



2010 Rules and Regulations

Latest update: 03 March 2010

2010 ADAC GT Masters

Preamble

The ADAC GT Masters is a racing series for near-standard Grand Tourisme cars (GT3). This ADAC racing series shall be open primarily to ambitious private racers who wish to demonstrate their racing skills on different European race tracks.

This GT series concept provides for two 1-hour races per racing weekend (one each on Saturday and Sunday) with a driver change, i.e. two drivers will share the cockpit.

The ADAC GT Masters is not a manufacturers' competition but was rather developed to give private racing enthusiasts a possibility to compete.

This innovative racing series launched in 2007 is a logical continuation of ADAC's sports policy meant to add a new dimension to German motor sports and offers a highly attractive platform for ambitious private racers.

1. Call for entries

1.1 Organisation

ADAC calls for entries to the "ADAC GT Masters 2010". The series shall consist of 14 events at 7 international meetings (subject to changes).

The series shall award one drivers' title. There shall also be a team classification, and a non-professionals' classification.

Organiser:

ADAC e.V.
Youth & Sports division
Am Westpark 8
81373 Munich

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Team coordination:

SRO Germany GmbH
c/o Jürgen Barth
Untere Zeilstraße 36
74343 Sachsenheim

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E-mail: barthgt3@aol.com

These Rules and Regulations were approved by DMSB¹ on 23 February 2010 under reference number 1037/10.

1.2 Governing regulations

The "ADAC GT Masters 2010" shall be subject to the following sporting codes, rules and regulations which are recognised by all competitors and drivers upon entering:

- the FIA International Sporting Code (ISC) including appendices
- 2010 FIA GT3 regulations
- the present Rules and Regulations

¹ Deutscher Motorsportbund e.V. – the German Motor Sport Federation

- amendments to these Rules and Regulations made by ADAC and approved by DMSB (including mid-season amendments)
- the DMSB event rules and circuit racing regulations
- the decisions and regulations of DMSB e.V.
- event hosts' Supplementary Regulations for the individual races
- ADAC Bulletins
- the DMSB legal and procedure rules (RuVo)
- the DMSB environmental guidelines
- the national anti-doping regulations (NADA Code)

Unless the present Rules and Regulations specify otherwise, the FIA GT3 European Championship Sporting Regulations shall apply.

2. Calendar of events – 2010

The meetings below shall stage one racing event each on Saturday and Sunday.

Date*	Venue*
10 to 11 April 2010	Oschersleben
08 to 09 May 2010	Sachsenring
29 to 30 May 2010	Hockenheim
17 to 18 July 2010	Assen (NL)
14 to 15 August 2010	Eurospeedway Lausitz
27 to 29 August 2010	Nurburgring (GT1 World Championship)
02 to 03 October 2010	Oschersleben

*subject to change

3. Sporting regulations

3.1 Entry eligibility

All drivers and competitors participating in the ADAC GT Masters shall hold valid FIA licences. The minimum licence required shall be an international grade C licence issued by DMSB or any other ASN. Drivers shall additionally be in possession of a valid medical certificate of aptitude (cf. Chapter II, Article 1.7 of Appendix L to the FIA International Sporting Code).

3.1.1 Guest drivers

ADAC reserves the right to admit guest drivers holding valid international competitors' or drivers' licences. Vehicles competing for the first time in either one or both of the season's last two meetings, shall not be eligible to earn points in the drivers', teams' or non-professionals' classifications. Eligible drivers shall move up in the official standings.

3.2 Eligible vehicles

Only vehicles complying with the technical specifications set out in the FIA GT3 regulations and homologated to the FIA GT3 standards shall be eligible to participate. Any mid-season amendments to or modifications of the FIA GT3 regulations shall also apply to the ADAC GT Masters.

Competitors shall ensure that their vehicles comply with the FIA technical regulations and safety standards at all times whether in official test sessions, during practice or in races. Further, all decals and markings required hereunder shall be placed on the vehicles as specified.

3.3 Entry / registration

Entrants must register on-line at www.adac-gt-einschreibung.de. Please follow the instructions.

Participation in the ADAC GT Masters shall be subject to receipt of the printed and signed entry form pursuant to Appendix 2 **no later than 22 March 2010** by:

SRO Germany GmbH
c/o Jürgen Barth
Untere Zeilstr. 36
74343 Sachsenheim
e-mail: barthgt3@aol.com

Two drivers must be entered per vehicle.

ADAC/SRO reserve their right to reject registration applications and entries to any meetings.

With their registration, entrants/drivers request and authorise ADAC/SRO to submit on their behalf entries to meetings which include events in the 2010 ADAC GT Masters (block entry).

3.4 Entry fee

An entry fee of €10,000 plus VAT for the complete season of the ADAC GT Masters 2010 shall apply to all entries received on or before 10 March 2010. The entry fee must be received by bank transfer no later than 10 March 2010.

To all entries received after 10 March 2010, an entry fee of €12,000 plus VAT per vehicle shall apply.

The guest driver entry fee for one meeting shall amount to €2,000 plus VAT per vehicle.

Entry fees shall be remitted to the following account:

SRO Germany GmbH
Kreissparkasse Ludwigsburg
Sort code (BLZ) 604 500 50
Account no. 300 400 23
Reference "ADAC GT Masters".

