defect was caused during production.

e) Each vehicle may be allocated a maximum of two additional new tyres per season to replace a damaged tyre. The damaged tyre must be shown to the Technical Delegate or his representative before being replaced.

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 Practices, a Qualifying or a Race 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 and/or the Race, at his own discretion.

25.8 Any tyres allocated to a vehicle for an event in accordance with Article 25.3a shall be stored within sight in the teams' tents ~~pits~~ at all times as soon as the respective team has taken charge of them. The tyres must not be stored out of sight in trailers, vehicles, other rooms/spaces or behind screen walls.

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

ARTICLE 26 WEIGHTS AND WEIGHING

26.1 Minimum weight of cars

The required minimum weight of each car without driver and fuel will be published in the "Prototype Cup Germany vehicle and classification list" and replaces the requirements in the respective technical regulations where applicable.

The cars shall be weighed as follows:

Weighing during Free Practice and Qualifying

26.2 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.

26.3 The car shall be weighed with the driver on board. 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.

26.4 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.

26.5 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.

26.6 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.

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

26.8 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. 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

26.9 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.

26.10 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 front of 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.

26.11 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.

26.12 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 GENERAL CAR REQUIREMENTS

Television cameras and antennas

27.1 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, except the Prototype Cup Germany Commission approves the publication. 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.

27.2 Each car must be fitted with a ready-to-use, properly functioning timing transponder (direct-power transponder) supplied by AMB or Mylaps with driver identification. The entrants shall bear the related cost. 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.

Telemetry/radio communication

27.3 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.

27.4 One senior team representative per entrant shall be equipped with an operational Race Control radio system in line with DMSB requirements. The team representative must be on permanent radio standby during all Prototype Cup Germany sessions. The entrants shall bear the related cost.

27.5 The Stewards of the Meeting may impose a penalty if the team representative is unavailable via Race Control radio.

27.6 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 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. A corresponding documentation must be registered with the DMSB before the start of the season. Any changes are only permitted after approval by the DMSB.

27.7 Engine, ABS and other control units

LMP3 / P4 class: Engine, ABS and other control units shall only be used with the homologated software versions.

CN class: The software versions of engine, ABS and other control units must be registered with the Organiser before the start of the season and may only be changed after approval by the Organiser.

27.8 Safety belt

Any elastic rubber bands attached to the shoulder belts and any other device introducing forces into the shoulder belt other than those required for proper use shall be prohibited.

27.9 Closing of bodywork gaps / voids / apertures

All parts of the car in contact with the external air stream are considered as the "bodywork". The external air stream ends 20 mm behind the outer edges of any opening in the bodywork except the engine air intake.

The surfaces of the engine air intake up to the cylinder head, which are in contact with the air feeding into the engine are considered bodywork.

It is forbidden to fill any gaps or voids in bodywork parts or junctions of bodywork with tape, silicon, resin or any other material. Apertures in bodywork, such as Naca ducts or similar, may not be closed (not completely nor partially) on the outside.

For the sole purpose of temperature regulation, tape may only be applied on mesh in bodywork apertures, covering up to 50% of the surface of the meshed opening. For the purpose of calculating the surface, each opening will be considered separately.

For the sole reason of accident repair, the Technical Delegate may accept tape on bodywork parts.

On non-bodywork parts, tape may be applied.

27.10 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 Organiser 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.

27.11 Materials

It is forbidden to alter the material of any part of the car as well as replicating parts in a different material compared to the one originally supplied by the car manufacturer.

27.12 Repairs

The weight of any bodywork part may not be increased compared to the part originally supplied by the car manufacturer. However, genuine repair is permitted.

Any weight increase of more than 15% will not be considered to be genuine repair.

27.13 Boost control of supercharged engines

Cars with supercharged engines must not be equipped with any device allowing the boost pressure, or the electronic management system controlling the boost pressure, to be adjusted by the driver while the car is in motion.

27.14 Sensors

In addition to the sensors necessary for running the engine, only the following sensors are permitted:

- Wheel speed sensors
- Steering angle sensor
- Brake pressure sensors
- Suspension travel sensors
- Acceleration sensors
- TPMS

ARTICLE 28 CLASSIFICATION / DATA LOGGER

28.1 Before each event, the "Prototype Cup Germany vehicle and classification list" will be published. The Prototype Cup Germany Commission reserves the right to adjust the following performance parameters, among others, if deemed necessary:

- Minimum vehicle weight
- Diameter of the air restrictor(s)
- Ride height
- Boost pressure
- ECU Mapping
- Engine RPM limit

28.2 Each vehicle shall be equipped with an operational data logging device in good working order including sensors in line with Organisers requirements. The entrants shall bear the cost of the data logger.

