

2019 ADAC FORMULA 4 SPORTING REGULATIONS

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FOREWORD

The ADAC will organise the ADAC Formula 4 Championship (the Championship) which is the property of the ADAC and comprises three titles of National Champion, one for drivers, one for rookies and one for teams. It consists of the ADAC Formula 4 races, which are included in the ADAC Formula 4 calendar. All the participating parties (DMSB, organisers, competitors and circuits) undertake to apply as well as observe the rules governing the Championship.

1) REGULATIONS

- 1.1 For the present regulations of the ADAC Formula 4 Championship only the English text approved by the DMSB is binding, except for the relating DMSB regulations specified in Art. 1.3 (Regulations and Legal Basis of the Series), for which only the German language is binding.

In case of interpretation the DMSB jurisdiction is the responsible authority.

The official language of the International Sporting Code is stated within that document.

Headings in this document are for ease of reference only and do not form part of these Sporting Regulations. Changes to these Sporting Regulations must be approved by the DMSB **via Bulletin**.

- 1.2 These Sporting Regulations come into force from the moment of their publication and replace all previous Sporting Regulations.

These Sporting Regulations are registered and approved by the DMSB on 19/03/2019 with visa number 750/19

- 1.3 The following regulations shall apply

- The FIA International Sporting Code (ISC) and appendices (the Code) ;
- FIA General Prescriptions;
- Articles 28 to 39 of the DMSB General Event Regulations;
- DMSB Decisions and Provisions;
- DMSB-Licence Regulations
- DMSB Legal System and Procedural Rules („RuVO“);
- FIA Judicial and Disciplinary Rules
- Anti-Doping Code of the International and the National Anti-Doping Agency (WADA/NADA Code) and the FIA Anti-Doping Regulations
- DMSB Environmental Guidelines;
- General Provisions for DMSB Championships;
- Formula 4 Technical Regulations (ISC Appendix J Article 274 **(2019)**)
- ADAC Formula 4 Organization Regulations
- The present ADAC Formula 4 Sporting Regulations
- DMSB Bulletins issued in order to clarify, modify or supplement these Regulations;
- Supplementary Event Regulations and Bulletins;
- FIA Code of Ethics and Code of Behaviour and DMSB Code of Ethics;
- Other provisions issued by the FIA and by the DMSB.

The Internal guidelines for DMSB licenced officials, Stewards and marshals shall not apply.

2) GENERAL UNDERTAKING

- 2.1 All drivers, competitors and officials participating in the Championship undertake, on behalf of themselves, their employees, agents and suppliers, to observe all the provisions as supplemented or amended, listed in Article 1, together referred to as “the Regulations”.
- 2.2 The Championship and each of its Events are governed by the DMSB in accordance with the present Regulations. Event means any event counting towards the Championship and registered on the National Calendar for any year, commencing at the scheduled time for scrutineering and sporting checks and including all practice sessions and the race itself and ending at either the

time for the lodging of a protest under the terms of the Code or the time when a technical or sporting certification has been carried out under the terms of the Code, whichever is later.

2.3 ADAC GT Committee

Due to the congruence of members and responsibilities, the ADAC GT Committee looks after the interests of the ADAC Formula 4. The Committee works on the basis of its Bylaws.

The ADAC GT Committee is a body overseeing the general series policies, matters concerning the general good of the series and certain aspects of the Sporting, Technical and Organization Regulations.

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

3) GENERAL CONDITIONS

- 3.1 It is the competitor's obligation to ensure that all persons concerned by his entry observe all the requirements of the Code, the FIA General Prescriptions, the Technical Regulations and the Sporting Regulations.

If a competitor is unable to be present in person at the Event, he must nominate his representative in writing.

Throughout the entire duration of the Event, a person having charge of an entered car during any part of an Event is responsible jointly and severally with the competitor for ensuring that the requirements are observed.

- 3.2 Competitors must ensure that their cars comply with the conditions of eligibility and safety throughout the Event.

- 3.3 The presentation of a car for scrutineering will be deemed an implicit statement of conformity.

- 3.4 All persons concerned in any way with an entered car or present in any other capacity whatsoever in the paddock, pits, pit lane, or track must wear an appropriate pass at all times.

- 3.5 During any Event competitors (and/or anybody associated with the entry of a car), are not permitted to produce or order to produce any moving pictures of competition cars on the track. Any exception to this must be approved in writing by the ADAC.

Failure to comply with the above will be reported to the Stewards of the meeting and may result in a fine or the exclusion of the relevant team from the Event.

- 3.6 One team representative per competitor must be equipped with a functional race control radio. The team representative must be reachable at all times during all ADAC Formula 4 sessions. The competitor has to carry the costs.

4) LICENCES

- 4.1 All drivers must be at least 15 years old (the date of the birthday being binding).

A driver must also be in possession of a current medical certificate of aptitude, either included on the competition licence or on an attached document.

All drivers must hold one of the following National or International Licences issued by the DMSB or by another ASN affiliated to the FIA to participate in the Championship, score points and receive prize money.

- National licence grade A (following Art. 16 DMSB licence terms 2019 and FIA special provisions)
- International licence grade D (following Art. 19 DMSB licence terms 2019)
- International licence grade C (following Art. 20 DMSB licence terms 2019)
- National Junior licence (following Art. 18 DMSB licence terms 2019 and FIA special provisions)

Holder of International Licence A & B are not allowed to participate in the Championship.

4.2 All Drivers, holding a National or International EU-Professional-Licence following Article 2.3.9 of the Code and an ASN authorisation for foreign licence holders, may participate in the Championship and are eligible to score points and receive prize money.

4.3 Competitors not identical with the driver must be in possession of a **international commercial** or club competitor license issued by the DMSB or a foreign ASN **affiliated to the FIA** and valid for **2019**.

Sponsors who wish to be named in addition to the driver's name in the official program, as well as the list of nominations, starters and results, without assuming the role of an entrant can do so by purchasing a "DMSB sponsor card for companies, clubs, teams "(Only for DMSB-sanctioned events with the exception of FIA-sanctioned events).

The Series organiser will check for any restrictions in the validity of the DMSB sponsor card for held in all countries identified in the series calendar.

4.4 No driver may participate in the Championship without successfully completing a training/educational programme given by the **ADAC**, which organizes the Championship.

4.5 No Championship winning driver, other than any winner of the best Rookie title, may compete in a further Championship.

5) CHAMPIONSHIP EVENTS

5.1 Events are reserved for Formula 4 cars as defined in the current FIA Technical Regulations (ISC Appendix J Article 274 **(2019)**).

5.2 Each Event will have the status of a National A incl. NSAFP (National Series with FIA-Approved Foreign Participation) competition.

For events with the status National A Plus (NSAFP) DMSB licence holders and licence holders by another ASN affiliated to the FIA have the right for participation and are entitled to score points for the series.

For every event foreign competitors/drivers have to present the approval of their own ASN according Art. 2.3 of the ISC.

5.3 An event comprises the following

- two free practice sessions of at least 30 minutes but no more than 45 minutes duration each
- two qualifying practice sessions of 15 minutes duration each
- three races of approx. 30 minutes duration at each Event

5.4 The Championship comprises the following Events:

Date	Circuit	Maximum number of cars according to track licence	
		Practice	Race
26.04. – 28.04.2019	Oschersleben	42	35
07.06. – 09.06.2019	Red Bull Ring	44	37
26.07. – 08.07.2019	Hockenheim	44	37
09.08. – 11.08.2019	Zandvoort	44	37
16.08. – 18.08.2019	Nürburgring	42	35
13.09. – 15.09.2019	Hockenheim	44	37
27.09. – 29.09.2019	Sachsenring	42	35

- 5.5 An Event may be cancelled if fewer than 12 cars are available for it.
- 5.6 Each Event will be run on circuits holding a valid FIA licence grade 4 minimum, delivered by the FIA.
- 5.7 A meeting chaired by the Race Director will take place on the first day of practice at a location to be advised, all drivers entered for the Event and their team managers must be present.
- Any absence, late arrival or early leaving will result in a fine of 250 Euro applied by the Race Director. The Stewards may inflict additional penalties.

5.8 The Line is a single line that runs both on the track and in the pit lane. The lap times are determined at the Line.

6) ADAC F4 CHAMPIONSHIP

- 6.1 The ADAC Formula 4 Championship driver's title will be awarded to the driver with who has scored the highest number of points, taking into consideration all the results obtained during the Events which have actually taken place.
- 6.2 The ADAC Formula 4 Championship best rookie title will be awarded to the driver who has scored the highest number of points, taking into consideration all the results obtained during the Events which have actually taken place. Drivers will only be eligible for this title if, prior to the 01. January 2019, he or she had not competed in any licenced car circuit racing.
- Drivers will be considered eligible for this title at the absolute discretion of the ADAC / DMSB.
- 6.3 The ADAC Formula 4 Championship team title will be awarded to the competitor which has scored the highest number of points, results from two cars, nominated by each team before the end of initial scrutineering, being taken into account.
- 6.4 Points for all titles will be awarded at each race according to the following scale:
- | | | |
|------|---|-----------|
| 1st | : | 25 points |
| 2nd | : | 18 points |
| 3rd | : | 15 points |
| 4th | : | 12 points |
| 5th | : | 10 points |
| 6th | : | 8 points |
| 7th | : | 6 points |
| 8th | : | 4 points |
| 9th | : | 2 points |
| 10th | : | 1 point |
- 6.5 If a race is suspended under Article 42, and cannot be resumed, no points will be awarded if the leader has completed two laps or less at the time of suspension, half points will be awarded if the leader has completed more than two laps but less than 75% of the original race distance and full points will be awarded if the leader has completed 75% or more of the original race distance.
- Full points will however be awarded if the maximum race time is reached before 75% of the original race distance was completed by the leader.
- No points will be awarded if all laps have been completed under Safety Car.
- 6.6 If required by the ADAC to do so, the drivers finishing the Championship in 1st, 2nd and 3rd positions, the first rookie as well as a representative of the winning team in the Championship must be present at the annual ADAC Sport Gala. The driver finishing first has to provide the winning car free of charge to the ADAC for the „Essen Motorshow 2019“.
- 6.7 If required by the FIA to do so the driver finishing first in the Championship must be present at the annual FIA Prize Giving ceremony.
- 6.8 Cars / drivers entered for a single event shall not be entitled to points in any classification. Participants eligible for scoring points shall move up in the classification accordingly.