Registrations shall be processed subject to receipt of the entry fee.

3.5 Mandatory attendance

By registering, drivers undertake to participate in each and every ADAC GT Masters 2010 meeting, subject to force majeure.

3.6 Restrictions on tests

In the 12 week period prior to a race in the series, no private tests shall be allowed with the competition vehicle on the relevant race track. This shall also apply to vehicles which are identical in construction but have different Vehicle Identification Numbers. This restriction shall not extend to test sessions organised by ADAC/SRO. The competition vehicle shall not be banned from attending other racing events.

The ADAC GT Masters Bureau may sanction teams'/drivers' violations of the above test restrictions/test bans as set out below:

- fines up to €5,000
- loss of entitlement to participate in official test sessions
- ban on training sessions for an event
- demotion on the grid in a race
- exclusion from a meeting
- exclusion from the series

In such cases, there shall be no pro-rated refund of entry fees.

3.7 Permanent season tickets

ADAC will provide each registered entrant/competitor with a permanent season ticket. Ticket holders have access to the racing sites and the paddock. Some tickets give additional access to the pit area during ADAC GT Masters training sessions and races.

Distribution:

Number of GT vehicles	Personal tickets		Parking tickets	
	Pit area	Paddock	Truck	Passenger car
1	10	6	1	3
2	20	12	1	5
3	30	20	2	8

3.8 Paddock pitches

For each team, a pitch of no more than 180sqm shall be available in the paddock area per truck and tent (cf. distribution). Trucks and tents must be set up so that GT vehicles roll of to the rear (in relation to the nose of the truck).

ADAC reserves the right to reduce a team's maximum pitch size for certain events. Pitches may be larger in exceptional cases subject to the prior approval of ADAC/SRO.

The paddock set-up and take-down times shall be specified in the relevant Supplementary Regulations for each meeting.

At the start of and throughout a meeting all team vehicles shall be neatly lined up in the paddock area, clean and in good order. ADAC/SRO reserve their right to deny competitors access to the meeting pending compliance with this requirement.

3.9 Administrative checks

The entrant/driver shall present the following documents:

- driver's competitor/driver's licence
- international starting permit issued by the ASN (unless included in the international licence)
- medical certificate of aptitude (unless included in the international licence)
- competitor's licence if applicable (driver is no the competitor)
- sponsor's licence if applicable (Sponsor Card)

3.10 Scrutineering

Drivers shall present themselves to scrutineering with the competition vehicles and wearing the required safety equipment (HANS system mandatory). Vehicles shall be presented in the condition in which they will be used in competition and shall comply with the applicable technical regulations.

(Cf. www.FIA.com FIA Sport – Regulations – International Sporting Code and Appendices – Appendix L)

For scrutineering prior to the meeting, competitors shall produce an official Vehicle Identity Card. The Vehicle Identity Card shall be under the competitor's responsibility.

3.11 Technical checks

For ADAC GT Masters races, DMSB shall appoint at least one Permanent Scrutineer who shall be responsible for the technical vehicle checks.

In addition to scrutineering as required by the organiser, vehicles may also be checked during or after a meeting. The Permanent Scrutineer will select the vehicles in coordination with the Stewards of the Meeting.

ADAC reserves the right to have such vehicles checked outside the meeting venue in the presence of the Permanent Scrutineer and an additional scrutineer. After thoroughly checking the parts, the scrutineers will communicate their findings to the respective Stewards of the Meeting for a final decision. Pending such decision all results shall be provisional.

As a rule, competitors shall be responsible for vehicle dismantling and reassembly. The costs involved shall not be eligible for refund (except in the event of protests/appeals pursuant to the ISC).

The competitors shall comply with the Permanent Scrutineer's instructions concerning vehicle checks or follow-up checks.

Immediately after each timed practice or event, vehicles shall be moved under their own power directly to the parc fermé or to scrutineering. Parc fermé regulations shall apply to the route from the track/pit lane to scrutineering, to the parc fermé entrance area, and to the route from scrutineering to the parc fermé.

Drivers shall ensure that their vehicles are in neutral and the steering wheels are mounted to the steering columns.

During scrutineering, team members and/or other persons shall not enter the parc fermé unless authorised by the scrutineers. Offenders of the parc fermé rules may have their results deleted.

Competition vehicles may not leave the paddock between scrutineering and the end of the meeting (release from the parc fermé after the 2nd ADAC GT Masters race), except to take part in a practice or event or upon prior written authorisation of the Permanent Scrutineer and the Stewards of the Meeting. Vehicles under ongoing investigation shall not leave the premises of the race track unless released in writing by the Permanent Scrutineer.

3.12 Drivers' briefing

All drivers and entrants or their representatives shall be required to attend official drivers' briefings, awards ceremonies, and press meetings. Failure to attend or lateness shall be subject to a €250.00 fine payable to DMSB. Repeat offenders may be excluded from the series.

3.13 Events

Unless otherwise specified below or in the Supplementary Regulations for each meeting, events shall be conducted pursuant to the provisions of the FIA GT3 European Championship Sporting Regulations and the DMSB event and circuit racing regulations. Subject to DMSB approval, ADAC reserves the right to adapt any provisions of the present Rules and Regulations to specific local conditions.

