
DMSB Circuit Regulations

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DMSB approved circuit races will be governed by the FIA International Sporting Code and its Appendices, the DMSB Circuit Regulations (including Appendices 1 and 2), the DMSB Event Regulations, the DMSB Licence Regulations, the DMSB Judicial and Disciplinary Rules (RuVO), the FIA Judicial and Disciplinary Code, decisions and resolutions issued by the DMSB, the DMSB Environmental Guidelines, the DMSB General and Specific Championship Regulations, the Anti-Doping Regulations of the National and International Anti-Doping Agencies (WADA / NADA Code) as well as the FIA Anti-Doping Regulations, the Sporting and Technical Regulations including the DMSB approved amendments and supplements (Bulletins), the Supplementary Event Regulations with amendments and supplements, if any, the FIA Code of Ethics and Code of Conduct and the DMSB Code of Ethics as well as any other FIA and DMSB regulations.

For other series, the specific regulations (sporting and technical regulations) of the respective series shall also apply. The DMSB Guidelines for the approval of an automobile series/event must also be taken into account.

The present regulations apply to all events and series on the circuit. Deviating regulations must be approved by the DMSB in the relevant supplementary regulations and apply beyond the following DMSB circuit regulations.

Art. 1 Drivers Briefing

During the mandatory drivers' briefing, which shall normally take place before the 1st practice (but at the latest before the first timed practice/qualification), the following organisational details shall generally be described and explained to the drivers:

- Special features of the event and the track
- Traffic in the paddock
- Braking curves, chicanes, track limits
- Starting procedure
- Flag signals
- Safety Car procedure
- Procedure of a Full Course Yellow Phase
- Procedure of a Code 60 Phase
- Suspension/stopping of the race
- Parc Fermé
- Prizegiving ceremony
- Comments resulting from Art. 15.5, 24.3, 24.4 *and* 24.5 if applicable.

Art. 2 Practice / Timed Practice (Qualification) / Warm-up

- (1) In the Supplementary Regulations, the organiser shall specify if and when a practice (free practice), timed practice (qualification), warm-up session takes place. The running of the practice (free practice), the timed practice (qualification), the warm-up session is moreover defined in the specific regulations applicable for championships and other series.
- (2) In principle, no driver will be admitted to the race without taking part in the timed practice/qualification and having fulfilled the qualification conditions as stipulated in the Supplementary Regulations/ the Series Regulations. The Clerk of the Course/Race Director shall decide on the admission of non-qualified drivers upon written request of the competitor/driver.
- (3) The starting positions of the respective race shall be based on the times achieved in the timed practice/ qualification. If there is only one timed practice/ qualification, the starting positions of a subsequent race, if any, will be based on the order at the finish of the previous race.
- (4) A timed lap (a time set pursuant to paragraph 3) is a lap which is started and finished outside the pit lane.
- (5) If the Clerk of the Course/ Race Director decides to suspend the practice/ the timed practice (qualification)/ the warm-up due to an accident or due to weather conditions, red flags or red lights

will be shown at the Line and simultaneously at all marshal posts. All participants must immediately reduce speed and proceed back to the pits. Overtaking is forbidden.

It is at the discretion of the Clerk of the Course/ Race Director to stop the timing systems. The interruption shall be kept as short as possible. As soon as the time for resuming the session/ race or, in case that the timing systems are stopped, the remaining race duration is determined, this information will be notified to all the teams via the timing monitors and/or via the PA systems. The resuming of the session/ race will be indicated by switching the pit exit lights to "green".

The final stopping after a suspension is at the discretion of the Stewards.

- (6) At the end of a practice/ a timed practice (qualification)/ a warm-up no driver may cross the Line on the track more than once.
- (7) A practice/ a timed practice (qualification)/ a warm-up in poor weather conditions will be announced "wet practice" or "wet race" upon the decision of the Clerk of the Course/ Race Director by showing the board "wet practice" or "wet race". In this case, the competitors/drivers are free to decide upon taking appropriate measures (e.g. change of tyres).

Art. 3 Starting Grid

- (1) The provisional starting grid shall be published as soon as possible. The final starting grid shall be determined and published not later than 30 minutes before the start time. Any participant who is unable or does not wish to start must inform the Clerk of the Course/ Race Director accordingly in writing no later than 45 minutes before the race start. The grid will be adjusted accordingly.

The final starting grid will be determined and published at the latest 30 minutes before the race start.