7) DEAD HEAT

- 7.1** Prizes awarded for all the positions of competitors who tie will be added together and shared equally.
- 7.2** If two or more drivers or teams finish the season with the same number of points, the higher place in the Championship shall be awarded to:
- a) The holder of the greatest number of first places.
 - b) If the number of first places is the same, the holder of the greatest number of second places.
 - c) If the number of second places is the same, the holder of the greatest number of third places, and so on until a winner emerges.
 - d) If this procedure fails to produce a result, the DMSB will nominate the winner according to such criteria as it thinks fit.

8) ADMINISTRATIVE CHECKS

- 8.1** Administrative checks shall take place at the beginning of each **2019** ADAC F4 event. The exact time and location shall be published in the Supplementary Regulations.
- 8.2** 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.
- 8.3** Drivers with medical peculiarities (as for example allergies, bleeder, diabetic etc.) are obliged to submit a written information to the chief medical officer before the first practice starts. This information must include the driver's name and number of the race car. Participants with injuries or temporary handicaps are obliged to contact the chief medical officer immediately. The chief medical officer will decide if such a driver will be admitted to the event.

9) ORGANISATION OF EVENTS

- 9.1** Each organiser must publish Supplementary Event Regulations, which shall be in compliance with the standard regulations issued by the DMSB. The corresponding standard form will be provided by the DMSB. The DMSB must receive the Supplementary Event Regulations not later than four weeks before the event.
- 9.2** The organiser shall submit the „Race Meeting Check List“ to the Race Director until Thursday, 16:00hrs, of the corresponding event at the latest.

10) INSURANCE

- 10.1** The organiser must conclude a liability insurance with a cover complying at least with the legal requirements and prescriptions of the corresponding ASN.

This insurance must comprise the competitors, their team personnel, all persons admitted in the pits/pit lane, the DMSB officials (including ASN Officials for foreign rounds), the drivers and the guests of taxi rides (any driving on the race track with more than one person on board), if applicable, and the entertainment programme (e.g. stunt drivers) relevant for an insurance.

- 10.2** The insurance confirmation must be submitted to the DMSB until 4 weeks before the beginning of the event at the latest.

The liability insurance arranged by the organiser shall be in addition and without prejudice to any other insurance performances.

11) DMSB DELEGATES

11.1 For each Event the DMSB may nominate the following delegates :

- a) A Technical Delegate.
- b) A Medical delegate.
- c) A Safety delegate.
- d) A DMSB delegate.

11.2 The role of 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 Championship are respected, to make any comments they deem necessary and to draw up any necessary reports concerning the Event.

11.3 The Technical Delegate nominated by the DMSB will be responsible for scrutineering and will have full authority over the national Scrutineers.

12) OFFICIALS

12.1 The following officials may be nominated by the DMSB:

- a) Two Stewards, of which one will be appointed as chairman.
- b) A Race Director.
- c) Assistant to the Race Director.
- d) A Starter.
- e) A Chief timekeeper.
- f) A Safety car driver.

In accordance with Article 134 of the Code, the Stewards of the meeting will officiate as a body under the authority of their Chairman. The interpretation of the provisions under Article 1 is reserved for the Stewards and the DMSB jurisdiction.

12.2 The following officials will be nominated by the organizer:

- a) A Steward of the meeting.
- b) A Clerk of the course and a deputy.
- c) A Chief Safety Officer and Deputy
- c) A Secretary of the meeting and Deputy.
- d) A Chief national scrutineer.
- e) A Chief national medical officer.
- f) A Safety Car Co-Driver.

12.3 The Clerk of the Course shall work in permanent consultation with the Race Director. The Race Director shall have overriding authority in the following matters and the Clerk of the course may give orders in respect of them only with his express agreement:

- a) The control of practice and the race, adherence to the timetable and, if he deems it necessary, the formulation of any proposal to the Stewards to modify the timetable in accordance with the Code or Sporting Regulations.
- b) The stopping of any car in accordance with the Code and with the Sporting Regulations.
- c) The interruption of practice.
- d) The starting procedure.

- e) The use of the safety car.
- f) The suspending and resuming of the race.
- g) The application of classification penalties,
- h) The Drivers' briefings.

12.4 The Race Director, the Clerk of the course, the Technical Delegate and the national Steward(s) must be present at the circuit at the latest from the beginning of the Event as defined by the Code, and the Stewards before the end of scrutineering.

12.5 The Race Director must be in permanent radio contact with the Clerk of the course, the Technical Delegate and the chairman of the Stewards at all times when cars are permitted to run on the track. Additionally, the Clerk of the course must be at race control and in radio contact with all the marshals' posts.

13) COMPETITORS APPLICATIONS

13.1 Applications to compete in the Championship must be submitted to the ADAC until the 28. February 2019 by using the entry form available from the ADAC and accompanied by the entry fee as specified below. The ADAC will notify the applicant of the result of the application within thirty days of its receipt.

The ADAC reserves the right to accept later entries.

Successful applicants are automatically entered in all Events of the Championship.

13.2 Applications shall include:

- a) Confirmation that the applicant has read and understood the Regulations and agrees, on its own behalf and on behalf of everyone associated with its participation in the Championship, to observe them.
- b) The name of the team.
- c) The names of the drivers. A driver may be nominated subsequent to the application upon payment of a fee fixed by the ADAC.
- d) An undertaking by the applicant to participate in every Event with the number of cars and drivers entered.
- e) The competitor's and/or driver's signature. For under aged drivers, the legal guardian's signature is required.

13.3 There is no limit to the number of cars a team may enter for the Championship.

The total number of entries in the Championship is limited to 35.

13.4 The entry fee per car/driver per season is

12.000 € + VAT from 15.01. – 31.01. 2019

14.000 € + VAT from 01.02. – 28.02. 2019

The ADAC reserves the right to reject an entry if the above fees are not paid on or before the due date or for any other given reason.

The entry fee is non-refundable and has to be transferred to the following account.

ADAC e.V.

Bayerischen Landesbank München

IBAN DE 25 7005 0000 0000 0558 30

BIC: BYLA DE MM

Reference: ADAC Formel 4, „X“ Fahrzeuge

- 13.5 All applications will be studied by the ADAC and accepted or rejected at its absolute discretion. The ADAC will publish the list of cars and drivers accepted together with their race numbers on or before 06. April, having first notified unsuccessful applicants as set out in Article 13.1. Out-of-time applications will be considered separately.
- 13.6 At its absolute discretion the ADAC may accept an additional entry from a team for a single Event, under such circumstances the entry fee is 2.900 € + VAT. Any such application must be made at least 14 days prior to the start of the Event in question.
- Cars / drivers entered for a single event shall not be entitled to receive prize money in any classification. Participants eligible for prize money shall move up accordingly.
- 13.7 The ADAC may cancel the Championship if less than 12 cars are entered for it by the closing date for entries.
- 13.8 Any driver entered in the Championship and who is unable to take part in an Event must inform the ADAC in writing before the end of initial scrutineering of the Event in question.

14) PASSES

- 14.1 All persons in the paddocks, in the pits, in the pit lane or on the track must always clearly visible wear the appropriate passes issued by the ADAC and authorising them to stay in the corresponding area.

15) INSTRUCTIONS AND COMMUNICATIONS TO COMPETITORS

- 15.1 Only the Race Director or the Clerk of the Course (or his deputy in his 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 will be indicated in the Supplementary Regulations. All classifications and results of practice and the Race, as well as all decisions issued by the officials, will be posted on the official notice board.
- 15.3 All Bulletins issued for the Event and Bulletins issued by the DMSB, if applicable, will additionally be circulated to the participants. The persons specified in Article 3.1 must confirm receipt by signature.
- 15.4 Classification penalties inflicted during practice, qualifying or Race will be displayed on page 7 of the official timing monitors and are thus considered to be notified. It is the competitor's responsibility to inform the driver concerned in time. Any decision or communication concerning a particular competitor should also be notified to him in writing within 25 minutes after such decision has been taken. This communication is of informative nature only. The competitor must confirm receipt in writing. This written communication does 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 Classification penalties during practice, qualifying or Race will in addition be 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 will 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 is 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 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.

If the circuit is equipped with an additional display board it may replace the board with the race number. No one else may use signals identical or similar to these.

- 15.6 For all ADAC Formula 4 Events, any official communication, decision or instruction issued to the competitors will be displayed on page 7 of the official timing monitors.
- 15.7 Communications in relation to investigations concerning sports law will be issued in writing. Competitors must confirm receipt in writing.

16) INCIDENTS

- 16.1 "Incident" means 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 wrong start position
 - Collisions
 - Forcing a driver off the track
 - Blocking another driver
 - Impeding during overtaking manoeuvres
 - Leaving the track and gaining an advantage
- 16.2 Provided that a breach committed by a driver during the event against the Code of Driving Conduct is completely clear, the case will normally be immediately investigated and decided under the authority of the Race Director. If a more detailed investigation is considered to be necessary and/or in the case of a serious breach, the Race Director will investigate the case after the corresponding part of the event and report to the Stewards along with his findings.
- Any driver 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 inflicted:

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

If a classification penalty is inflicted 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 penalties and / or penalties.

- 16.4** A classification penalty inflicted by the Race Director may be examined by the Stewards if an admissible protest is received. In this case, the Stewards are not 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.

If the findings leading to a classification penalty justify the infliction of one or several penalties, these may also be inflicted by the Stewards and/ or the Disciplinary Commission, independent of a 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 inflicted.

- 16.5** The classification penalties below will be notified as defined in Article 16.6 and 16.7. From the moment the classification penalty is notified, the relevant driver may cross the Line outside the pit lane no more than twice before entering the pit lane to take his penalty. Should the driver concerned fail to take the penalty, he will receive the black flag upon decision of the Stewards.

16.6 Drive Through Penalty

After the display of the Drive Through Penalty "Drive Through", the driver must enter the pit lane and re-join the race without stopping.