The following rules shall apply:

The number of entries shall be limited to the maximum number of vehicles permitted on track. Block entrants' starting rights shall take precedence over guest drivers'.

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

3.14 Racing regulations

Drivers are bound by the circuit racing provisions in Appendix L to the FIA's ISC and the relevant provisions of the DMSB circuit racing regulations.

3.15 Flags and signals

Rescue services as well as track supervision shall be organised in compliance with the provisions of Appendix H to the ISC. Drivers must familiarise themselves with these provisions. They must watch out for flag marshals and comply with their instructions. Flag marshals' signals shall not relieve drivers of their duty always to act in such a way as to prevent harm to others when they recognise a situation as dangerous.

If a driver improves his/her previous personal best lap time or – if split timing is available – his/her previous personal best sector time in a lap or sector where the flag marshal waved the yellow flag, this shall be deemed an offence against the yellow flag command.

The Race Director/Clerk of the Course may impose driving penalties pursuant to Art. 27 of the DMSB circuit racing regulations against drivers not complying with the speed and driving requirements of a flag signal.

The Race Director/Clerk of the Course shall signal the drivers by using the relevant flag and/or signs in conjunction with the specific driver's competition number.

Some race tracks are also equipped with display panels. Where this is the case, the display panel shall show the competition number.

When passing the Race Director's/Clerk of the Course's signalling post (usually at the Start/Finish line), drivers must watch out for signals and flags.

3.16 Wet practice/wet race

If the Race Director/Clerk of the Course signals "wet practice" or "wet race", the following rules apply:

- a) "wet practice" before or during free or timed practice:

Rain tyres may be used only for the specific free or timed practice.

- b) "wet race" before or during an event:

Rain tyres may be used only for the specific event.

If the "wet race" sign is shown during an event, the provisions of Art. 3.22 of the present Rules and Regulations specifying the maximum number of mechanics allowed to attend a car shall apply.

When slicks are used, only slicks marked and assigned for the specific event shall be eligible.

The Race Director/Clerk of the Course reserves the right to require all drivers to use rain tyres. No restrictions shall apply to the number of rain tyres. No markings shall be required for rain tyres.

In a "wet practice" or "wet race", drivers shall be required to have the headlamps switched on at all times.

3.17 Practice

Two untimed practice sessions of 60mins each and two qualifying sessions of 50mins each (2 x 20mins and a 10mins break) shall be held at each meeting. Each of the drivers entered for one vehicle shall drive one qualifying, with the lower-graded driver completing the first and the higher-graded driver the second qualifying. If both drivers are graded equal, the decision shall be at the team's discretion. If an untimed practice or qualifying is interrupted, the Race Director/Clerk of the Course shall not be obliged to continue or repeat the session to comply with the criteria of the series. Such decision of the Race Director/Clerk of the Course shall be final.

3.18 Qualifying

In qualifying, each driver must complete at least two timed laps. Drivers failing to provide proof of two timed laps may be barred from starting.

When qualifying is concluded, the light at the end of the pit lane shall turn to red. Now, competitors must reach the parc fermé designated by the organisers under their own power. If they fail to do so, they shall not be qualified.

When justified by particular circumstances, the Race Director/Clerk of the Course may decide to allow such a driver to start.

3.19 Starting grid

The starting grid for the first event shall be based on the results of the first qualifying. The starting grid for the second event shall be based on the second qualifying.

Should force majeure prevent the organisers from holding qualifying, the starting grid order shall be determined on the basis of the standings in the drivers' classification. The first-placed driver shall take the pole position, the second driver the second grid position, and so on. The better standings of a driver in the previous meeting shall break any tie. Should there be no qualifying for the first meeting of the season, untimed practice results shall determine the starting grid.

If a driver who failed to qualify is admitted to the race nevertheless, the following rules shall apply:

Drivers failing to participate in qualifying or failing to be timed but who did participate in untimed practice shall form up at the rear of the starting grid. Such drivers/entrants shall apply to the Race Director/Clerk of the Course in writing as soon as possible. If several competitors are concerned, their starting positions shall be determined according to their timing in untimed practice.

Drivers failing to be timed both in untimed practice and in qualifying but admitted to the race by the Race Director/Clerk of the Course shall form up at the rear of the grid. If this applies to several competitors, their starting positions shall be determined according to their current standings in the ADAC GT Masters. In the event of a tie, the drivers' standings in the last race shall break the tie.

Competitors unable for whatever reason to start in a race shall notify the Race Director/Clerk of the Course as soon as possible. The starting grid for a race shall be announced no later than one hour prior to starting.

10 minutes prior to the formation lap, the light at the end of the pit lane shall turn to green for 5 minutes. This shall give the competitors time to drive straight to the starting grid and form up. They shall not be allowed to drive through the pit lane again.

The pole position shall always be the starting grid position closest to the first turn after the Start/Finish line.

3.20 Starting

All races shall begin in a rolling start (Indianapolis start) pursuant to Article 7 of the DMSB circuit racing regulations.

3.21 Safety car

The organiser reserves the right, upon request by the Clerk of the Course, to use a safety car.

The safety cars shall be used pursuant to Art. 12 of the DMSB circuit racing regulations.

3.22 Events (races)

Each meeting shall consist of two 60 minutes events (races), each preceded by a formation lap led by a pace car.