- (2) The organiser must indicate the pole position in the Supplementary Regulations. In the case of a rolling start, the driver on pole position has the right to choose his position in the first grid row until 45 minutes before the race start. If he wants to exercise this right, the driver must notify the Clerk of the Course/ Race Director accordingly in writing. In the case of a Grand Prix start, there is not right to choose this start position.
- (3) Free starting positions, if any, will not be closed up after publication of the final starting grid, with the exception of free starting rows, which will be closed. Reserve drivers may be lined up at the end of the starting grid up to the maximum number of eligible starters. Participants starting from the pit lane will be given priority over these reserve drivers.
- (4) In the case that it was impossible to run a timed practice (qualification), the Stewards shall decide on the starting grid.

Art. 4 Starting the Vehicles

Unless otherwise specified in the Supplementary Regulations and/or the Series Regulations, the engines of the vehicles must always be started with the aid of the starter on board the vehicle. External assistance to start the engine is permitted as long as the starter installed in the vehicle is operated.

Art. 5 Eligible Methods of Start

- (1) The start can be given in the following manners:
Standing start with staggered formation (Grand Prix Start) or with parallel formation, or
Rolling start (Indianapolis Start)
The organiser shall determine a method of start for each race in the supplementary regulations, unless otherwise stipulated.
Before the start, boards with the following messages will be shown to the participants before the start of the information/ formation lap(s), in appropriate chronological order:
 - 10 minutes
 - 5 minutes

- 3 minutes
- 1 minute
- 30 seconds

The corresponding boards will be accompanied by an audible warning.

It is recommended to additionally show the minutes/seconds boards in front of the second half of the starting grid.

(2) If the start is indicated by means of lights, the start of the information/ formation lap(s) will be announced as follows:

- 10 minutes: five red double lights
- 5 minutes: four red double lights
- 3 minutes: three red double lights
- 1 minute: two red double lights
- 30 seconds: one red double light

An audible warning must be given every time the corresponding pair of red lights is extinguished.

(3) After taking up the starting positions, the engines of the vehicles shall be switched off. After the 3 min. signal is shown, all vehicles on the starting grid must be standing on their wheels. They must not be lifted again. Any breach of this regulation will result in the application of a classification penalty. After the 1 min. sign is shown, the engines must be started. All personnel must leave the grid immediately. It is up to the decision of the Clerk of the Course/ Race Director to determine an earlier time for leaving the starting grid.

(4) After the start of the information/ formation lap(s), any stopped vehicles will be pushed to the pits. After the start and after the last vehicle has passed the point at the pit lane exit, the vehicles eligible to start from the pit lane may join the race from the pit lane.

Art. 6 Standing Start (Grand Prix Start)

(1) When the "30 seconds" signal is shown and after expiration of these 30 seconds, a green flag and/or a green light will indicate to the participants that they shall proceed on their own to an information/ formation lap(s) one after the other in the order of their starting positions. The distance between the vehicles should not be more than approx. 5 vehicle lengths. Overtaking is prohibited during this lap. The Medical Car may follow the field.

a) If a driver is unable to start his vehicle, he must raise his hand or draw the attention of the starter to himself in any other way (flasher, hazard warning lights, etc.). These vehicles may only be pushed by marshals and they may start the information/ formation lap(s) at the end of the field. They shall remain at the end of the field and after completion of the information/ formation lap, they must take up the last starting position(s). If more than one vehicle is thus affected, they must join the end of the grid in the order in which they left the starting grid.

b) If any such driver is then able to start the information/ formation lap(s) under its own power before it has been overtaken by the last race car, overtaking during the information/ formation lap(s) to re-establish the original starting order is prohibited. At the end of the information/formation lap, the driver may resume his original starting position.