16.7 Ten second stop-and-go time penalty

After the display of a ten second stop-and-go time penalty "Stop-and-go", the driver must enter the pit lane, stop at his pit for at least ten seconds and then re-join the race.

- 16.8** Parc fermé rules apply for the car concerned by one of the penalties specified in Article 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.

- 16.9** If a Drive Through Penalty is imposed during the last 7 minutes of the race, it is up to the participant to take the Drive Through Penalty or to accept a time penalty of 30 seconds added to the elapsed race time of the driver concerned.

- 16.10** If a Ten second stop-and-go time penalty is imposed during the last 7 minutes of the race, it is up to the participant to take the Ten second stop-and-go time penalty or to accept a time penalty of 40 seconds added to the elapsed race time of the driver concerned.

- 16.11** In less severe cases, the Race Director may refrain from inflicting one of the aforementioned classification penalties (see Articles 16.6, 16.7) if 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. An equalisation is considered to be applied by a driver if he lets the other car which was wrongly overtaken completely past. A new overtaking manoeuvre may not be started before the exit of the corner following the change of positions.

If the driver concerned does not make use of the possibility to equalise the irregular advantage, one of the classification penalties specified in Article 16.6 or 16.7 will be inflicted.

The relevant information will be notified to the participants on page 7 of the timing monitors.

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:

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

Appeal deposit – payable to the DMSB:

National A Status EUR 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:

- a) Drive Through Penalty – Article 16.6
- b) Ten second stop-and-go time penalty – Article 16.7
- c) Any decision taken in relation to Article 36.4.

18) SANCTIONS

18.1 The Stewards may inflict the penalties specifically set out in these Sporting Regulations in addition to or instead of any other penalties available to them under the Code.

Any breach of the Regulations notified to the Stewards may result in a penalty pronounced by the Stewards. The Stewards may apply penalties with suspension. The Stewards may also pronounce a penalty which will take effect at the next event/s.

18.2 The Stewards may apply a penalty by modifying the start position for the current or following event/s.

Any driver who receives five (5) reprimands in the same ADAC Formula 4 season will, upon the application of the fifth reprimand, be given a five (5) grid place penalty for the start of driver's next race.

If a driver receives the eighth (8) reprimand in the same ADAC Formula 4 season, this driver will be given a ten (10) grid place penalty for the start of driver's next race.

After application of the ten grid place penalty all the reprimands in terms of this Article will be cancelled.

18.3 Fines shall be paid to the DMSB within 48 hours of their notification.

18.4 No appeal may be lodged against any of the following decisions by the Stewards:

- a) Drive-Through-Penalties, including those penalties added to the total time.
- b) Decisions pursuant to Articles 30.6.
- c) Any drop of grid positions imposed under Article 28.2 and 28.3.
- d) Any penalty imposed under Article 32.5.

19) CHANGES OF DRIVER OR CAR

19.1 Any driver already nominated by one team, who then wishes to drive for another team entered in the Championship, must first satisfy the ADAC that this is being done with the consent of the original team. If there is no such consent the ADAC will decide, at its absolute discretion, whether such a change may be made.

The ADAC will decide, at its absolute discretion, whether the starting number remains with the driver or if a new starting number is allocated.

19.2 Before the end of initial scrutineering each competitors must specify which of his drivers will be driving which cars. After this point no changes may be made to the original allocation.

19.3 Spare cars are not permitted. However any part of the car (excluding the survival cell) may be changed at any time during the Event.

No driver may use more than one car at the same event. After initial scrutineering the survival cell may not be changed during the remainder of the event.

19.4 The decision whether a car has been repaired or changed will be taken by the Stewards of the meeting, based upon a report by the Technical Delegate.

20) DRIVING

20.1 The driver must drive the car alone and unaided.

20.2 The driver is not permitted to participate in any additional practice, qualifying or race within the Event.

20.3 Drivers must make every reasonable effort to use the track at all times and may not deliberately leave the track without a justifiable reason. For the avoidance of doubt the white lines defining the track edges are considered to be part of the track but the kerbs are not.

A driver will be judged to have left the track if no part of the car remains in contact with the track.

Should a car leave the track the driver may re-join, however, this may only be done when it is safe to do so and without gaining any advantage.

A driver may not deliberately leave the track without justifiable reason.

20.4 More than one change of direction to defend a position is not permitted. Any driver moving back towards the racing line, having earlier defended his position off-line, should leave at least one car width between his own car and the edge of the track on the approach to the corner.

20.5 Any driver defending his position on a straight, and before any braking area, may use the full width of the track during his first move, provided no significant portion of the car attempting to pass is alongside his. Whilst defending in this way the driver may not leave the track without justifiable reason.

For the avoidance of doubt, if any part of the front wing of the car attempting to pass is alongside the rear wheel of the car in front this will be deemed to be a 'significant portion'.

20.6 Manoeuvres liable to hinder other drivers, such as deliberate crowding of a car beyond the edge of the track or any other abnormal change of direction, are not permitted.

20.7 As soon as a car is caught by another car which is about to lap it during the race the driver must allow the faster driver past at the first available opportunity. If the driver who has been caught does not allow the faster driver past, waved blue flags will be shown to indicate that he must allow the following driver to overtake.

21) CAR LIVERY

21.1 Each car must carry the race number of its driver as published by the DMSB. The number panel, if supplied, may not be modified without approval of the DMSB and must be placed on the nose of the car and on each rear wing end plate which must be left clear of other identification (unless specifically provided by the DMSB).

21.2 Every competitor must display the name of the driver and his national flag on the bodywork, on the outside of the cockpit or on the driver's helmet. These must be clearly legible.

21.3 Advertising Spaces

The compulsory advertising spaces to be reserved for the series partners are determined by the ADAC. The positions and formats defined in the ADAC Formula 4 Organisation regulations are mandatory.

22) TRACK TESTING

- 22.1** No team or driver entered in the Championship may take part in a test on a track hosting a Championship Event on the Monday or later preceding that Event.

23) PIT ENTRY, PIT LANE AND PIT EXIT

- 23.1** The section of track between the first safety car line and the beginning of the pit lane will be designated the "pit entry".

- 23.2** The section of track between the end of the pit lane and the second safety car line will be designated the "pit exit".

- 23.3** Leaving the pit lane and re-joining the track must be done without endangering or hindering other participants. It is strictly forbidden to cross the white line at the pit exit with any part of a car when leaving the pits.

Any driver crossing the white line at the pit exit during practice will be given a three grid place penalty or, during the race, a penalty under Article 15.3(a) will apply

- 23.4** The pit lane will be divided into two lanes, the lane closest to the pit wall will be designated the "fast lane" and the lane closest to the garages will be designated the "inner lane".

Other than when cars are at the end of the pit lane under Articles 38.2 and 42.5, the inner lane is the only area where any work can be carried out on a car. However, no work may be carried out in the fast lane if it is likely to hinder other cars attempting to leave the pit lane.

- 23.5** Unless a car is pushed from the grid at any time during the start procedure, cars may only be driven from the teams designated garage area to the end of the pit lane.

Any car(s) driven to the end of the pit lane prior to the start or re-start of a practice session, or any car(s) required to stop at the pit exit during a safety car period, must form up in a line in the fast lane and leave in the order they got there unless another car is unduly delayed.

- 23.6** Any driver that is required to start the race from the pit lane may not drive his car from his teams designated garage area until the five minute signal has been given and must stop in a line in the fast lane. Under these circumstances working in the fast lane will be permitted, but any such work is restricted to:

- a) Starting the engine and any directly related preparation.
- b) The fitting or removal of permitted cooling and heating devices.
- c) Changes made for driver comfort.
- d) Changing of wheels if there is a change of climatic conditions.

When cars are permitted to leave the pit lane they must do so in the order that was established under Article 38 unless another car is unduly delayed. At all times drivers must follow the directions of the marshals.

- 23.7** Other than drying, sweeping or any tyre rubber left when cars leave their pit stop position, competitors may not attempt to enhance the grip of the surface in the pit lane unless a problem has been clearly identified and a solution agreed to by the Race Director.

- 23.8** Competitors must not paint lines on any part of the pit lane.

- 23.9** Other than in Article 23.5 above no equipment may be left in the fast lane. A car may enter or remain in the fast lane only with the driver sitting in the car behind the steering wheel in his normal position even when the car is being pushed.

23.10 All pressurised air bottles and associated hoses in the pits must be stowed safely and may only be brought into the pit lane immediately before they are required for work on a car and must be removed as soon as the work is complete.

23.11 The cars must always approach and exit a pit stop station on the fast lane.

- 23.12**
- a) It is the responsibility of the competitor to release his car from his garage or a pit stop position only when it is safe to do so. The competitor must also provide a means of clearly establishing, when being viewed from the front of the car, when that car was released.
 - b) If a car is deemed to have been released in an unsafe condition during any practice session, the Stewards or Race Director may drop the driver such number of grid positions as he or they considers appropriate.
 - c) If a car is deemed to have been released in an unsafe condition during a race a penalty under Article 16.7 will be imposed on the driver concerned.
 - d) An additional penalty will be imposed on any driver who, in the opinion of the Stewards or Race Director, continues to drive a car knowing it to have been released in an unsafe condition.

In all of the above cases, a car will be deemed to have been released either when it has been driven out of its designated garage area (when leaving from the garage) or after it has completely cleared its pit stop position following a pit stop.

23.13 Starting an engine with an external device will be considered working on the car, consequently this will not be permitted in the fast lane of the pits.

23.14 All pit road garage doors must remain open during all practice and qualifying sessions.

23.15 Under exceptional circumstances the Race Director may ask for the pit entry to be closed during the race for safety reasons. At such times drivers may only enter the pit lane in order for essential and entirely evident repairs to be carried out to the car.

24) SCRUTINEERING

24.1 During initial scrutineering, and at any time during the event, each competitor must have available all documents required by Article 4.1 above in addition to the car's technical passport.

24.2 Unless a waiver is granted by the Stewards, competitors who do not keep to time limits will not be allowed to take part in the Event.