The DMSB can accept an existing data logger or the ECU as data logger, if the device complies with the Organisers specifications. Otherwise, a data logger has to be installed according to the Organisers specifications.

The data logger must record all engine data and characteristic values as well as the sensors according to article 27.18

The participant is responsible for ensuring that the data logging system is operational at all times during the event, records during all parts of the event and that all data is available to the Organiser unmodified.

28.4 A violation of the regulations listed in Article 28 is considered a technical violation.

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 teams' tents. Fuelling or defuelling outside the teams' tents 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.

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.

Every competitor is responsible to ensure the compliance with this rule.

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 complies at least with DIN EN-228. The regulation fuel may not be modified in any way. 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.

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 29A CHECKS

29a.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 analysis
- 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 every Qualifying and every Race, 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.

The defueling process will be done on the measuring platform of the scrutineering area. If necessary, the Technical Delegate may specify a different location. During the defueling, the vehicle must be on the ground all four tyres and must not be moved. The required quantity of fuel must be taken from the connection defined in Article 29 within a maximum period of 10 minutes after the start of defueling.

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 analysis
- 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.

29a.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. Three samples shall be placed in the containers which shall be 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 Prototype Cup Germany 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.

29a.3 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.

29a.4 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.

29a.5 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 30 GENERAL SAFETY PROVISIONS, CODE OF DRIVER CONDUCT

30.1 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.

30.2 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.

30.3 No more than one (1) swerve (off the ideal line) shall be allowed in order to defend one's position. Any driver returning to the ideal line after defending his/her position off the ideal line, should keep a distance of at least one vehicle width between his car and the lines defining the track when approaching a bend/turn.

Any driver defending his/her position on a straight, approaching a braking zone, may use the full track width during the lane change, provided no "major part" of a car trying to overtake is next to him/her. In this case, the driver must not depart from his line without good reason while defending his/her position. To avoid any doubt, "major part" means that the front of the passing car is next to the rear wheel of the other car.

30.4 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.

30.5 The Race Track shall be defined by white demarcation lines on both sides of the track. The kerbs shall not be part of the track as defined in this article. 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.

30.6 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, Qualifyings 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 a Qualifying or a Race, this part of the event shall be over for the respective driver. Should the driver however continue in that Qualifying or that 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.

30.7 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.

Work in the pit lane under a competition vehicle is only allowed if it is secured by a device against unintentional lowering.

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

30.9 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 a permanent advantage from leaving the track. The Race Director may, at his/her discretion, give such drivers the opportunity to relinquish the advantage gained by leaving the track. Special parts of the circuit (chicanes) may be observed by judges of fact.

30.10 Drivers intending to leave the track must signal their intention to do so in good time making sure that they can do so without risk to others. Drivers entering 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 of the team concerned. In the pit lane, vehicles on the "fast lane" have the right of way over vehicles 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. It shall be strictly prohibited to cross the Line at the end of the pit lane. Crossing the line at the end of the pit lane shall be strictly prohibited. The Race Director shall issue a reprimand against offenders during Free Practices, demote any offenders by at least 3 positions on the starting grid in Qualifyings, and impose at least a penalty according to article 16 during Races.

Compliance with the maximum speed shall be controlled. Results of speed monitoring shall be tantamount to a decision of a judge of fact.

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 Practices, Qualifyings: €50 for each km above the limit up to max. 10 kph violation

A violation of more than 10 kph: €500 fine and an additional demote by 3 positions on the starting grid

In a Races: minimum: Penalty according to article 16.

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.

30.11 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.

30.12 The cars' head, rear and rain lights must be illuminated when the official time-keeping monitors display the "lights on" message on page 7 or the "lights" board is shown at the Finish Line.

30.13 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.

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

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

30.16 It shall be prohibited during Practice sessions, Qualifyings and Races 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 teams' tents, 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.

30.17 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 31 FLAG SIGNALS/SIGNALLING

The emergency services and track control shall be organised in accordance with the provisions of 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.