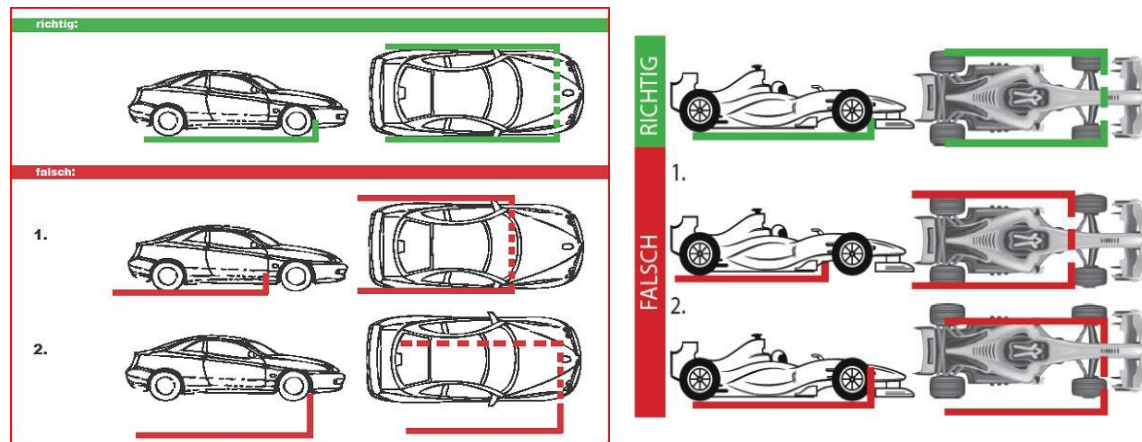
c) If a vehicle has been overtaken during the formation lap(s), Art. 6 paragraph (1) b) applies analogously.

d) Any vehicle being the engine does not start, will be removed to the pit lane or to another safe location by the marshals.

(2) During the information/formation lap(s), practice starts are forbidden. A practice start is deemed to be the stopping of the vehicle until it comes to a complete stop, followed by accelerating off (e.g. to warm up the tyres).

(3) At the end of the information/formation lap(s), the correct starting positions shall be taken up.

The starting positions are defined as follows:



An incorrect starting position is given if the corresponding vehicle is completely outside its start box marked on the road with at least one wheel area in ground contact. The starting point markings belong to the starting box.

- (4) Once the participants have taken up their respective grid position, a marshal will display the green flag at the end of the field. The starter will then show the board "5 seconds" to the participants and, in the case of a start given with light signals, switch on the red lights after approximately 5 seconds have expired. After 2 to 3 seconds, the red light will be switched off which is the signal to start.
- (5) In the case of the start signal given with flags, the national flag shall be raised slowly to the vertical and the start signal shall be given by rapidly lowering the national flag.
- (6) In the case of a start with automatic start lights, the first red double lights appear as the five-second signal once the green flag has been shown at the end of the field and the other red double lights will appear in one second intervals. Between 0.2 and 3 seconds after all of the 5 red double lights have appeared, the start signal is given by extinguishing all red lights.

Additional formation lap in case of a standing start (Extra Formation Lap):

- (7) If, after taking up his starting position, a driver discovers that he cannot start for whatever reason, he must immediately attract the starter's attention by means of hand signals, opening of the driver's door, flashing signals or in any other way.
- (8) It is at the discretion of the start to abort the start in any such case. If the starter decides the start should be aborted, the yellow or orange flashing lights on the start system will be switched on. A board saying "Extra Formation Lap" will immediately be displayed and about 2 second later, a green flag and/or green lights indicate to all the drivers that they must complete a further information/formation lap. If the car which has caused the extra information/formation lap takes part in the information/formation lap, it must take the start to the race from the last grid position. If more than one vehicle is thus affected, they must join the end of the grid in the order in which they left the starting grid. Any breach of these provisions may result in another start delayed. The vehicle(s) affected will then be pushed into the pit lane and may not start the race. If the vehicle is not able to start the "Extra Formation Lap", it shall be pushed into the pit lane or to any other safe position. In the pit lane, the teams may then attempt to start the car. Any such car may then start the race from the pit lane but only when the green light at the pit lane exit is on. 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. Cars starting from the pit lane are considered to have completed their first lap when they cross the timing line outside the pit lane for the first time.
- (9) With each "Extra formation Lap", the race will be shortened by one lap. A maximum race duration, if indicated, will be shortened accordingly, which must be specified in the respective Supplementary Regulations.