- 24.3**
- a) Initial scrutineering of the car will take place in the garage assigned to each competitor when the technical passport for the car must be available.
 - b) In order that scrutineers have the required access, all pit lane garage doors must be left open during all practice and qualifying sessions.

24.4 Race numbers and any official advertising must be on the car for inspection during scrutineering.

24.5 No car may take part in the Event until it has been approved by the scrutineers.

24.6 Any car which has passed initial scrutineering may not be removed from the confines of the circuit during the remainder of the Event.

24.7 The scrutineers may :

- a) Check the eligibility of a car or of a competitor at any time during the Event.
- b) Require a car to be dismantled by the competitor to make sure that the conditions of eligibility or conformity are fully satisfied.
- c) Require a competitor to pay the reasonable expenses which exercise of the powers mentioned in this Article may entail.
- d) Require a competitor to supply them with such parts or samples as they may deem necessary.

- 24.8 Any car which, after being passed by the scrutineers, is dismantled or modified in a way which might affect its safety or call into question its eligibility, or which is involved in an accident with similar consequences, must be re-presented for scrutineering approval.
- 24.9 The Race Director or Clerk of the course may require that any car involved in an accident be stopped and checked.
- 24.10 After each race and all qualifying practice sessions at least five classified cars will be selected and must undergo complete scrutineering.
- 24.11 Checks and scrutineering shall be carried out by duly appointed officials who shall be responsible for the operation of the parc fermé and who alone are authorised to give instructions to the competitors.
- 24.12 The Stewards will publish the findings of the scrutineers each time cars are checked during the Event. These results will not include any specific figure except when a car is found to be in breach of the Technical Regulations.
- 24.13 Competitors agree that the selected channel of data and video can be used by instructors appointed by the ASN at the service of drivers' tutoring.

25) TYRES AND TYRE LIMITATION DURING THE EVENT

- 25.1 Only the dry-weather tyres which have been provided at the Event by the appointed supplier may be used for the qualifying practice sessions and the races throughout the Event.

Competitors may transport wet-weather tyres from one Event to another provided they were allocated to them by the appointed supplier at a previous Event of the Championship.

- 25.2 Any modification or treatment including cutting, grooving, the application of water, solvents or softeners, the use of heat retaining (and/or cooling) devices or pre-heating/cooling is prohibited. This applies to both wet-weather and dry-weather tyres.

In order to ensure that tyres have not been treated or modified samples may be taken from the tyre tread for analysis and comparison with a tyre taken directly from the supplier's stock. The sampling procedures will follow those for fuel sampling, see Article 29.7 for details.

- 25.3 During an Event each driver may use no more than:

- a) Two front and two rear new and two front and two rear used dry-weather tyres for the free practice session. In this context a tyre will be considered used if it was allocated to the same car at the previous Event (the driver took part in), whether or not it was used on the track.

At the first Event of the Championship, or at the first Event for an additional car, driver or if a driver changed teams, each driver will be allocated four front and four rear new dry-weather tyres for use in the free practice sessions.

- b) Three front and three rear new dry-weather tyres for the qualifying practice sessions and the races.
- c) Four front and four rear wet-weather tyres for the qualifying practice sessions and the races.

At his absolute discretion the Technical Delegate may enforce a method of sealing all wet-weather tyres between Events.

- 25.4 Wet-weather tyres may only be used after the track has been declared wet by the Race Director, following which wet or dry weather tyres may be used for the remainder of the relevant session.

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

- 25.5 A competitor wishing to replace an already marked unused tyre by another identical unused one must present both tyres to the Technical Delegate for approval. This approval will only be granted if a tyre has a verifiable damage that can be traced to the production process which must be confirmed by the tyre manufacturer.

In case of a tyre damaged by an on track accident, the Technical Delegate, at his sole discretion, may approve the replacement of the damaged tyre with a free practice tyre.

- 25.6 If an approved bar coding is not used on the outer sidewall of each tyre or, at the request of the competitor on both sidewalls, the scrutineers will paint the race number of the driver as well as a letter characterising the Event.
- 25.7 The use of tyres without appropriate identification may result in a grid position penalty or exclusion from the race.
- 25.8 Tyres may only be inflated with air or nitrogen.
- 25.9 All tyres, when under the control of a team, must remain visible within the team's designated garage area at all times.
At his absolute discretion, the Technical Delegate will enforce parc fermé conditions on tyres at any time.
- 25.10 The scrutineers appointed for marking will supervise tyre changes in the pits.
- 25.11 The Technical Delegate has 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 races, at his own discretion.

26) WEIGHING

- 26.1 With reference to ISC Appendix J Art. 275.4.1, the weight of the car, as defined in ISC Appendix J Art. 275.1.8, must not be less than 570 kg. This figure will take precedence over the Technical Regulations.
- 26.2 Immediately after the practice sessions and the races, all drivers will be weighed in order that this weight may be added to that of the car.
The Technical Delegate or his representative will then tell the driver his weight and, once the driver leaves scrutineering area, this will be deemed implicit acceptance of the figure.
- 26.3
 - a) During each qualifying practice session cars will be weighed as follows :
 - i) In the pit lane the organiser will provide an appropriate surface, this area will be used for the weighing procedure. After qualifying practice, the weight of the cars may also be checked during parc fermé.
 - ii) Cars will be selected at random to undergo the weighing procedure. The chief scrutineer will inform the driver that his car has been selected for weighing.
 - iii) Having been signalled that his car has been selected for weighing, the driver will proceed directly to the weighing area and stop his engine.
 - iv) The car will then be weighed and the result given to the driver.
 - v) If the car is unable to reach the weighing area under its own power, the chief scrutineer will advise the team to take the car to be weighed or the car will be placed under the exclusive control of the marshals who will take the car to be weighed.
 - vi) A car or driver may not leave the weighing area without the consent of the chief scrutineer.
 - vii) If a car stops on the circuit and the driver leaves the car, he must contact the scrutineers immediately on his return in order for his weight to be established.
 - b) After the race each car crossing the Line may be weighed.
 - c) The relevant car may be excluded should it's weight be less than that specified in Article 26.1 when weighed under a) or b) above, save where the deficiency in weight results from the accidental loss of a component of the car.

- d) No solid, liquid, gas or other substance or matter of whatsoever nature may be added to, placed on, or removed from a car after it has been selected for weighing or has finished the post-race scrutineering or during the weighing procedure. (Except by a scrutineer when acting in his official capacity).
 - e) Only scrutineers and officials may enter the weighing area. No intervention of any kind is allowed there unless authorized by such officials.
- 26.4 In the event of any breach of these provisions for the weighing of cars the Stewards may drop the driver such number of grid positions as they consider appropriate or exclude him from the race.

27) GENERAL CAR REQUIREMENTS

- 27.1 Only chassis, gearboxes and engine installation kits complying entirely with the following homologations may be used during official test days and events.

Chassis Homologation No. 2014-01-F4-Tatuus

Gearbox Homologation No. 2016-01-F4-Sadev

Engine installation kit Homologation No. 2014-01-F4-Tatuus - 02/01 EK

Once supplied, the components may not be modified in any way whatsoever except where specifically permitted by the Technical Regulations or with the written permission of the DMSB after consultation with the manufacturer. Any such modifications will only be permitted if they are deemed absolutely necessary after a problem has been clearly identified.

- 27.2 The use of the following the following components is mandatory, replacing the components listed in the basic homologation form.

Rims Homologation No. 2014-01-F4-Tatuus - 07/06 VO

Exhaust with catalytic converter Homologation No. 2014-01-F4-Tatuus - 04/03 VO

Once supplied, the components may not be modified in any way whatsoever except where specifically permitted by the Technical Regulations or with the written permission of the DMSB after consultation with the manufacturer. Any such modifications will only be permitted if they are deemed absolutely necessary after a problem has been clearly identified.

- 27.3 The use of the rear suspension pickup points as shown in the homologation no. 2014-01-F4-Tatuus - 01/01 VO is mandatory.

- 27.4 An approved Accident Data Recorder (ADR) must be fitted to the car and be in working order at all times during the Event.

- 27.5 No signal of any kind may pass between a moving car and anyone connected with the car's entrant or driver save for lap timing purposes, legible messages on a pit board, body movement by the driver and verbal communication between a driver and his team by radio.

The position of the radio antenna remains free, but must be approved by the Technical Delegate.

- 27.6 The use of metal valves for the wheels is mandatory.

- 27.7 No heat shield, cover or any other device designed to influence the component temperature may be attached to the complete intake system and the complete exhaust system other than originally supplied by the manufacturer.

- 27.8 The use of the following engine and gearbox oil is mandatory

Engine oil: Selenia racing 10W60

Gearbox oil: RAVENOL Racing Gearoil - Article Nr. 1221111

In order to ensure that the required type of oil is used without modification or additives, samples may be taken from the engine and/or gearbox for analysis and comparison with required type. The sampling procedures will follow those for fuel sampling, see Article 29.7 for details.

- 27.9 Only one of the following sets of gear ratios may be used during official test days and events. The ratio sets have to be used as a whole and may not be mixed.

Set	Short		Long	
Gear	Ratio		Ratio	
1 st	14/35	2.5	14/35	2.5
2 nd	16/30	1.88	16/30	1.88
3 rd	18/27	1.5	18/27	1.5
4 th	20/25	1.25	20/24	1.2
5 th	25/27	1.08	26/26	1
6 th	21/20	0.95	25/22	0.88

The following sets have to be used on the corresponding tracks:

Track	Ratio Set
Oschersleben	Short
Lausitzring	Long
Red Bull Ring	Long
Nürburgring	Short
Hockenheim	Long

- 27.10 Each competitor must install and maintain in working order (image, data recording and logging configuration following DMSB prescriptions) an incident camera on the side of the main roll structure (which side of the roll structure will be specified prior to each Event). Details of the system, including installation instructions, will be made available from the DMSB.

Nothing may obstruct the camera picture. It is the responsibility of the competitor to ensure the functionality of the camera system at all times.

The required memory card (Micro SD) will be supplied by the DMSB and installed by the DMSB during scrutineering of each Formula 4 Event.