ARTICLE 32 PRACTICE

32.1 On the day before the first Race, two 30-minute Free Practice sessions shall be held in accordance with the time schedule for the corresponding Prototype Cup Germany event. The following provisions shall apply:

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

In the free practice only timed laps are counted, which are started and finished on the race track and outside the pit lane.

32.2 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 Start 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 Qualifyings, 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. The same shall apply to cuts in Practice time.

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

32.3 Drivers may generally not start in a Race unless they have participated in at least one Practice.

32.4 There shall be green and red lights at the pit lane exit during each Practice. The drivers may only leave the pit lane when the green light is on. In addition, a blue flag and/or a blue flashing light shall be shown at the pit lane exit to alert the drivers at the pit lane exit to a vehicle approaching on the Race Track.

ARTICLE 33 QUALIFYING

33.1 In general, two Qualifyings of 15 minutes will be held. (See Article 19 for crew composition).

In the free practice only timed laps are counted, which are started and finished on the race track and outside the pit lane.

33.2 All vehicles must be parked in front of their allocated pits from the beginning of the Qualifying until parking in the Parc Fermé.

Except for changing damaged tyres or switching from dry-weather tyres to wet-weather tyres and vice versa, tyre changes are prohibited during a Qualifying session.

At every Qualifying Session maximum one set of slicks and one set of wet tyres is allowed to use. A tyre change shall not be considered completed until the car has crossed the Finish Line outside the pit lane with the new tyres fitted. Any attempt to evade this rule shall be reported to the Stewards of the Meeting.

33.3 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.

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

33.5 After the respective Qualifying, all race cars that took part in the 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 directly to the Parc Fermé indicated in the respective Special Regulations.

Any cars parked in the Parc Fermé before the end of the Qualifyings shall be subject to Parc Fermé provisions from that moment on.

The driver must leave the car in neutral and the steering wheel in place.

33.6 Any driver failing to take part in the respective 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 two hours before the start of the formation lap.

33.7 Immediately after the Qualifyings, 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.

33.8 If both Qualifying sessions take place Immediately after each other, separated by a short break, the following rules apply: Q1 and Q2 are considered as separate event parts. For the technical scrutineering, Q1, Q2 and the break are considered as one event.

33.8 If both Qualifying sessions take place Immediately after each other, separated by a short break, the following rules apply: Q1 and Q2 are considered as separate event parts. For the technical scrutineering, Q1, Q2 and the break are considered as one event. The technical condition of the cars established after qualifying 2 will be considered for the complete session. The condition of the cars established in parc fermé after qualifying 2 will be considered for Q1 and Q2. During the break between Q1 and Q2, work may be carried out on the cars, tyre changes are allowed. Refuelling or removing fuel from the cars is forbidden from the beginning of Q1 until the end of the parc fermé after Q2. Cars using pit boxes have to be in front of the pit boxes from the start of Q1 until the end of the Q2. All tyres intended to be used during the session have to be visible in front of the garage at any time from the start of Q1 until the end of the Q2.

ARTICLE 34 DEFINITIVE STOPPAGE OF QUALIFYING

Where a Qualifying session is stopped with less than five minutes remaining until completion, there shall be no need to re-start the Qualifying session. In this case, the starting grid shall be determined on the basis of the fastest lap times of each driver.

Where a Qualifying session is stopped, with more than five minutes remaining until completion, and cannot be re-started or where no Qualifying took place due to extraordinary circumstances, starting grid positions shall be based upon the current Championship standings. The decisive standings shall be those of the driver entered for the Qualifying session concerned. During the first event, the starting grid for the Race shall be based on the Free Practice results.

ARTICLE 35 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, Qualifyings 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 36 STARTING GRID

36.1 The starting grid for the Races shall be drawn up in the order of the fastest times achieved in the respective Qualifyings. 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.

36.2 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.

36.3 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.

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

36.5 The starting grid for the Race will be published no less than one hour 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.

36.6 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).

36.7 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. Their places in the starting grid must remain vacant.

ARTICLE 37 STARTING MODE

The Race shall be started in rolling mode from a 2-abreast formation with the two rows no more than three car lengths apart. The pole position shall be the starting slot closest to the first turn after the Line.

ARTICLE 38 START/DELAYED START

38.1 Not later than 10 minutes before the beginning of the formation lap, the pitlane / the pre-start shall be opened, and the cars leave for a reconnaissance lap.