Art. 7 Rolling Start (Indianapolis Start)

- (1) After the "30 seconds" signal and once the displayed seconds have elapsed, the participants will be indicated with a green flag and/or by showing a green light that they have to proceed to an information/ formation lap(s) one after the other in the order of their starting positions behind an official leading car. The distance between the vehicles should not be more than approx. 5 vehicle lengths.
- (2) The cars are led away behind an official car (showing the yellow flag/ or yellow flashing lights) over the circuit towards the start corridor (information/formation lap(s)). Any dropping back and/or practice starts are forbidden and may result in a penalty applied by the Clerk of the Course/ the Race Director.
- (3) Overtaking during the information/formation lap(s) is only permitted if a car is delayed when leaving the starting grid or becomes too slow during the formation lap and the cars behind cannot avoid passing it without unduly delaying the remainder of the field.
- (4) Cars which are not passed by the complete field may overtake up to the grid board in order to re-establish the starting order and to take up the starting position allocated to them. Vehicles that cannot be re-sorted as far as the grid sign, must drop back to the end of the field of participants. Starting places that remain free will not be closed. Starting rows that are not binding must be closed.
- (5) Cars which are passed by the complete field must remain at the end of the field and take the start from the last grid position. If more than one car is thus affected, they must line up in the order in which they left the starting grid.
- (6) *If a vehicle has been overtaken during the formation lap(s), Art. 7 paragraph (3 - 5) applies analogously.*
- (7) Any change of position or a sudden change of direction (zig-zag-driving) to warm up tyres after the grid board is explicitly prohibited. In such cases, it is at the discretion of the Clerk of the Course/ Race Director to decide the start to be aborted, to order an additional information/formation lap to be covered or to impose a classification penalty.
- (8) After the official leading car pulls off and the yellow flag is lowered/the yellow flashing lights are extinguished in the official leading car, the race is under the control of the starter. It is forbidden to overtake the official leading car before the yellow flag is lowered/the yellow flashing lights are extinguished, even if it is already in the approach to the pit lane. The vehicles must approach the start line with constant speed, in an orderly and closed parallel formation and in two starting rows, under the control of the vehicle on the pole position. All vehicles must completely pass through the start boxes marked on the race track on their side of the grid.
- (9) The signal to start is given
 - a) By the starter with the lights by switching the lights from red to green, or
 - b) With the national flag by the starter showing the flag raised from the start platform and quickly lowering to indicate the start of the race.
- (10) Overtaking is allowed with the indication of the start of the race.
- (11) If no clearance for the start is given, the lights will remain red and the yellow or orange flashing lights are additionally switched on. In this case, the participants must pass the red lights (red flag) and cover one lap at moderate speed and take up their original starting positions. Overtaking is forbidden. Extreme care must be exercised whilst driving (no braking manoeuvres – no acceleration manoeuvres) to avoid any rear-end collisions. Team members and personnel have no access to the new starting grid. Access is only permitted to the safety marshals/starting grid marshals. Immediately after the participants have resumed their original starting positions, the vehicles will once again be led away by the official leading car (shows the yellow flag) over the race track to the start line (extra information/ formation lap). The start is repeated in accordance with Art. 7 (2-9). If a new starting grid is not possible within a short period of time for unforeseeable reasons, it is at the discretion of the Clerk of the Course/ Race Director to delay the start in accordance with Art. 8.

The number of race laps will be shortened by 2 laps. A maximum driving time, if indicated, will be shortened accordingly, this must be stated in the respective Supplementary Regulations.

- (12) The procedure to be followed in the event that the start is not given may be laid down in the applicable Series Regulations beyond the provisions referred to in paragraph (10).

Art. 8 Start Delayed

- (1) In the case of conditions resulting in a start delayed, the Clerk of the Course/ Race Director will order the following procedures to be applied:
- a) If the red lights at the start are not yet switched on, the yellow or orange lights be switched on and the board saying "Start Delayed" will be displayed.
 - b) If the red lights are already switched on, yellow or orange flashing lights will in addition be switched on at start and finish and the board saying "Start Delayed" will be displayed. The red light will remain on.

In either case (a and b), the cars shall remain on their allocated starting positions and engines shall be stopped. The starting procedure will be resumed with the display of the corresponding boards or by activating the automatic start light system (5, 3, 1 minute, 30 seconds).

- (2) If the Start Delayed is displayed after the information/ formation lap(s) and the starting procedure is resumed, the number of race laps will be shortened by one lap. A maximum driving time, if indicated, will be shortened accordingly, this must be stated in the respective Supplementary Regulations. It is strongly recommended to additionally show the board "Start Delayed" and the minutes/seconds boards in front of the second half of the starting grid. The Supplementary Regulations may stipulate that the number of race laps and/or the driving time will also be shortened if the Start Delayed happens before the beginning of the information/ formation lap(s).