The memory card slot will be sealed by the scrutineers before the start of the qualifying practice sessions and races. It is the competitor's responsibility to ensure that the seal remains intact and that the card is not removed until the end of the *pare fermé* of the relevant session. Competitors may break the seal on the card slot after the end of *pare fermé* of each session.

It is the responsibility of the competitor to ensure that the card and the video data of each session are available at any time during the Event. The cards must be returned to the scrutineers at the end of each Event with the video data of all sessions on them.

Failure to comply with the above requirements will be reported to the stewards.

It is forbidden to publish any footage taken during an Event, unless specifically approved by the ADAC. The Stewards shall punish any infringement with fines of max. 5.000 €. Additional sanctions up to exclusion from the Championship may be inflicted. Each offence shall be reported to the DMSB Sporting Tribunal.

- 27.11 The data logging system must be configured following DMSB prescriptions. The use of an external data storage device (following DMSB prescriptions) may be required by the Technical Delegate.
- 27.12 The DMSB may require entrants to fit an Electronic Self Identification Module for the purpose of accurate timing, the exact position of which will be advised prior to the Event. These modules will have to be in place and switched on for all practice sessions and the races.
- 27.13 The airtight sealing of brake and clutch reservoirs is forbidden.
- 27.14 Alternative pedal rods as replacement of the homologated ones may be approved by the Technical Delegate.
- 27.15 It is forbidden to use any type of fan, blower or any other external device to increase the airflow through any part of the car in the grid, pre-grid or pitlane.
At any time during the event, it is prohibited to lower the temperature of any part of the car below the ambient temperature by any means.
- 27.16 During the entire Event, no screen, cover or other obstruction which in any way obscures any part of a car will be allowed at any time in the paddock, garages, pit lane or grid, unless it is clear any such covers are needed solely for mechanical reasons, which could, for example, include protecting against fire.

In addition to the above the following are specifically not permitted:

- a) Engine, gearbox or radiator covers whilst engines are being changed or moved around the garage.
- b) Covers over spare wings when they are on a stand in the pit lane not being used.
- c) Parts such as (but not limited to) spare floors, fuel rigs or tool trolleys may not be used as an obstruction.

The following are permitted:

- d) Covers which are placed over damaged cars or components.
- e) A transparent tool tray, no more than 50mm deep, placed on top of the rear wing.
- f) A cover over the car in the team's garage overnight.
- g) A cover over the car in the pit lane or grid if it is raining.

- 27.17 The weight of a used brake disc may not be less than 4350g and the thickness may not be less than 18 mm.

27.18 Wind tunnel testing ban:

Wind Tunnel Testing is the testing by a Team or any Related Party of that Team, or any agent or sub-contractor of the Team or any of its Related Parties, in a test environment of a representation of an F4 car or subcomponent in order to measure, observe or infer any forces, displacements, pressures or air flow direction resulting directly or indirectly from the incident air flow.

Any wind tunnel testing is forbidden. This also applies for wind tunnel testing using a scale model of a F4 car or subcomponent.

It is forbidden to use any results from wind tunnel testing obtained by a Team or any Related Party of that Team, or any agent or sub-contractor of the Team, any of its Related Parties or any other Third Party other than the wind tunnel testing results supplied by the rolling chassis manufacturer.

27.19 Aerodynamic data:

No rolling chassis may be used in the Championship unless the company supplying such rolling chassis accepts and adheres to the following conditions.

Aerodynamic data must be made available for the competitor.

28) ENGINES AND TURBOCHARGER

28.1 Only engines complying entirely with the following homologation may be used during official test days and events.

Engine Homologation No. 2014-01-F4-Abarth

Once supplied, the engine may not be modified in any way whatsoever except where specifically permitted by the Technical Regulations or with the written permission of the DMSB after consultation with the supplier. Any such modifications will only be permitted if they are deemed absolutely necessary after a problem has been clearly identified.

Only engines which have been dyno tested and checked by Autotecnica Motori after the 01.11.2018 may be used during events. This does not apply for engines delivered after the 01.11.2018.

28.2 a) Each car may use no more than two engines for the entire Championship including all Events in which its team competes. The engine may be changed only once during the season without penalty. Should a car have any further engine change, a ten place grid penalty will be imposed upon him for the next race he takes part in.

However, a penalty will not be incurred if the Technical Delegate is satisfied that an engine has been genuinely damaged following an accident on the track or due to failures which are in the sole responsibility of the engine supplier.

The original engine may be refitted to the car before the start of the following event without incurring a penalty.

b) If an engine is replaced, and the above penalty incurred, the original engine may be refitted without incurring a further penalty provided this is done before the next event takes place.

c) If a driver is replaced at any point during the Championship the replacement driver must use the engine which the original driver had been using.

d) A penalty will not be incurred if an engine has been genuinely damaged following an accident in the Italian Formula 4 Championship. A confirmation by the Stewards of the Meeting of the Italian F4 Championship has to be submitted to the Technical Delegate about this fact.

28.3 The turbocharger unit may not be changed throughout the whole event. If the turbocharger is changed during an event, a ten place grid penalty will be imposed upon the car's driver for the next race he takes part in. If the turbocharger is changed between two events no penalty will be imposed.

28.4 An engine or turbocharger will be deemed to have been used once the car's timing transponder has shown that it has left the pit lane.

28.5 After consultation with the relevant engine supplier the DMSB will attach seals to each engine and turbocharger prior to it being used for the first time in the Championship in order to ensure that no significant moving parts can be rebuilt or replaced.

28.6 Other than the straightforward replacement of one engine or turbocharger unit with another, a change will also be deemed to have taken place if any of the seals are damaged or removed from the original engine or turbocharger after it has been used for the first time in the Championship.

If a seal is broken the engine needs to be dyno tested and checked by Autotecnica Motori before it can get resealed.

Only engines and turbochargers having the complete seal update installed, as supplied by Autotecnica Motori, may be used during an Event.

- 28.7 The Technical Delegate may require the replacement of a complete engine, any part of the engine or ECU with parts coming from the supplier's stock or the check of the complete engine on the test bench.
- 28.8 The fuel pressure and fuel temperature has to be recorded on the chassis data logger system following DMSB prescriptions (signal line, data logger configuration).
- 28.9 The limits of the following engine parameters have to be respected:

Maximum Boost pressure at 100% throttle based on 1013 mbar ambient pressure.	
N_mot [rpm]	Max. Boost Pressure [mbar]
500	1220
800	1220
1000	1220
1560	1220
1760	1400
2000	1681
2400	1981
2720	2115
3000	2155
3520	2167
4000	2129
4520	2023
5000	1931
5520	1834
6000	1708
6520	1646

Oil pressure at 100% throttle and oil temperature 115 °C - 120°C	
Minimum	<i>3,50 bar</i>
Maximum	<i>5,50 bar</i>

Fuel pressure at 100% throttle from 4500 to 6000 rpm	
Minimum	<i>4,8 bar</i>
Maximum	<i>5,7 bar</i>

Sensor settings must be in accordance with DMSB prescriptions.

Any breach of the provisions mentioned in Articles 28.8 and 28.9 or any data not available on the data logging system will result in an exclusion of the relevant session.

- 28.10 Any modification to the Pierburg valve and the corresponding pipes is not allowed. In particular, any restriction, folding, fasting or obstacles reducing the internal cross section of the pipes are considered as modification and are thus forbidden. The installation has to be carried out by the engine supplier and may not be modified.

28.11 Each competitor must install and maintain in working order a lambda sensor (following DMSB prescriptions). The costs must be covered by the competitor.

29) FUEL, FUEL SAMPLING AND REFUELLING

- 29.1** Only fuel provided at the Event by the appointed supplier may be used throughout the Event.
All competitors will be provided with the fuel specification in advance of each Event. Any alteration to the specification of the fuel provided by the appointed supplier may result in exclusion from the Event.
- 29.2** It must be possible to take a 1.0kg sample of fuel from a car at any time during the Event according to the procedure described in Art. 29.3.
- 29.3** All cars must be fitted with a self-sealing FIA approved connector which can be used by the scrutineers to take a fuel sample from the tank. Competitors must also provide a fuel line approximately 1.5m long, with a tap, which can be used to transfer the samples into the sampling vessels.
- 29.4** During all refuelling or fuel handling operations :
- a) The relevant personnel must be wearing clothing which will provide adequate protection against fire.
 - b) An assistant, wearing clothing which will provide adequate protection against fire, and who is equipped with a suitable fire extinguisher of appropriate capacity must be present.
 - c) During refuelling all other team personnel must keep a safe distance from the car.
 - d) All cars, refuelling equipment and containers must be suitably grounded where necessary.
 - e) Any powered pumping system used to transfer fuel must be operated by a non-latching switch or be turned off automatically if the operator leaves.
- 29.5** No refuelling, or removal of fuel, is permitted :
- a) During any qualifying practice session.
 - b) Between qualifying practice sessions if the interval between them is 15 minutes or less.
 - c) The race or at any time prior to the completion of post-qualifying or post-race scrutineering.
- Refuelling in the pits is only permitted using equipment complying with FIA safety regulations.
- 29.6** Refuelling, or removal of fuel, is only allowed via self-sealing dry-break connectors and may only be carried out in the paddock or in the pit lane. The driver may not remain inside the car throughout refuelling and the engine must be stopped.
- 29.7** Fuel samples will be taken during the Event as follows :
- a) During every Event a reference sample will be taken at random from the stock of the designated fuel supplier. Gas and fuel-tight locking containers will be used for the fuel samples.
Three samples will be placed into labelled containers, they will then be sealed and delivered as follows :
 - One container to the scrutineers for testing.
 - One container to the organiser.
 - One container to the fuel supplier.
 - b) At any time during an Event the chief scrutineer may take a fuel sample from any car. Gas and fuel-tight locking containers will be used for the fuel samples.
Three samples will be placed into labelled containers, they will then be sealed and delivered as follows :
 - One container to the scrutineers for testing.
 - One container to the organiser.
 - One container to the competitor.