During each race, all vehicles shall be required to take a mandatory pit stop for a driver change between the 25th and the 35th minutes of the race. Any pit stop taken outside this time slot shall not be deemed a mandatory pit stop!

Mandatory pit stops shall have a minimum duration which varies based on the race track layout and based on the distance measured between pit lane entry and exit timing loops which shall be determined specifically for each track. The exact location of the timing loops and the minimum overall pit stop duration shall be announced at the drivers' briefings prior to each meeting.

The slot for the mandatory pit stop shall be timed from the moment the competitor crosses the pit lane entry loop triggering the timing for mandatory pit-stop duration.

The time slot shall not apply to drivers re-entering after having completed their mandatory pit stop, i.e. there shall be no penalty for re-entering after a pit stop later than the 35th minute of the race.

Automatic signals marking entry to the pit lane are banned (Art. 74 FIA GT3 Sporting Regulations).

Deliberate slow driving clearly below the mandatory maximum speed of 60kph and stopping at the pit lane exit shall not be tolerated.

During the pit stop, the replaced driver **or** a mechanic may assist the driver taking over the cockpit with buckling in, while another mechanic may carry out other pit stop work. At no time shall more than two persons work simultaneously on a car, not counting the driver taking over. This shall also apply to any work carried out on a car in the working lane during any subsequent pit stops.

Should a driver undercut the mandatory minimum pit stop time, a time penalty shall be imposed on the team, to be taken in the pit lane "Stop & Go" area specified by the organiser. The time penalty shall be equal to the number of seconds the driver is short of the mandatory minimum pit-stop time.

Example: minimum duration 70secs, actual pit stop time 66secs, penalty 4secs.

In the pit lane, vehicles on the "fast lane" have the right of way over vehicles in the working lane. When re-entering the race track after a pit stop, drivers must be careful not to put other drivers in jeopardy or hinder them.

Any other violation of pit stop rules shall be subject to penalties pursuant to Art. 19 of the DMSB event rules or Art. 26 of the DMSB circuit racing regulations.

After 60mins, the leading driver shall be flagged out on his/her next crossing of the Start/Finish line.

The Start/Finish line applies both on the track and in the pit lane.

Refuelling shall not be permitted during a race.

Teams may not install their own timing devices at the pit lane entry and exit.

3.23 Penalties

Race Director/Clerk of the Course shall have the authority to impose penalties, to be announced during competitions by signalling the penalty, adding penalty times prior to posting the results or by revising results.

This shall not affect the Stewards of the Meeting's right to impose penalties.

The following penalties may be imposed.

- changing competitors' starting grid positions
- striking of practice laps/times or race results
- penalty time

- drive-through penalties
- stop-and-go penalties
- demoting competitors in the starting grid

Such penalties may be imposed for the following offences:

- unauthorised vehicle movement across the race track or against the direction of travel
- driving off the track and gaining advantage by cutting corners for the second time
- failing to drive the minimum distance
- skipping chicanes or slow curves during practice/race
- leaving grid position in column during rolling Indianapolis-type start
- overtaking pace car before the start signal is given during rolling Indianapolis-type start
- driving off the track and gaining advantage by cutting corners during a race
- exceeding pit lane speed during races
- ignoring signals and flags, including but not limited to the yellow flag rules
- offences against the racing provisions in Appendix L to the FIA's ISC and Art. 3.15 of the present Rules and Regulations

This list of offences is not exhaustive. The Race Director/Clerk of the Course shall report serious, safety-relevant and repeat offences to the Stewards of the Meeting.

3.24 Classification

The competitor completing the highest number of laps shall be declared winner. Among competitors completing the same number of laps, the winner shall be the driver who completes the laps first. Laps not covered by competition cars under the power of their own engine shall not count.

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

Should the distance be cut or the race discontinued (and not started again), competitors will be awarded the following percentage of points:

at least 50% of the original distance = 100% of points/prize monies
 less than 50% of the original distance = 50% of points/prize monies

Points shall be awarded only if at least 10 competitors start into a race.

Both drivers shall be eligible to receive points counting towards the drivers' standings/non-professionals standings. To score points, a driver must have covered at least 20% of the distance. If a race is discontinued and not started again before the driver change was performed, the driver who did not race shall score half of the total points awarded for the distance covered by the vehicle.

3.25 Points awarded

In each race, drivers and teams shall be awarded points as follows:

Place	1 st	2 nd	3 rd	4 th	5 th	6 th	7 th	8 th
Points	10	8	6	5	4	3	2	1

Points towards the ADAC GT Masters team standings shall be awarded to the best-placed vehicle of a team. Any other vehicles of this team that place in the scoring ranks shall earn no points and vehicles of other teams behind them shall move up in the standings.

The ADAC GT Masters non-professionals classification is open to category D (Bronze) drivers. The best-placed category D driver in each race shall be honoured in a podium ceremony, no matter what his crew driver's category is.

In the non-professionals classification, the points awarded to crews of other than D-category (Bronze) drivers shall be multiplied with a coefficient of 1.3.

If results are corrected after the award ceremony for a race or the overall standings and this affects eligibility to the trophy, the affected driver shall return the trophy in good order to the organiser of the series within a period of 14 days.

3.26 Overall Classification

All results shall count towards the year-end standings. There are no scratch results.