Art. 9 Wet Race

- (1) A race is declared wet race by decision of the Clerk of the Course/ Race Director by showing the board ("wet-race" / "wet track"). In this case, it is up to the competitors/drivers to decide upon taking appropriate measures (e.g. change of tyres). It is the responsibility of the Clerk of the Course/ Race Director to instruct the drivers to switch on the lights provided for that purpose on the cars by showing the board "Lights on".
- (2) In the case of conditions resulting in a start delayed, the Clerk of the Course/ Race Director will order the following procedures to be applied:
- a) If it starts to rain heavily after the five minute signal but before the information/ formation lap(s) is/are started, the board „Start Delayed“ will be shown at start and finish and the starting procedure will begin again at the ten minute countdown (five double red lights are switched on or the 10-minute board is shown). From this moment, the procedure described in Article 5 is applied.
 - b) If the start of the race is imminent and, in the opinion of the Clerk of the Course/ Race Director, the adverse conditions are such that it cannot be negotiated safely even on wet-weather tyres, the start may be delayed by switching on the yellow flashing lights on the start light system and by showing the board „Start Delayed“. An information of the likely delay will be indicated via the timing monitors or be announced via the PA systems. The starting procedure will begin again at the 5 minutes point.
 - c) During the information/ formation lap(s), red flags will be shown to the participants along the track and the board "Start Delayed" will in addition be displayed at start and finish. An information of the likely delay or the new start time, as appropriate, will be indicated via the timing monitors or be announced via the PA systems. The starting procedure will begin again at the 10 minutes point. In the case of a wet race, the Clerk of the Course/ Race Director may order a start delayed several times.
 - d) During the race, it is at the discretion of the Clerk of the Course/ Race Director to suspend the race due to changing weather conditions (e.g. when it starts to rain).

Art. 10 Signals

- (1) Recue services and track control are organised in compliance with the prescriptions of the Appendix H to the FIA International Sporting Code. All drivers undertake to study these provisions carefully, to respect these signals and the instructions associated with these signals. The flag signals do not release the drivers from their obligation to avoid any endangering of other driver if they recognize a situation of danger.
- (2) The significance of the flag signals outlined in the Appendix H:
For track control, the Clerk of the Course/ Race Director and the safety marshals make use the signals to contribute to driver safety and enforce compliance with the regulations.
In daylight, the signals will be given by means of flags of different colours, which may be supplemented or, under certain circumstances, be replaced by light signals.

At night, the flags may be replaced by lights and/or reflective boards, provided that the drivers are previously informed in a briefing.
For night competitions, yellow lights must be available at each marshal post (see ISG - Appendix H).

Flags:

The minimum dimensions for all flags are 60 cm x 80 cm; the red flag and the chequered flag, however, shall be of a size not less than 80 cm x 100 cm.

- (3) Flag signals used by Race Control at the Line:
- a) **National flag:**
This flag may be used to start the race. The starting signal should be given by lowering the flag which, for standing start competitions, should not be raised above the head until all cars are stationary and in no case for more than 10 seconds. Raising and quick lowering the flag to start a race should be carried out in one smooth motion.
- Should the national flag not be used for any reason, the colour of the flag (which should not cause confusion with any other flag described in this Chapter) shall be specified in the Supplementary Regulations.
- b) **Red Flag:**
This flag should be waved at the start line when it has been decided to suspend a practice/ a timed practice/ qualification/ a warm-up or the race. Simultaneously, each marshal post around the circuit shall also wave a red flag.
The red flag may also be used by the Clerk of the Course/ Race Director or his deputy to close the circuit (see ISC – Appendix H: Article 2.1.4).

When the signal to stop is given:

1. All cars shall immediately reduce speed. The maximum permitted speed in such case is generally 80 km/h and applies for the complete circuit (with the exception of the pit lane). The Clerk of the Course/ Race Director may decide otherwise, in which case the drivers must be informed previously in a briefing. A protest against this maximum permitted speed will not be accepted.
2. Overtaking is forbidden and drivers should remember that race and service vehicles may be on the track, the circuit may be totally blocked because of an accident and weather conditions may have made the circuit undriveable at racing speed.
3. During a practice/ a timed practice (qualification)/ a warm-up:
All cars must proceed back to the pits.
4. During a race:
As soon as the signal to suspend the race is given, all cars must proceed to the starting grid. The car arriving first shall take up pole position. All the following cars shall take up the starting positions/ starting boxes behind.