30) GENERAL SAFETY

- 30.1** Official instructions will be given to drivers by means of the signals laid out in the Code. Competitors must not use flags or lights similar in any way whatsoever to these.
- 30.2** Drivers are strictly forbidden to drive their car in the opposite direction to the race unless this is absolutely necessary in order to move the car from a dangerous position. A car may only be pushed to remove it from a dangerous position as directed by the marshals.
- 30.3** Any driver intending to leave the track or to go to his pit or the paddock area must signal his intention to do so in good time making sure that he can do this without danger.
- 30.4** During practice, qualifying and the race, drivers may use only the track and must at all times observe the provisions of the Code relating to driving behaviour on circuits.
- 30.5** Other than by driving on the track, competitors are not permitted to attempt to alter the grip of any part of the track surface.
- 30.6** If a car stops on the track it shall be the duty of the marshals to remove it as quickly as possible so that its presence does not constitute a danger or hinder other competitors. If any mechanical assistance received during the qualifying or race results in the car re-joining the Stewards may exclude him from the race (other than under Articles 30.15(d) or 42.3).
- 30.7** A driver who abandons his car must leave it in neutral or with the clutch disengaged and with the steering wheel in place.
- 30.8** Repairs to a car may be carried out only in the paddock, pits and on the grid.
- 30.9** The organiser must make two fire extinguishers of 5kg capacity available at each pit and ensure that they work properly.
- 30.10** Refuelling is not permitted during any practice, qualifying or the races.
- 30.11** The replenishment of any liquids is forbidden following the start of the race until after post-race scrutineering. All orifices for oil filling must be designed in such a way that the scrutineers can seal them.
- 30.12** Save as specifically authorised by the Code or these Sporting Regulations, no one except the driver may touch a stopped car unless it is in the paddock, the teams designated garage area, the pit lane or on the starting grid.
- 30.13** At no time may a car be reversed in the pit lane under its own power.
- 30.14** At no time may a car be driven unnecessarily slowly, erratically or in a manner which could be deemed potentially dangerous to other drivers or any other person. This will apply whether any such car is being driven on the track, the pit entry or the pit lane.
- 30.15** During the periods commencing five minutes prior to and ending five minutes after every practice session and the periods between the commencement of the formation lap which immediately precedes each race and the time when the last car enters the parc fermé, no one is allowed on the track, the pit entry or the pit exit with the exception of :
- a) Marshals or other authorised personnel in the execution of their duty.
 - b) Drivers when driving or on foot, having first received permission to do so from a marshal.
 - c) Team personnel when either pushing a car or clearing equipment from the grid after all cars able to do so have left the grid on the formation lap.
 - d) Team personnel when assisting marshals to remove a car from the grid after the start of the race.
 - e) Team personnel working on a car on the grid during a race suspension in accordance with Article 42.4.
- 30.16** During a race, the engine may only be started with the starter except :
- a) In the pit lane or the teams designated garage area where the use of an external starting device is allowed, or
 - b) Under Article 38.12

- 30.17 Whilst driving, each driver must always wear his complete driver's equipment in compliance with the Appendix L to the ISC, Chapter III, and the prescribed head restraint system and fasten his seat belts. Driving is considered to be any movement of the car under its own engine power.
- 30.18 Drivers taking part in practice sessions and the races must always wear the clothes and helmet specified in the Code (Appendix L – Chapter III (Appendix 1 of the F4 Sporting Regulations)).
- 30.19 A speed limit of 60km/h will be enforced in the pit lane. Except in the race, any driver who exceeds the limit will be fined €10 for each km/h above the limit.
- However, in accordance with Article 18.1 the stewards may inflict an additional penalty if they suspect a driver was speeding in order to gain any sort of advantage.
- During the race, the Stewards or Race Director may impose either of the penalties under Article 16.3 on any driver who exceeds the limit.
- 30.20 If a driver has serious mechanical difficulties during a practice session or the race he must leave the track as soon as it is safe to do so.
- 30.21 The car's rear lights must be illuminated at all times whenever they are running on wet-weather tyres or when otherwise requested by the race director. It shall be at the discretion of the race director to decide if a driver should be stopped because his rear light is not working. Should a car be stopped in this way it may re-join when the fault has been remedied.
- 30.22 Only three team members per participating car (all of whom shall have been issued with and wearing special identification) are allowed in the signalling area during practice and the race.
- People under 14 years of age are not allowed in the pit lane.
- 30.23 Competitors are not permitted to install and/or to use any electric devices or time-recording-instruments on the pit wall within 25 metres of the line. Any equipment installed by a competitor on the pit-wall must not protrude from the pit-wall and over the track.
- 30.24 Animals, except those which may have been expressly authorised by the Organisers for use by security services, are forbidden in the pit area and on the track and in any spectator area.
- 30.25 The Race Director, the Clerk of the course or the Chief medical officer can require a driver to have a medical examination at any time during an Event, this medical examination may include an anti-doping test (ISC – Appendix L, Chapter II, Article. 4).
- 30.26 Failure to comply with the general safety requirements of the Code or these Sporting Regulations may result in the exclusion of the car and driver concerned from the Event.

31) FLAG SIGNALS / SIGNALLING

- 31.1 The emergency services and the track control are organised in accordance with the provisions of the Appendix H to the FIA International Sporting Code.
- All drivers undertake to study these prescriptions, to observe the signals and to respect the corresponding instructions. The flag signals do not release the drivers from their obligation to avoid any driver to be endangered if he recognises a potential danger.

32) PRACTICE SESSIONS / FREE PRACTICE SESSIONS

- 32.1 Save where these Sporting Regulations require otherwise, pit lane and track discipline and safety measures will be the same for all practice sessions as for the race.
- 32.2 No driver may start in the race without taking part in at least one practice session. However, the Race Director and the Chairman of the Stewards can permit a start from the back of the grid.
- 32.3 During all practices there will be a green and a red light at the end of the pit lane. Cars may only leave the pit lane when the green light is on. Additionally, a blue flag and/or a flashing blue light will be shown in the pit exit to warn drivers leaving the pit lane if cars are approaching on the track.

32.4 The interval between the free practice session and the qualifying session, in addition to the interval between the qualifying session and the first race, may not be less than two hours.

The interval between races may not be less than two hours.

32.5 In the event of a driving infringement during any practice session the Stewards may drop the driver such number of grid positions as they consider appropriate. Unless it is completely clear that a driver committed a driving infringement any such incident will normally be investigated after the relevant session.

Where appropriate, regard will also be given to the provisions of Article 18.1.

32.6 Any driver taking part in any practice session who, in the opinion of the Stewards, stops unnecessarily on the circuit or unnecessarily impedes another driver shall be subject to the penalties referred to in Article 32.5.

32.7 Should it become necessary to stop any practice session because the circuit is blocked by an accident or because weather or other conditions make it dangerous to continue, the Clerk of the course will order red flags to be shown at all marshal posts and the abort lights to be shown at the Line.

When the signal is given to stop, all cars shall immediately reduce speed and proceed slowly back to the pit lane, and all cars abandoned on the track will be removed to a safe place.

At the end of each practice session no driver may cross the Line more than once.

32.8 The Clerk of the course may interrupt practice as often and for as long as he thinks necessary to clear the track or to allow the recovery of a car. However, only during qualifying practice will the session be extended as a result.

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

32.9 If a qualifying practice session is stopped with less than five minutes remaining it will not be restarted.

32.10 Two free practice sessions of at least 30 minutes and of no more than 45 minutes duration will take place on the first day of the Event.

33) QUALIFYING PRACTICE SESSIONS

33.1 Two qualifying practice sessions of 15 minutes each and a brake of 5 minutes in between will take place on the first or second day of the Event.

34) DEFINITE STOPPING OF QUALIFYING

If the qualifying practice session is stopped with more than five minutes remaining and cannot be re-started or if the qualifying practice session must be completely cancelled due to extraordinary circumstances, the starting grid will be based upon the Free Practice results.

35) WET PRACTICE / WET RACE

Wet-weather tyres may only be used after the track has been declared wet by the Race Director, following which wet or dry weather tyres may be used for the remainder of the relevant session.

A board "wet practice", "wet race" or "wet track" will be shown to the drivers.

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

36) THE GRID

36.1 At the end of the qualifying practice the fastest time achieved by each driver will be officially published.

Should two or more drivers have identical times, priority will be given to the one who set it first.

- 36.2** The grid for the first race will be drawn up in the order of the fastest qualifying time achieved by each driver in the first qualifying practice session and the grid for the second race will be drawn up in the order of the fastest qualifying time achieved by each driver in the second qualifying practice session.

The first eight finishers in the second race will start the third race in reverse order, cars finishing in 9th position and downwards will start in their finishing position. Drivers not finishing the second race may only participate in the third race on written application to the Race Director. The order will be according to the most finished laps of race two at the end of the grid. Driver's which have the same numbers of laps or no time, the better position of the second qualifying practice session for race two, are significant.

Grids will be published one hour before the start of the relevant formation lap.

Any driver who is unable to start for any reason whatsoever must inform the Stewards at the earliest opportunity and in any case, no later than one hour and fifteen minutes before the start of the formation lap.

Stewards may inflict penalties if, any driver who is unable to start, did not inform the Stewards at all or later than one hour and fifteen minutes before the start of the formation lap.

If one or more cars are withdrawn, the starting grid will be closed up accordingly.

Not qualified drivers may only move up with the approval of the Stewards.

The final starting grid will be confirmed 30 minutes before the start of the formation lap.

- 36.3** The fastest driver will start the race from pole position on the grid.

- 36.4** Any driver whose best qualifying lap exceeds 110% of the pole position time in each group will not be allowed to take part in the race. Under exceptional circumstances however, which may include setting a suitable lap time in a previous free practice session, the Race Director may permit the car to start the race.

Should there be more than one driver accepted in this manner, their order will be the following:

- a) The drivers who started their timed lap,
- b) The drivers who failed to start a timed lap,
- c) The drivers who failed to leave the pit lane.

37) STARTING MODE

The Race will have a standing start.

The grid will be in a staggered 1 x 1 formation and the rows on the grid will be separated by 16 metres.

The pole position for each circuit is specified in the FIA track licence and will be published in the Supplementary Regulations of each event.