At the end of this lap, the cars shall enter the starting grid at walking pace and move to their designated grid positions. Engines shall be stopped. Details on the starting positions designated at the end of the reconnaissance lap and on the general schedule shall be announced at the drivers' briefing. 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: within the context of the grid presentation or slight corrections of positions at the corresponding start position itself).

Not later than 5 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 penalty according to article 16.

38.2 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 have their wheels fitted. Cars must not be jacked up again. Any infringement shall result in a penalty according to article 16. Green light or green flag (beginning of the formation lap) in 3 minutes.

d) 1-minute sign:

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

e) 30-second sign:

Green light or green flag (start into the formation lap) in 30 seconds.

30 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.

38.3

a) The Pace Car flying the yellow flag shall lead the competition cars to the starting (formation lap). Alternatively, the Pace Car may also be equipped with yellow/orange revolving lights.

Drivers shall observe a maximum following distance of 3 car lengths. Dropping back and trial starting 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.

In these cases, the Race Director/Clerk of the Course may, at his sole discretion, withhold permission to start and order completion of an additional formation lap.

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.

38.4 The Race shall be under the Starter's supervision, as soon as the Pace Car has lowered the yellow flag and/or turned off the yellow/orange revolving lights. The Pace Car may not be overtaken before the yellow flag has been lowered and/or the yellow/orange revolving lights have been turned off, 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 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 Pit Stop Penalty on offenders.

The Starter shall give the signal to start by switching the starting lights from red to green or by switching off the red light. Details shall be announced at the drivers' briefing.

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.

If no start signal is given, the starting lights remain red. In this case, the participants must drive a lap at low speed past the red light and resume their original starting position. Overtaking is prohibited. Extra care must be taken (no braking - no acceleration) to avoid rear-end collisions. No teams and/or helpers are allowed in the renewed starting grid. Only the Marshals are allowed to enter.

Immediately after the drivers have resumed their original starting positions, the cars will be led again across the track to the starting line behind the Pace Car (additional formation lap).

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.

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

38.6 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.

38.8 Jumping a start shall result in no less than a penalty according to article 16 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.

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

Delayed Start

38.10 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 38.2 shall apply from that moment on.

38.11 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.

38.12 Another »START DELAYED« board should be shown at the middle of the grid formation.

ARTICLE 39 PIT STOP/OBLIGATORY PIT STOP

39.1 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 into the working lane until a car has come to a complete standstill. Signs and / or boards that are in the working lane are also considered as material in the sense of these regulations. Only signals that are held in the hand by a person may be used.
- At no time during the pit stop shall more than three persons work on a car simultaneously or in turns. They shall be identified by armlets issued by the event host. No more than three persons shall take turns working.
- At no time during the pit stop shall more than one air gun per car for central locked wheels or two electric or air guns per car for wheels locked by nuts and bolts be used or be within the working lane.
- All materials and tyres must be removed from the working lane before a car exits the working lane 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. A change of damaged tyres must be reported immediately in accordance with Article 25.5.
- No work shall be carried out on a car from inside the pit (e.g. cooling of the brakes with water).

39.2a In addition to the above, the following provisions shall apply to the obligatory pit stops during Races:

- During each Race in a Prototype Cup Germany event, all vehicles shall be required to take an obligatory pit stop with a driver change, where applicable.
- Obligatory pit stops in races with a duration of 50 minutes must begin between the 20th and the 30th minutes (not before 20 min 000 seconds .000 and not after 29 minutes 59 seconds .999) (pit stop time frame) and shall not take less than a stipulated minimum duration.
- Obligatory pit stops in races with a duration of 60 minutes must begin between the 25th and the 35th minutes (not before 25 min 000 seconds .000 and not after 34 minutes 59 seconds .999) and shall not take less than a stipulated minimum duration.
- The race director can make a different decision (postponement of the pit stop window) up to the end of the 24th minute of the race without following a special procedure if the safety car or full course yellow is expected to be in use by the time the pit stop window originally begins. The postponement will initially be announced on page 7 of the official timing monitors with the message "pit stop window will be postponed". The modified pit stop window will be announced as an absolute time at the latest one (1) minute before its start with the message "new pit stop window from hh.mm.ss until hh.mm.ss" on page 7 of the official timekeeping monitors. The regulation concerning the beginning of the compulsory pit stop applies accordingly. The prescribed minimum duration remains unaffected.
- The minimum duration is 95 seconds. The pit lane entrance and exit timing lines shall be defined for each circuit in the event host's Special Regulations. A pit stop shall be deemed to have begun upon crossing the line which marks the beginning of pit lane time-keeping.
- The minimum pit stop duration shall be extended by 10 seconds to change one damaged tyre.
- Automatic signals marking the entry to a garage shall be banned. GPS points, that function as virtual triggers, are allowed.
- 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 fast lane shall be prohibited.