Should the safety car use the pit lane (Art. 11 paragraph 9), the cars will be lined up in a row in the "fast lane".

5. If the race is suspended, drivers should remember that speeding is pointless because:
- the classification of the race or the order of the re-starting grid will be established from a point prior to the red flag being shown;
 - the pit lane exit is closed.

All cars must proceed slowly to the starting grid. The car arriving first shall take up pole position. All the following cars shall take up the starting positions/ starting boxes behind until the drivers are informed whether the race is to be resumed or ended and until they receive appropriate directions by the safety marshals.

c) Black and white chequered flag:

This flag is waved at the line and signifies the end of a practice / a timed practice (qualification)/ a warm-up or the race. This flag may be taken only once.

d) Black flag:

This flag will be used to inform the driver concerned that he must stop at his pit or proceed to the place designated in the Supplementary Event or Championship Regulations on his next lap. The respective driver must immediately contact the Clerk of the Course/ Race Director.

If a driver fails to comply for any reason, this flag will not be shown for more than two consecutive laps.

The decision to show this flag rests solely with the Stewards. The team concerned will immediately be informed of the decision.

e) Black flag with orange disc 40cm in diameter:

This flag should be used to inform the driver concerned that his car has mechanical problems likely to endanger himself or others and means that he must stop at his pit on the next lap. When the mechanical problems have been rectified to the satisfaction of the chief scrutineer, the car may rejoin the race.

Side windows

For safety reasons, the side windows on the driver's and passenger's side may be opened by a maximum of 10 cm. All other windows must be closed.

Exception:

Drivers who have a safety net on the driver's side are permitted to keep this window open.

Infringements will be punished by displaying a "black flag with an orange-coloured window".

f) Black and white flag, divided diagonally:

This flag should be shown once only and is a warning to the driver concerned that he has been reported for unsportsmanlike behaviour *or a behavior that leads to a penalty if repeated*.

These last three flags (in d, e and f) shall be shown motionless and accompanied together with the starting number of the driver concerned.

Normally, the decision to show the last two flags (in e and f) rests with the Clerk of the Course/ Race Director; however, it may be taken by the Stewards, provided that this is stipulated in the Supplementary or Championship Regulations. The team concerned will immediately be informed of the decision.

These flags may also be displayed at places other than the start/finish line should the Clerk of the Course/ Race Director deem this necessary and should he have notified this to the drivers in the briefing.

(4) Flag signals used at the safety marshals posts:

a) Red flag:

This flag shall be shown waved only on instruction from the Clerk of the Course/ Race Director when it becomes necessary to stop a practice/ a qualification/ a warm-up or the race. This informs the drivers that they have to slow down immediately (see Art. 10.3.b.1) and be prepared to stop at any time. Overtaking is prohibited.

b) Yellow flag:

This is a signal of danger and shall be shown to drivers in two ways with the following meanings:

Single waved:

Reduce your speed, do not overtake, and be prepared to change direction.

The driver must abandon an overtaking manoeuvre, if already started and if it cannot be completed until he has arrived at the yellow flag. There is a hazard beside or partly on the track.

If a yellow flag is shown next to the starting grid during the starting procedure, indicating to the drivers that there is a danger on the starting grid, no green flag will be shown and overtaking is permitted.

Double waved:

Reduce your speed significantly, do not overtake, and be prepared to change direction or stop. Drivers must be ready to stop at any time. There is a hazard wholly or partly blocking the track and/or safety marshals are working on or beside the track.

The Clerk of the Course or the Race Director may impose a speed limit on the entire circuit or a section of the circuit if double yellow flags are displayed during practice, qualifying or the race.

If a single speed limit is imposed on the entire circuit, this will be indicated by a single yellow flag and a board reading FCY ("Full Course Yellow") or a purple flag with a white circle with the number 60, known as "Code 60". If necessary, the double waved yellow flags will continue to be displayed at the post before the incident.

c) Yellow flag with red stripes:

This flag should be shown motionless to inform drivers that there is a deterioration of grip due to oil or water on the track in the area beyond the flag.

This flag should be displayed for at least 4 laps unless the surface returns to normal beforehand. It is not, however, necessary for the sector beyond where this flag is being shown to show a green flag.

d) Light blue flag:

This waved flag is an indication to a driver that he is about to be overtaken or lapped.