38) STARTING PROCEDURE

- 38.1** Latest ten minutes before the start of the formation lap the pit exit will be opened and cars will be permitted to leave the pit lane to cover a reconnaissance lap. At the end of this lap they will stop on the grid in starting order with their engines stopped.

It is forbidden to cover another reconnaissance lap. Cars entering the pit lane after the reconnaissance lap may join the race once the whole field has passed the end of the pit lane for the first time after the start.

Any car which does not complete a reconnaissance lap and is unable to reach the grid under its own power will not be permitted to start the race from the grid.

- 38.2** Latest seven minutes before the start of the formation lap, a warning signal will be given indicating that the end of the pit lane will be closed in two minutes.

Latest 5 minutes before the start of the formation lap the end of the pit lane will be closed. Any car which is still in the pit lane can start from the end of the pit lane provided it got there under its own power. If more than one car is affected they must line up in the order in which they qualified. However, any car reaching the end of the pit lane after the five minute signal must start behind any car already at the pit exit.

All such cars may then join the race once the whole field has passed the end of the pit lane for the first time after the start.

- 38.3** The approach of the start will be announced by signals shown ten minutes, five minutes, three minutes, one minute and thirty seconds before the start of the formation lap, each of which will be accompanied by an audible warning.

When the five minute signal is shown, everybody except drivers, officials and team technical staff must leave the grid.

- 38.4** When the three minute signal is shown all cars on the grid must have their wheels fitted, standing on the ground, after this signal wheels may only be removed in the pit lane, or on the grid during a race suspension.

A penalty under Article 16.6 will be imposed on any driver whose car did not have all its wheels fully fitted at the three minute signal.

- 38.5** When the one minute signal is shown, engines should be started and all team personnel must leave the grid by the time the 30 second signal is given taking all equipment with them. If any driver needs assistance after the 30 second signal he must raise his arm and, when the remainder of the cars able to do so have left the grid, marshals will be instructed to push the car into the pit lane. In this case, marshals with yellow flags will stand beside any car (or cars) concerned to warn drivers behind.

- 38.6** When the green lights are illuminated, the cars will begin the formation lap with the pole position driver leading.

When leaving the grid all drivers must respect the pit lane speed limit until they pass pole position.

Marshals will be instructed to push any car (or cars) which remain on the grid into the pit lane by the fastest route immediately after cars able to do so have left the grid. Any driver being pushed from the grid may not attempt to start the car and must follow the instructions of the marshals.

- 38.7** During the formation lap practice starts are forbidden and the formation must be kept as tight as possible.

- 38.8** Overtaking during the formation lap is only permitted if a car is delayed 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. Any driver delayed in this way, and who is unable to re-establish the original starting order before he reaches the first safety car line, must enter the pit lane and start from the end of the pit lane as specified in Article 38.2.

- 38.9** When the cars come back to the grid at the end of the formation lap, they will stop on their respective grid positions, keeping their engines running.

There will be a standing start, the signal being given by means of lights activated by the permanent starter.

The start procedure will be specified for each event at the drivers' briefing.

- 38.10** Unless specifically authorised by the Race Director, during the start of a race the pit wall must be kept free of all persons with the exception of officials and fire marshals.

- 38.11** If, after returning to the starting grid at the end of the formation lap a problem arises, the following procedures shall apply :

- a) If a car develops a problem that could endanger the start the driver must immediately raise his hands above his head and the marshal responsible for that row must immediately wave a yellow flag. If the Race Director decides the start should be delayed the green lights will be illuminated two seconds after the abort lights are switched on, a board saying "EXTRA FORMATION LAP" will be displayed and all cars able to do so must complete a further formation lap whilst the car which developed the problem is moved into the pit lane.

When leaving the grid to complete the extra formation lap all drivers must respect the pit lane speed limit until they pass pole position.

The team may then attempt to rectify the problem and, if successful, the car may then start from the end of the pit lane. Should there be more than one car involved their starting order will be determined by the order in which they reached the end of the pit lane.

Every time this happens the race will be shortened by one lap.

- b) If any other problem arises, and if the Race Director decides the start should be delayed, the following procedures shall apply :
- i) If the race has not been started, the abort lights will be switched on, a board saying "DELAYED START" will be displayed, all engines will be stopped and the new formation lap will start five minutes later with the race distance reduced by one lap. The next signal will be the three minute signal.
- Tyre changing on the grid is not permitted during such a delay.
- Every time this happens the race will be shortened by one lap.
- ii) If the race has been started the marshals alongside the grid will wave their yellow flags to inform the drivers that a car is stationary on the grid.
- iii) If, after the start, a car is immobilised on the starting grid, it shall be the duty of the marshals to push it into the pit lane by the fastest route. Any driver being pushed from the grid may not attempt to start the car.
- iv) Once the car is in the pit lane his mechanics may attempt to start it, if successful the driver may re-join the race. The driver and mechanics must follow the instructions of the track marshals at all times during such a procedure.

38.12 Should Article 38.11 apply, the race will nevertheless count for the Championship no matter how often the procedure is repeated, or how much the race is shortened as a result.

38.13 Either of the penalties under Articles 16.6 will be imposed for a false start.

38.14 Only in the following cases will any variation in the start procedure be allowed :

- a) If it starts to rain after the five minute signal but before the race is started and, in the opinion of the race director teams should be given the opportunity to change tyres, the abort lights will be shown on the Line and the starting procedure will begin again at the ten minute point.
- b) If the start of the race is imminent and, in the opinion of the Race Director, the volume of water on the track is such that it cannot be negotiated safely even on wet-weather tyres, the abort lights will be shown on the Line and information concerning the likely delay will be displayed on the timing monitors. Once the start time is known at least ten minutes warning will be given.
- c) If the race is started behind the safety car, Article 40.15 will apply.

38.15 The Stewards may use any video or electronic means to assist them in reaching a decision. The Stewards may overrule judges of fact. A breach of the provisions of the Code or these Sporting Regulations relating to the starting procedure, may result in the exclusion of the car and driver concerned from the Event.

39) THE RACES

- 39.1 During a race, drivers leaving the pit lane may only do so when the light at the end of the pit lane is green and on their own responsibility. A marshal with a blue flag and/or a flashing blue light, will also warn the driver if cars are approaching on the track.
- 39.2 A race will be suspended in the event of rain if it was started under dry conditions. If, according to Article 35, a race had been declared to be a 'wet race' it will not be suspended in the event of rain unless the circuit is blocked or it is dangerous to continue.

40) SAFETY CAR

- 40.1 The safety car will be driven by a DMSB approved driver and will carry approved observer capable of recognising all the competing cars who is in permanent radio contact with race control.
- 40.2 Twenty minutes before the start of the formation lap the safety car will 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 40.15 below) it will cover a whole lap of the circuit and take up position.
- 40.3 The safety car may be brought into operation to neutralise a race upon the order of the Clerk of the course.
- It will be used only if competitors or officials are in immediate physical danger but the circumstances are not such as to necessitate suspending the race.
- 40.4 When the order is given to deploy the safety car the message "SAFETY CAR DEPLOYED" will, where possible, be displayed on the timing monitors and all marshal's posts will display waved yellow flags and "SC" boards for the duration of the intervention.
- 40.5 No car may be driven unnecessarily slowly, erratically or in a manner which could be deemed potentially dangerous to other drivers or any other person at any time whilst the safety car is deployed. This will apply whether any such car is being driven on the track, the pit entry or the pit lane.
- 40.6 The safety car will join the track with its orange lights illuminated and will do so regardless of where the race leader is.
- 40.7 All competing cars must reduce speed and form up in line behind the safety car no more than ten car lengths apart.
- 40.8 With the exception of the cases listed under a) to h) below, no driver may overtake another car on the track, including the safety car, until he passes the Line for the first time **after the safety car has returned to the pits.**

However, if the safety car is still deployed at the beginning of the last lap, or is deployed during the last lap, Article 40.14 will apply.

The exceptions are:

- a) If a driver is signalled to do so from the safety car.
- b) Under Articles 40.12 or 40.15 below.
- c) When entering the pits a driver may pass another car remaining on the track, including the safety car, after he has reached the first safety car line.
- d) When leaving the pits a driver may overtake, or be overtaken by, another car on the track before he reaches the second safety car line.
- e) When the safety car is returning to the pits it may be overtaken by cars on the track once it has reached the first safety car line.
- f) Whilst in the pit entry, pit lane or pit exit a driver may overtake another car which is also in one of these three areas.
- g) Any car stopping in its designated garage area whilst the safety car is using the pit lane (see Article 40.11 below) may be overtaken.
- h) If any car slows with an obvious problem.

40.9 When ordered to do so by the Clerk of the course the observer in the car will use a green light to signal to any cars between it and the race leader that they should pass. These cars will continue at reduced speed and without overtaking until they reach the line of cars behind the safety car.

40.10 The safety car shall be used 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 ten car lengths of it (except under Article 40.12 below).

40.11 Under certain circumstances the Clerk of the course may ask the safety car to use the pit lane. In these cases, and provided its orange lights remain illuminated, all cars must follow it into the pit lane without overtaking. Any car entering the pit lane under these circumstances may stop at its designated garage area.

40.12 When the Clerk of the course decides it is safe to call in the safety car the message "SAFETY CAR IN THIS LAP" will, where possible, be displayed on the timing monitors and the car's orange lights will be extinguished. This will be the signal to the teams and 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 ten car lengths behind it.

In order to avoid the likelihood of accidents before the safety car returns to the pits, from the point at which the lights on the car are turned out drivers must proceed at a pace which involves no erratic acceleration or braking nor any other manoeuvre which is likely to endanger other drivers or impede the restart.

As the safety car is approaching the pit entry the yellow flags and SC boards will be withdrawn and, other than on the last lap of the race, replaced by waved green flags with green lights at the Line. These will be displayed until the last car crosses the Line.

40.13 Each lap completed while the safety car is deployed will be counted as a race lap.

40.14 If the safety car is still deployed at the beginning of the last lap, or is deployed during the last lap, it will enter the pit lane at the end of the lap and the cars will take the chequered flag as normal without overtaking.

40.15 Under certain circumstances the race may be started behind the safety car or resumed in accordance with Article 43.5(a). In either case, between the ten and five minute signal its orange lights will be illuminated, this being the signal to the drivers that the race will be started (or resumed) behind the safety car.