The ADAC GT Masters driver title shall be awarded to the driver(s) having scored the highest number of points at year's end.
The winner of the 2010 ADAC GT Masters undertakes to attend the 2010 ADAC Sport Gala.

The ADAC GT Masters team title shall be awarded to the team having scored the highest number of points at year's end.
The principal of the winning team in the 2010 ADAC GT Masters undertakes to attend the 2010 ADAC Sport Gala.

The ADAC GT Masters non-professionals title shall be awarded to the driver(s) having scored the most points in the non-professionals standings at year's end.

3.27 Fuel

For the entire series, all vehicles entered in the ADAC GT Masters shall exclusively use Shell-branded fuel as specified by the series promoter.

3.28 Tyres

Only tyres manufactured by the racing series' tyre partner Michelin shall be used.

The number of slicks shall be limited. No restrictions shall apply to rain tyres, but their use shall be subject to the Race Director/Clerk of the Course declaring a "wet practice" or "wet race".

Tyre sizes shall comply with the FIA GT3 Technical Regulations.

Each competition vehicle shall be supplied with two sets of slicks to be marked by the scrutineers for use by this specific vehicle prior to both qualifying practices. Set A shall be used in the first qualifying and the first race, set B in the second qualifying and the second race.

Untimed practices shall be run with the marked slicks from the previous meeting. Except in the first untimed practice in a season, unmarked slicks are generally not permitted. Exceptions may be granted by the series Permanent Scrutineers.

If a tyre is punctured on a racing weekend, a "joker tyre" may be requested from the Permanent Scrutineers. Such tyre must be authorised by the Permanent Scrutineers and marked as "joker tyre" if applicable. No more than 3 joker tyres shall be allowed for the first three races of the season, and three additional joker tyres for the last four races.

If a tyre is punctured during a race, a tyre from the second set may be used.

3.29 Driver categories

The competing drivers shall be graded by the FIA based on their past experience and results.

1) Definition of categories:

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

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

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

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

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

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

D (or Bronze): non-professional drivers; drivers who acquired their racing licence being over 30 years of age and have little or no Formula racing experience; drivers under 30 years of age without significant racing experience.

For grading purposes, drivers shall be required to submit their racing record (results) on the regulation FIA Career Record form together with their entries – however no later than two weeks before the first meeting. Forms are available at www.gtmasters.org (in German) or www.fiagt3.com (on-line form in English).

2) Crew composition:

The following regulations apply to driver pairing and handicap weights in the ADAC GT Masters:

Category	A Platinum	B Gold	C Silver	D Bronze**
A Platinum	X*	80k g	40k g	20k g
B Gold	80k g	60k g	20k g	0kg
C Silver	40k g	20k g	0kg	0kg
D Bronze**	20k g	0kg	0kg	0kg

* Not allowed

** Category D (Bronze) drivers shall also be included in the non-professionals standings.

3.30 Weight penalties/additional weight

Success ballast

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

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

The success ballast shall be determined after each event and must be installed in/removed from the vehicle prior to the next race. For a meeting, the ballast is based on the results from race to race. The success ballast shall never exceed 50kg.

Weight handicap for driver combination A+B plus success ballast:	Max.	130k g
Weight handicap for driver combination B+B plus success ballast:		110k g
Weight handicap for driver combination A+C plus success ballast:		70kg
Weight handicap for driver combination B+C plus success ballast:		70kg
Weight handicap for driver combination A+D plus success ballast:		70kg

Per vehicle, a max. weight handicap of 50kg pursuant to the FIA Balance of Performance policy may be added at the discretion of the FIA GT Bureau.

Success ballast rules shall not affect the FIA Balance of Performance handicap and the driver combination handicap. A vehicle shall always carry at least the FIA performance and/or driver combination handicap weight.

3.31 Exclusion from the series/deletion of results

Violations of the present Rules and Regulations, of the Technical Regulations and of any special provisions, as well as unsportsmanlike conduct, including but not limited to unsportsmanlike driving, may result in exclusion from the standings of the relevant event or exclusion from the ADAC GT Masters by the Stewards of the Meeting or the DMSB sport tribunal.

The DMSB sport tribunal shall have jurisdiction over protests and appeals.

3.32 Protests and appeals

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

3.33 Exclusion of legal recourse and limitation of liability

There shall be no legal recourse to decisions of the FIA, the DMSB, their respective tribunals, the Stewards of the Meeting or the organiser as jurors pursuant to §661 BGB.

No claims for damages whatsoever may be construed from actions or decisions of the DMSB, its sport tribunal or its authorised representatives, except for any injury to body, life and health resulting from the intentional or negligent breach of duty by the group of persons exempted from liability or their legal representatives and agents or any other damage resulting from the intentional or grossly negligent breach of duty by the group of persons exempted from liability, their legal representatives or agents. The above shall not apply to implied exclusions from liability.

3.34 Waiver of liability

The entrants shall participate in the test sessions and meetings aware of the special risks involved in motor racing and at their own risk. They shall assume full civil and criminal responsibility for any damage they or the vehicles used by them cause, unless an exemption from liability was agreed.