It has different meanings during practice/ timed practice (qualification)/ warm-up and the race:

- During practice/ timed practice (qualification)/ warm-up:
The flag informs the driver that a faster car is close behind and is about to overtake the driver.
- During the race:
The flag is shown to a car about to be lapped. When shown, the driver concerned must allow the following car to pass at the earliest opportunity.
- At all times:
A stationary flag will be displayed to a driver leaving the pits if traffic is approaching on the track.
A corresponding light signal may be used to replace this flag.

e) White flag:

This flag is waved and is used to indicate to the driver that there is a much slower vehicle on the sector of track controlled by that flag point.

f) Green flag:

This is used to indicate that the track is clear again. It is waved at the marshal post immediately after the incident that necessitated the use of one or more yellow flags.

It may also be used, if deemed necessary by the Clerk of the Course/ Race Director, to signal the start of an information/formation lap or to a practice/ qualification/ warm-up lap.

g) “Code 60” flag/board (pink flag/board):

This flag/ board is shown motionless and indicates a situation of danger on the track which would otherwise have necessitated the deployment of the safety car.

Insofar, the “Code 60 flag/board” replaced the safety car.

This flag/board will be used only on instruction from the Clerk of the Course/ Race Director in accordance with the Appendix 1 to these Regulations.

(5) Signals shown by Race Control:

All the signals of Race Control to the drivers are shown with the corresponding flag or with the corresponding board accompanied by the start number. Some circuits have additional displays. They always replace the corresponding flags or boards. No one else may use the same or similar signals.

The drivers are obliged to pay attention to the signalling and/or flag signals each time they pass the signalling point of the Clerk of the Course/ Race Director (normally at the level of the finish line). These may be supported by light signals (white flash).

(6) Signals shown in case of rescue operations on the track:

Should a vehicle of track safety or of the DMSB Staffel be on the track in order to recover a car, the safety marshals will show the following flag signals:

White flag: Track safety vehicle/ DMSB Staffel vehicle is moving alone

Yellow flag: Track safety vehicle/ DMSB Staffel vehicle is towing a vehicle

Double yellow flags: Track safety vehicle/ DMSB Staffel vehicle has stopped and rescue team is working.

Art. 11 Safety Car

(1) The organiser may bring a safety car into operation. The relevant provisions of the Appendix H (Art. 2.10) to the FIA International Sporting Code (ISC) must be respected.

The safety car may be brought into operation on the decision of the Clerk of the Course/ Race Director. It is normally used if persons are in immediate physical danger but the circumstances are not such as to necessitate stopping the race.

(2) 10 minutes before the start of the information/ formation lap, the safety car will take up the position at the front of the grid and remain there until the 5-minute signal is given. It will then proceed to its scheduled position (except under Article 13 below) over the circuit.

(3) When the order is given to deploy the safety car, all marshal posts will display waved yellow flags and a board “SC” for the duration of the intervention. The yellow flashing lights at the start light system and on the track will be switched on.

(4) The safety car will join the track with its yellow/orange lights illuminated regardless of where the race leader is.

(5) All the competing cars must then form up in line behind the safety car no more than five car lengths apart. Overtaking, with the following exceptions, is forbidden until the cars have passed the finish line after the deployment of the safety car is over and it has returned to the pit lane. Overtaking will be permitted under the following circumstances:

- if a car is signalled to do so by the safety car;
- under below paragraph 13;
- any car entering the pits may pass another car or the safety car after it has crossed the first safety car line;
- when the safety car is returning to the pit lane, it may be overtaken by cars on the track once it has crossed the safety car line;