When the green lights are illuminated the safety car will leave the grid and all drivers must follow in grid order, no more than ten car lengths apart, and must respect the pit lane speed limit until they pass pole position. During a race start there will be no formation lap and race will start when the green lights are illuminated.

Overtaking is only permitted if :

- a) A car is delayed when leaving the grid and cars behind cannot avoid passing it without unduly delaying the remainder of the field, or
- b) There is more than one car starting from the pit lane and one of them is unduly delayed.

In either case drivers may only overtake to re-establish the original starting order or the order the cars at the pit exit were in when the race was started.

Any driver delayed in either way, and who is unable to re-establish the original starting order before he reaches the first safety car line, must enter the pit lane and may only join the race once the whole field has passed the end of the pit lane.

41) NOT ALLOCATED

42) SUSPENDING A RACE

42.1 If competitors or officials are placed in immediate physical danger by cars running on the track, and the clerk of the course deems circumstances are such that the track cannot be negotiated safely, even behind the safety car, the race will be suspended.

42.2 Should it become necessary to suspend the race, the clerk of the course will order red flags to be shown at all marshal posts and the abort lights to be shown at the Line.

42.3 Should it become necessary to suspend the race because the circuit is blocked by an accident or because weather or other conditions make it dangerous to continue, the Clerk of the course will order red flags to be shown at all marshal posts and the abort lights to be shown at the Line.

42.4 When the signal is given overtaking is forbidden, the pit exit will be closed and all cars must proceed slowly to the starting grid. The first car to arrive on the grid should occupy pole position and others should fill the remaining grid positions in the order they arrive.

If the race is suspended during a safety car intervention, and the safety car is directed into the pit lane, cars should stop in a line behind the safety car in the fast lane of the pits.

42.5 Any cars unable to return to the grid as a result of the track being blocked will be brought back when the track is cleared and will be arranged in the order they occupied before the race was suspended.

In all cases the order will be taken at the last point at which it was possible to determine the position of all cars. All such cars will then be permitted to resume the race.

The safety car will then be driven to the front of the grid.

42.6 Whilst the race is suspended:

- a) Neither the race nor the timekeeping system will stop, however, where the Event timetable can accommodate it, the length of the race suspension will be added to the maximum time for the race in question.
- b) Cars may be worked on once they have stopped on the grid or entered the pits but any such work must not impede the resumption of the race.
- c) Only team members and officials will be permitted on the grid.

42.7 Cars may not enter the pit lane when the race is suspended. A penalty under Article 16.6 will be imposed on any driver who enters the pit lane or whose car is pushed from the grid to the pit lane after the race has been suspended. Any car which was in the pit entry or pit lane at the time the race was suspended will not incur a penalty. However, if the race has been suspended in the pit lane (see Article 42.2) a penalty will only be imposed on any driver whose car is moved from the fast lane to any other part of the pit lane.

All cars in the pit lane will be permitted to leave the pits once the race has been resumed and, subject to the above, any car intending to resume the race from the pit exit may do so in the order they got there under their own power, unless another car was unduly delayed.

At all times drivers must follow the directions of the marshals.

43) RESUMING A RACE

43.1 The delay will be kept as short as possible and as soon as a resumption time is known teams will be informed via the timing monitors where possible, in all cases at least ten minutes warning will be given.

43.2 Signals will be shown ten minutes, five minutes, three minutes, one minute and fifteen seconds before the resumption and each of these will be accompanied by an audible warning.

43.3 When the three minute signal is shown all cars on the grid must have their wheels fitted, after this signal wheels may only be removed in the pit lane, or on the grid during a further race

suspension. If the race has been suspended in the pit lane (see Article 42.2) all cars in the fast lane must have their wheels fitted at the three minute signal.

A penalty under Article 16.6 will be imposed on any driver whose car did not have all its wheels fully fitted at the three minute signal.

At the two minute point any cars between the safety car and the leader will be waved off to complete a further lap, without overtaking, and join the line of cars behind the safety car.

43.4 When the one minute signal is shown, engines should be started and all team personnel must leave the grid by the time the 30 second signal is given taking all equipment with them. If any driver needs assistance after the 30 second signal he must raise his arm and, when the remainder of the cars able to do so have left the grid, marshals will be instructed to push the car into the pit lane. In this case, marshals with yellow flags will stand beside any car (or cars) concerned to warn drivers behind.

43.5 The race will be resumed behind the safety car when the green lights are illuminated. The safety car will enter the pits after one lap unless:

- a) The race is being resumed in wet conditions and the Race Director deems more than one lap necessary.
- b) All cars are not yet in a line behind the safety car.
- c) Team personnel are still clearing the grid.
- d) A further incident occurs necessitating another intervention.

When the green lights are illuminated the safety car will leave the grid and all drivers must follow, no more than ten car lengths apart, and must respect the pit lane speed limit until they pass pole position. Soon after the last car in line behind the safety car passes the end of the pit lane (including any cars which were waved off under Article 43.3 above) the pit exit light will be turned green, any car in the pit lane may then enter the track and join the line of cars behind the safety car.

43.6 No driver may overtake another car on the track until he passes the Line for the first time after the safety car has returned to the pits.

Overtaking behind the safety car is only permitted if:

- a) A car is delayed when leaving the grid and cars behind cannot avoid passing it without unduly delaying the remainder of the field, or
- b) There is more than one car starting from the pit lane and one of them is unduly delayed.

In either case drivers may only overtake to re-establish the order before the race was suspended or the order the cars at the pit exit were in when the race was resumed.

Any driver delayed in either way, and who is unable to re-establish the original starting order before he reaches the first safety car line, must enter the pit lane and may only re-join the race once the whole field has passed the end of the pit lane.

43.7 Either of the penalties under Article 16.6 will be imposed on any driver who, in the opinion of the Stewards, unnecessarily overtook another car during the lap.

During this lap Articles 40.12, 40.13, 40.14 and 40.15 will apply.

43.8 If the race cannot be resumed the results will be taken at the end of the penultimate lap before the lap during which the signal to suspend the race was given.

44) FINISH

44.1 The end-of-race signal will be given at the Line as soon as the leading car has covered the full race distance in accordance with Article 5.2.

The last race lap will be indicated by showing the board "Last Lap" to the leading car at the Line. This information will also be shown on page 7 of the official timing monitors.

44.2 Should for any reason the end-of-race signal be given before the leading car completes the scheduled number of laps, the race will be deemed to have finished when the leading car last crossed the Line before the signal was given. Should the end-of-race signal be delayed for any reason, the race will be deemed to have finished when it should have finished.

44.3 After receiving the end-of-race signal all cars must proceed on the circuit directly to the parc fermé without any unnecessary delay without overtaking (unless clearly necessary) without receiving any object whatsoever and without any assistance (except that of the marshals, if necessary).

Any classified car which cannot reach the parc fermé under its own power will be placed under the exclusive control of the marshals who will take the car to the parc fermé.

45) PARC FERME

45.1 Only those officials charged with supervision may enter the parc fermé. No intervention of any kind is allowed there unless authorised by such officials.

45.2 When the parc fermé is in use, parc fermé regulations will apply in the area between the Line and the parc fermé entrance.

45.3 The parc fermé shall be sufficiently large and secure that no unauthorised persons can gain access to it.

46) NOT ALLOCATED

47) CLASSIFICATION

47.1 The car placed first will be the one having covered the scheduled distance in the shortest time, or, where appropriate, passed the Line in the lead at the end of the 30 minutes (or more if the race is suspended, see Article 42.4). All cars will be classified taking into account the number of complete laps they have covered, and for those which have completed the same number of laps, the order in which they crossed the Line.

47.2 Cars having covered less than 90% of the number of laps covered by the winner (rounded down to the nearest whole number of laps), will not be classified.

47.3 The official classification will be published after the race. It will be the only valid result subject to any amendments which may be made under the Code and these Sporting Regulations.

48) PODIUM CEREMONY, PRESS CONFERENCES AND PROMOTION

48.1 The drivers finishing the races in 1st, 2nd and 3rd positions, the first rookie and a representative of the winning team must attend the prize-giving ceremony on the podium and immediately thereafter make themselves available for the purpose of television interviews and a press conference in the media centre.

48.2 Upon request, all registered drivers are obliged to attend free of charge all press conferences organised by the ADAC / DMSB. The following obligations must in addition be respected :

Immediately after qualification and/or prize giving the first three classified drivers of the race will be required to make themselves available for a press conference (at a location specified in the supplementary regulations). All of these three drivers are obliged to attend this press conference.

The drivers must wear their closed overalls and designated caps during the press conferences.

48.3 Drivers must take part in any promotional activity requested by the promoter such as autograph sessions, prize giving, press conferences, pit road walkabouts and pre-race parades.

The drivers, competitors and manufacturers give the right to the ADAC / DMSB to use their name for any promotional, advertising, publicity and public relations purpose, for the promotion of the Championship.

Use of the Championship logo by the competitors, manufacturers and drivers or their agents or representatives is prohibited other than by prior permission in writing from the ADAC / DMSB.

APPENDIX 1 - DRIVER'S SAFETY KIT

SPORTING REGULATIONS		
Equipment	FIA standard	FIA Regulations
Helmets	FIA standard 8859-2015 FIA standard 8860-2004 FIA standard 8860-2010 FIA standard 8860-2018 FIA standard 8860-2018-ABP	Article 1 "Helmets" Chapter III "Drivers' Equipment" Appendix L - ISC
Drivers' Clothing	FIA standard 8856-2000 FIA standard 8856-2018	Article 2 "Flame-resistant clothing" Chapter III "Drivers' Equipment" Appendix L – ISC
Frontal Head Restraint (FHR)	FIA standard 8858-2002 FIA standard 8858-2010	Article 3 "Flame-resistant clothing" Chapter III "Drivers' Equipment" Appendix L - ISC
Safety Belts	FIA standard 8853/98 FIA standard 8853-2016	Article 4 "Safety Belts" Chapter III "Drivers' Equipment" Appendix L – ISC Appendix J – ISC