When entering, competitors and drivers waive their right to claim any damages in connection with the event and/or the official test sessions/introductory course **against:**

- the FIA, the DMSB and/or its affiliated organisations, the Deutsche Motor Sport Wirtschaftsdienst GmbH, their presidents, executive bodies, managing directors, secretaries general, volunteers and employees;
- ADAC e.V., ADAC subsidiaries, ADAC local and regional clubs and/or any of its successor companies, their presidents, executive directors, managing directors, secretaries general, members, volunteers and salaried staff;
- the promoter/series organiser SRO Deutschland GmbH and the series sponsors
- the event host, officials and assistants, race-track owners, government agencies, racing services, manufacturers and all other persons involved in organising a meeting;
- the organisation responsible for the construction and maintenance of roads, where damage is caused by the condition of the roads (including road furnishings) used during the competition; and
- any agents or other persons employed to perform an obligation on behalf of the above persons and entities;

except for damage or harm to life, body or health resulting from the intentional or negligent breach of duty by the group of persons exempted from liability, their legal representatives or agents and except for any other damage resulting from the intentional or grossly negligent breach of duty by the group of persons exempted from liability, their legal representatives or agents.

They also waive any claims for damages in connection with the racing competition (timed and un-timed practices, warm-ups, races) and/or the official test sessions/introductory course, except for damage or harm to life, body or health resulting from the intentional or negligent breach of duty by the group of persons exempted from liability, their legal representatives or agents and except for any other damage resulting from the intentional or grossly negligent breach of duty by the group of persons exempted from liability, their legal representatives or agents **against:**

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

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

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

Should any injury occur or be discovered during a meeting or in the event of health impairments which may temporarily or permanently jeopardise the ability to drive a racing car, considering the safety risks this may pose to third parties, with their signature the entrants shall release all attending physicians from confidentiality with respect to the officials (the Medical Officer, the Race Director/Clerk of the Course, the Stewards of the Meeting).

The entrants understand that the DMSB licence provides accidental injury protection to the driver. They shall understand that in the event of claims for

damages among the competitors, drivers, vehicle owners or keepers, the organisers' or participants' third party liability insurance usually covers only bodily injury (not any material damage) resulting from gross negligence. They shall furthermore take note of the maximum cover amount. The exact scope and maximum cover amounts of the organisers' or participants' third party liability insurance shall be available upon request from the organiser.

3.35 Vehicle owner's waiver of liability

- (1) Entrants/drivers who do not own the race vehicle they use shall obtain the vehicle owner's signature on the waiver printed on the entry form.
- (2) Should the vehicle owner fail to meet his/her obligation to sign the waiver, the entrants or drivers shall hold all persons and institutions mentioned under Art. 3.34 free against any vehicle owners' claims, except for damage or harm to life, body and health resulting from the intentional or negligent breach of duty by the group of persons exempted from liability or their legal representatives and agents and any other damage resulting from the intentional or grossly negligent breach of duty by the group of persons exempted from liability, their legal representatives or agents.
- (3) In the event of claims against the other competitors (entrants, drivers, co-drivers), their assistants, the owners or registered keepers of other vehicles, the competitor on whose behalf they entered, their driver/s and/or co-driver/s (special agreements between the competitors and driver/s and/or co-driver/s shall prevail) and their own assistants, this waiver applies to damage or injuries in connection with racing (timed and un-timed practices, warm-ups, races). In the event of claims against other persons or institutions this waiver applies to damage or injuries in connection with the entire sporting event.

Implied exclusions from liability shall remain unaffected by the above.

3.36 Responsibility, amendments to the Rules and Regulations, cancellation of a meeting

Competitors, drivers, co-drivers, vehicle owners and keepers shall participate in the competition aware of the special risks involved in motor racing and at their own risk. They shall assume full civil and criminal responsibility for any damage they or the vehicles used by them cause, unless an exclusion of liability was agreed.

ADAC reserves the right to make any necessary amendments to the present Rules and Regulations as well as any Supplementary Regulations in coordination with DMSB.

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

Other than the above, the organiser shall be liable unless the Rules and Regulations and entry form provide an exclusion of liability.

3.37 Authoritative text of the Rules and Regulations

Only the German DMSB-approved text shall be binding.

3.38 Recognition of Rules and Regulations

By signing the entry/block entry form, each competitor and driver entering the 2010 ADAC GT Masters recognises the present Rules and Regulations in their entirety including DMSB regulations, the FIA International Sporting Code and any event hosts' Supplementary Regulations.

3.39 Jurisdiction

Unless legal recourse is excluded and where claims are made against ADAC and/or its partners, and where the agreement of a venue is admissible under §38 of the German Code of Civil Procedure (ZPO), the respective registered office of ADAC and/or its partners shall be the place of jurisdiction.

3.40 TV, broadcasting, advertising and other media rights

All drivers and teams shall authorise ADAC (for the 2010 season and thereafter) to use photographs and visual representations of the vehicles used in the series, and the names, photographs and film of drivers, teams and team equipment including the logos and decals of the driver or team sponsors for advertising purposes to enhance the image of the racing series or any of its parts.

All drivers and teams shall authorise ADAC to use or license all photographs of the series and other material relating to the series, including photographs and visual representations of vehicles taking part in the series and the names, photographs and visual representations of drivers and team (including but not limited to the driver's apparel and the team equipment and the vehicle used in the series) which feature the logos and decals of the driver or team sponsors for the purpose of marketing the series or any part of the series.