39.2b Adjustment of minimum pit stop duration (Pit Stop Handicap)

The above-mentioned minimum pit stop duration of 95 seconds increases as follows:

Single driver in Bronze category	+ 5 seconds
Single driver in Silver category	+ 25 seconds
Driver pairing of categories Bronze/Silver	+ 10 seconds
Driver pairing of categories Silver/Silver	+ 20 seconds

The provisions above on increasing the minimum duration for tire changes remain unaffected.

39.3 Any violation of the pit stop or obligatory pit stop regulations shall result in at least a drive through penalty. Also at least a drive through penalty shall be inflicted should the obligatory pit stop take less than the required minimum duration. A Ten Seconds Stop-and-go Time Penalty shall be inflicted should the obligatory pit stop has a lower deviation of more than 5 seconds of the required minimum duration.

At least a Ten Seconds Stop-and-go 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 Ten Seconds Stop-and-go Time Penalty shall correspond to the time the pit stop was begun before or after the obligatory pit stop time slot.

39.4 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 an obligatory pit stop.

39.5 If a Race is stopped after the beginning of a pit stop window or if the pit stop window begins while a Race is interrupted, the driver who was driving at the time of the interruption shall restart (Art. 39.4 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.

39.6 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.

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

39.8 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.

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

ARTICLE 40 SAFETY CAR

40.1 The 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. The Safety Car 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.

40.2 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)
- restart a stopped Race.

40.2a 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.

40.3 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 40.14 below) it shall cover an entire lap of the circuit and exit the track to get to the station assigned by the Race Director.

40.4 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. All cars must immediately slow down.

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

40.6 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.

40.7 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 Finish 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 40.14 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 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.

40.8 When ordered to do so by the Race Director, the observer in the Safety Car 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.

40.9 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 40.11 below) and all remaining cars must keep the formation as tight as possible.

40.10 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.

40.11 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 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 Start Line, which shall be displayed until the last car has crossed the Finish Line.

40.12 Each lap completed while the Safety Car is deployed shall be counted as a Race lap.

40.13 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.

40.14 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' posts shall display waving yellow flags and the »SC« boards 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 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. 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 Finish 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 Starting 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.

Any 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 41 FULL COURSE YELLOW

In order to temporarily neutralise a free practice session or a race, the race director may order a "full course yellow phase" (FCY phase) as an alternative to the use of the safety car.

FCY may be used as an alternative if double waved yellow flags are necessary in a part of the track and participants or officials are in danger.

The initiation of an FCY phase will be communicated to competitors via page 7 of the official timing monitors with the message »FCY DEPLOYED« and waved yellow flags and the sign »FCY« will be displayed at the finish line and at all track marshals.

No car shall be driven unnecessarily slowly, erratically or in a manner that may be considered potentially dangerous to other drivers or other persons at any time during the FCY period. This applies whether such a car is being driven on the track, in the pit entry, in the pit exit or in the pit lane.

All vehicles must immediately reduce their speed to 80 kph on the entire track while observing extreme caution (no full braking; but also no slow coasting). A deviating determination of the maximum speed can be made in the drivers' meeting. All vehicles must maintain the prescribed maximum speed until the end of the FCY phase

With the exception of the cases listed under a) to d), no driver may overtake another car on the track during the FCY phase.

Exceptions to this are:

- a) any car heading for the pits may pass another car as soon as it has crossed the 1st safety car line.
- b) any vehicle leaving the pit lane may overtake or be overtaken by vehicles travelling on the circuit before it has crossed the 2nd safety car line.
- c) any vehicle which is in the pit entry, pit lane or pit exit may overtake another vehicle which is also in one of these three areas.
- d) if another vehicle slows down due to an obvious problem.