At the request of the organiser or the TV production company, all vehicles shall carry on-board cameras during meetings. No other photo or video cameras shall be admissible during events and official test sessions with the racing car.

ADAC shall own all copyrights, including but not limited to TV stills of the series.

ADAC shall own all shooting/recording and broadcasting rights of the ADAC GT Masters including terrestrial, cable and satellite broadcasting, and all video rights as well as any other rights relating to other media (e.g. Internet). Any type of recording, broadcasting, rerun or reproduction for commercial purposes shall require ADAC's prior written consent.

Upon request, ADAC shall grant competitors in the ADAC GT Masters the licence to use TV footage for trade fairs and internal use on a royalty-free basis, provided that the technical costs are covered. Sponsor licences, or licences for advertising or any other commercial purposes shall be requested in writing from ADAC and may be subject to payment of a royalty.

3.41 Use of ADAC logos and titles

Competitors, teams or drivers and any persons affiliated with them are strictly forbidden to reproduce or use the ADAC logos. Same shall apply to the reproduction and use of ADAC-registered names and/or titles, to the exception of the title "ADAC GT Masters" which shall be used only in the manner permitted by ADAC. Competitors, teams, drivers and any persons affiliated with them wishing to use this title shall require ADAC's prior consent.

All competitors, teams or drivers and any affiliated persons undertake that in any material produced by them they shall always state the full title "ADAC GT Masters".

Competitors, teams or drivers shall not enter into any agreement with a sponsor directly competing with ADAC or its affiliated companies. This shall not extend to companies competing with third party series sponsors and third party series partners. Sponsor agreements shall comply with the rules of the FIA or DMSB.

The organiser reserves the right to report any non-compliance with the provisions under nos. 3.35 and 3.36 to the Stewards of the Meeting for further punishment.

3.42 Timing transponders

Competitors shall fit their vehicles with timing transponders to enable exact timing. Such devices shall be installed in the approved location(s) and manner as communicated in the Bulletins. Competitors may be liable for repair or replacement of the devices following accidents, misuse or loss at any time during the season.

3.43 Advertising on drivers' equipment

Products, brands, names etc. of sponsors from the following areas or industries may not be represented on any sponsor surfaces of the ADAC GT Masters”:

- tobacco and tobacco products
- alcohol and alcoholic beverages (except beer)
- pornography
- politics
- religion
- social or insulting ads

ADAC shall be entitled to affix to the drivers' equipment its own logo and/or the logos of series partners in the form of badges. The official sponsor badges must be attached as specified in the enclosed Schematic no. 1 and must not be changed in any way. The badges must remain attached for the duration of a meeting. Badges must be stitched in non-flammable thread (Nomex) to the outer layer of a driver's overall only (stitching must not penetrate second layer).

The appearance of sponsor surfaces as shown in the enclosed schematic must not be modified in any way. Surfaces not specified as official sponsor surfaces may be used by the drivers. Private sponsors must not be presented on official sponsor surfaces nor must official sponsors be removed from the official sponsor surfaces or defaced during series events, official test sessions, at trade fairs or for the purpose of producing photo and video materials.

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

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

Compliance with the provisions of Art. 3.43 above shall be part of scrutiny. Scrutineers may deny violators clearance and notify the Stewards of the Meeting.

At press conferences and/or prize-giving ceremonies after each event, the three best-placed drivers must wear the cap they were given so that the logo is legible head-on (peak front). During the national anthem, the cap must be held before the body so that the logo is legible head-on.

No caps or drinking bottles except those provided by ADAC may be taken to the podium during ceremonies.

Teams may attach their sponsors' logos to their team uniforms provided that the companies represented are not direct competitors of ADAC and/or any affiliated companies and/or of its partners and that they comply with FIA and DMSB advertising policies as well as any general or mandatory bans on advertising.

3.44 Advertising and competition numbers on vehicles

ADAC shall be entitled to affix to the vehicles its own logo and/or the logos of series partners in the form of decals. The decals must remain attached for the duration of a meeting.

Only series decals and competition numbers provided by ADAC may be used. The competitors shall receive the decals during scrutineering.

The appearance of official sponsor surfaces as shown in the enclosed schematic must not be modified in any way. A minimum offset of 100 mm must be respected between official ADAC sponsor surfaces and the team's private sponsors. Surfaces not specified as official sponsor surfaces may be used by the drivers. Private sponsors must not be presented on official sponsor surfaces nor must official sponsors be removed from the official sponsor surfaces or defaced during series events, official test sessions, at trade fairs or for the purpose of producing photo and video materials. Official sponsor decals must be attached to contrasting unicolour surfaces.

Sponsors must be approved by ADAC and must comply with FIA and DMSB advertising policies (see blue section of the DMSB Yearbook). ADAC reserves the right to reject such sponsors it deems at its sole discretion to be direct competitors of ADAC and/or any affiliated companies and/or of its partners.

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

The correct attachment of decals and competition numbers shall be an integral part of and checked during scrutineering. The scrutineers may refuse to clear drivers/vehicles not in compliance with the provisions of Art. 3.44 above and notify the Stewards of the Meeting.