When the Race Director decides that the FCY phase can be ended, the message »FCY ENDING« will be sent to all competitors via the official timing monitors. Between 10 to 15 seconds later, the yellow flags and FCY signs will be retracted simultaneously and replaced by green flags at all marshals and at the finish line. The relevant part of the event is immediately reopened for all participants.

Each lap completed during the "FCY phase" will be counted.

Any infringement of the above rules will be penalised with a scoring penalty in accordance with Article 16.

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 Start Line.

42.2 Overtaking shall be forbidden when such signal has given and the pit exit shall be closed. All cars must proceed slowly to the starting grid. The first car takes the Pole-Position, all following cars fill up the positions behind and wait for information if the race can be re-started.

If the Safety Car uses the pit lane (Article 40.10), 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 starting grid.

42.4 While the Race is suspended the provisions below shall apply:

- Neither the Race nor the timekeeping system shall be stopped;
- Cars may be worked on once they are stopped in the starting grid 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 penalty according to article 16 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, the penalty according to article 16 shall only be imposed on drivers whose cars 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-minute 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 entrants/competitors shall be given no less than a 30-minute 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-minute signal. From this moment, the procedure as specified in Article 38.2 shall apply, starting with 38.2c.

43.3 At the three-minute signal, all cars must have their wheels fitted and may not be jacked up again. Any infringement shall result in a penalty according to article 16.

At a point after the three minute signal, depending on the expected lap time, any cars which are placed in front of the Race leader in the starting grid shall be instructed to complete a further lap without overtaking and join the line at the end of the starting grid. 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 starting 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 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. 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 Start Line, which shall be displayed until the last car has crossed the Finish Line.

43.6 During the first lap only, overtaking behind the Safety Car 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.

43.7 Any 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 40.11 to 40.14 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 respective Race crossing the Finish Line to indicate the end of the session. The last remaining lap shall be shown to the competitors as »LAST LAP« on page 7 of the official time-keeping screens. At the end of this lap, the End-of-Race flag shall be shown to the Race leader and all subsequent drivers in the Race crossing the Finish Line, regardless of the number of laps actually completed.

44.2 Should the End-of-Race signal be given early, the Race shall be deemed to have finished at the time the leading car crossed the Finish 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 Finish 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 a message displayed on the official time-keeping monitors and 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.

Further, no material or substances shall be removed or added to the cars on their way from the race track to the Parc Fermé.

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 The driver must leave the car in neutral and the steering wheel in place.

44.5 After the respective 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 last post-race Parc Fermé and until any post-race Scrutineering is finished, unless so authorised by the Technical Delegate.

45.7 After parking his car in Parc Fermé, the driver is allowed to remove storage devices from the teams' data loggers. The removal by another person and/or at a later time before the end of Parc Fermé is prohibited.

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 Finish Line in the pit lane after the display of the chequered flag, a 30-second 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 participation in the podium ceremony and the official press conference is mandatory for the three first placed driver pairings of the race, the three first placed drivers of the junior ranking as well as the three first placed drivers of the trophy classification. Failure to attend the ceremony and/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 could be scheduled to take place immediately after the prize-giving ceremony. Attendance shall be obligatory for these drivers. During the press conference as well as during all TV interviews, the drivers shall wear their overalls completely closed.

Article 1 Purpose

The Prototype Cup Germany Commission is a body which deals with the general direction of the series, with general questions for the benefit of the series as well as with certain aspects of the sporting, technical and organizational regulations which do not clearly fall within the responsibility of another official (e.g. Race Director, Series Officer, Technical Delegate etc.).

Article 2 Members

The Prototype Cup Germany Commission consists of the following persons:

- Ole Dörlemann
- Orry Lichtenberg
- Michael Rebhan
- Guido Quirnbach
- Robert Maas

Before a season, two team representatives and one organizer representative are elected, who are permanent members of the Prototype Cup Germany Commission. Due to possible conflicts of interest, the team representatives generally do not have the right to vote on requests or decisions that require a neutral stance (especially for duties according to articles 5.1, 13.12 and 19.1).

Furthermore, experts (sports commissioner, team manager, driver, tire partner, etc.) can be consulted.

Article 3 Activity

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

The Prototype Cup Germany Commission may consult organiser staff or officials where decisions are likely to have significant consequences.

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

Article 4 Decisions

The Prototype Cup Germany Commission shall take decisions by a simple majority of its voting members.

The Prototype Cup Germany 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.