Sponsors from the following areas/industries may not be represented on any sponsor surfaces of the ADAC GT Masters:

- tobacco and tobacco products
- alcohol and alcoholic beverages (except beer)
- pornography
- politics
- religion
- social or insulting ads

3.45 Semitrailer markings

The sides and rear of semitrailers and/or vans/buses must be marked with the ADAC decal as well as those of the series sponsors (see schematic for position and measurements). ADAC shall provide the teams with decals free of charge. A minimum offset of 100 mm must be respected between official ADAC sponsor surfaces and the team's private sponsors. At the rear, semitrailers and vans must be equipped with two outrigger flagpoles (min. height 3.0m). ADAC shall provide the banners with outrigger pockets (1.0m wide x 3.0m high) free of charge. The logo on the banner must read from the bottom to the top.

Last revised: 03 March 2010

Appendix

Figure 1

A) Official ADAC patches

To be placed on the left side at collarbone level, sized 10x10cm including margin.
On yellow overalls, patches shall have black edging.

B) Series sponsor surfaces

ADAC reserves the right to use a 10x16cm surface in the upper chest area of the driver's overalls and on the front of the overall collar for series sponsors.

A minimum offset of 10mm must be respected between official ADAC sponsor surfaces and the team's private sponsors.

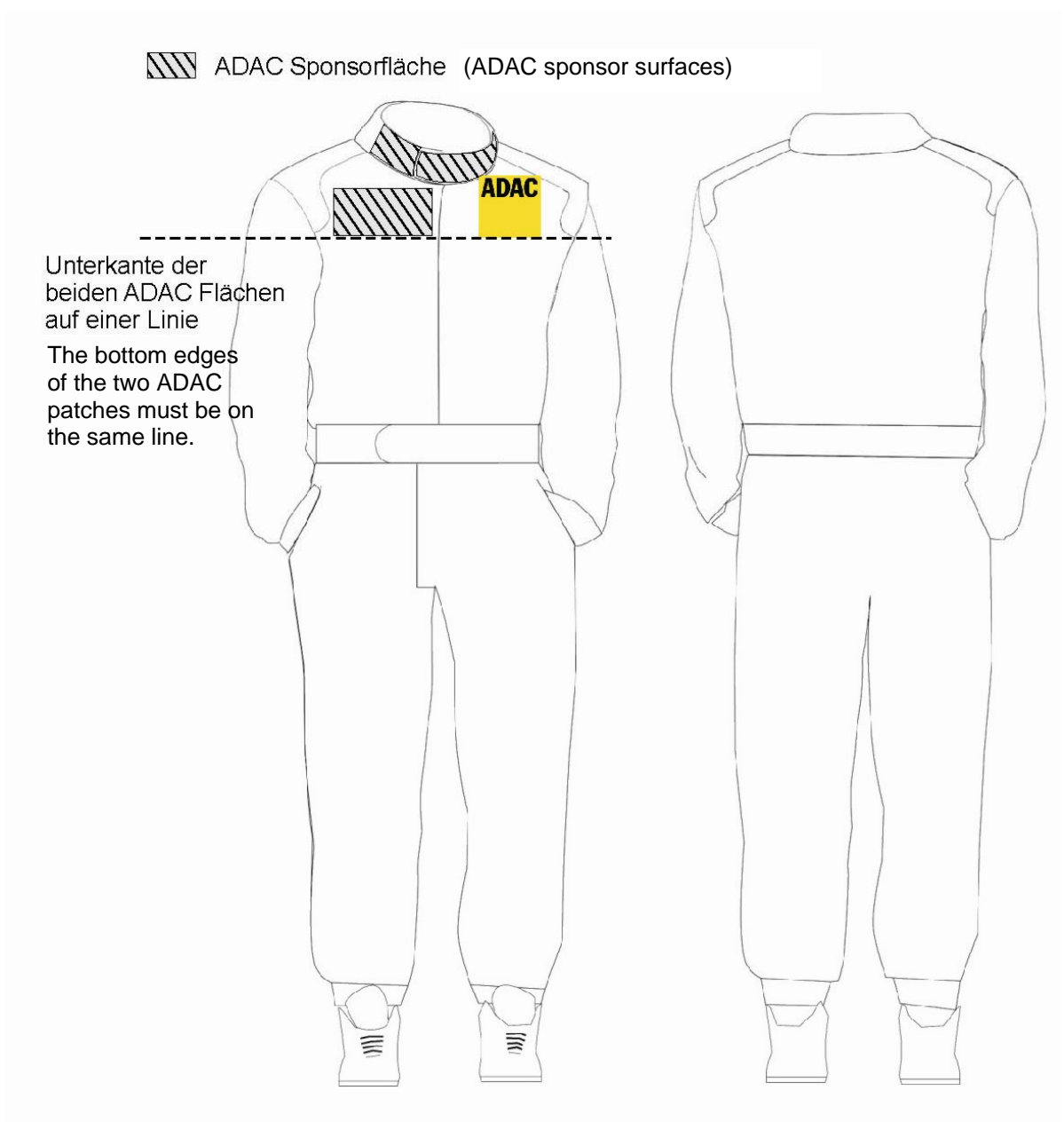


Figure 2

Official series partner surfaces

A minimum offset of **100mm** must be respected between official ADAC sponsor surfaces and the team's private sponsors.

Offizielle Sponsorflächen  Official sponsor surfaces