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- if any car slows with an obvious problem.
- (6) When ordered to do so by the Clerk of the Course/ Race Director, the observer (passenger) in the safety car will use a green light or any other unique character to signal to any cars between it and the race leader that they should pass. This instruction applies every time only for the car driving immediately behind the safety car. These cars shall continue at reduced speed and without overtaking other participants until they reach the line of cars behind the safety car.
The safety car may also have an electrically controlled rear panel which will show the race leader's number. When it is illuminated, cars up to but excluding the race leader, whose number is displayed, may pass the safety car if they are driving immediately behind the safety car. These cars shall continue at reduced speed and without overtaking other participants until they reach the line of cars behind the safety car.
 - (7) The safety car shall be used at least until the car in the lead is behind it and all remaining cars are lined up behind the leader. Once behind the safety car, the race leader must keep within 5 car lengths of it (except as under point 10 below) and all remaining cars must keep the formation as tight as possible.
 - (8) While the safety car is in operation, competing cars may enter the pit lane, but may only rejoin the track when the green light at the end of the pit lane is on. It will be on at all times except when the safety car and the line of cars following it are about to pass or are passing the pit exit. A car re-joining the track must proceed at an appropriate speed until it reaches the end of the line of cars behind the safety car.
 - (9) Under certain circumstances, the Clerk of the Course/ Race Director may ask the safety car to use the pit lane (the post in front of the pit lane entry should in this case show the board "Safety Car by pit lane" or "SC PIT") or other parts of the circuit. In this case, and provided its yellow/orange lights remain illuminated, all cars must follow it without overtaking. Any car entering the pit lane under these circumstances may stop at its designated garage area.
 - (10) When the Clerk of the Course/ Race Director calls in the safety car, its yellow/orange lights will be extinguished. This will be the signal to the drivers that the safety car will be entering the pit lane at the end of that lap. From this point, the first car in line behind the safety car dictates the pace and, if necessary, fall more than five car lengths behind it. In order to avoid the likelihood of accidents at a re-start, drivers must proceed at a constant pace which involves no erratic acceleration, braking, or any other manoeuvre which is likely to endanger other drivers or impede the restart until the safety car has turned off into the pit entry. As the safety car is at the height of the 1st SC line, the yellow flags and SC boards at the marshal posts will be withdrawn and the yellow lights at the start light system and at the track lights be extinguished and replaced by waved green flags and a green light at the finish line. These will be displayed until the last car has crossed the finish line.
 - (11) Each lap completed while the safety car is deployed will be counted as a race lap.
 - (12) 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 with extinguished lights and the cars will take the chequered flag as normal without overtaking. The safety marshals will continue to show the single waved yellow flag.
 - (13) Starting the race behind the safety car
In exceptional circumstances, the race may be started behind the safety car. In this case, at any time before the one-minute signal, its yellow/orange lights will be turned on. This is the signal to the drivers that the race will be started behind the safety car.
When the green lights are illuminated and/or a green flag is waved, the safety car will leave the grid with all cars following in grid order no more than 5 car lengths apart. There will be no information/formation lap and the race will be deemed to have started.
Overtaking, during the first lap only, is permitted if a car is delayed when leaving its grid position or if a car is unable to maintain formation speed during this lap and cars behind cannot avoid passing it without unduly delaying the remainder of the field. In this case, drivers may only overtake until the 1st Safety Car line to re-establish the original starting order.

Cars that are passed by the entire field of participants remain at the end of the starting field and start from the last position. If more than one car is affected, they must join at the end of the field in the order in which they left the starting grid.

One of the penalties specified in Article 24 could be imposed on any driver who, in the opinion of the Clerk of the Course/ Race Director or the Stewards, unnecessarily overtook another car during the first lap.

Art. 12 Full Course Yellow (FCY)

- (1) To neutralise a warm-up, practice, timed practice (qualification) or a race temporarily, the Clerk of the Course/ Race Director may order a "Full Course Yellow-Phase" (FCY phase) as an alternative to the deployment of the safety car.

All competition cars must form up in line, maintaining the distance to the car in front.

During a "FCY phase", yellow flags will be waved at the Line and at all marshals posts and the board "FCY" be shown.

In addition, the indication "Full Course Yellow" should simultaneously be shown for information on one of the official timing monitors.

- (2) The Clerk of the Course/ Race Director will notify all safety marshals of the display of the yellow flags as well as of the FCY boards and then count down as follows: "10 – 9 – 8 – 7 – 6 – 5 – 4 – 3 – 2 – 1 – FULL COURSE YELLOW".

A different definition of the countdown can be made in the supplementary regulations or in the drivers briefing. At "FULL COURSE YELLOW", will simultaneously show the waved yellow flag and the FCA board at all posts.

The end of the "FCA phase" will be indicated following the same procedure.

When the yellow flags and the FCA boards are withdrawn, the green flag is simultaneously displayed at all marshals posts and at the Line. At this point, the track is clear again for all participants at any points on the circuit for the continuation in the warm-up, practice, timed practice (qualification) or the race.

- (3) The following applies during the "FCY phase" gilt:

- a) All drivers must immediately reduce their speed to 60 km/h over the entire track, taking utmost care (no emergency braking; but also no slow roll-out).

A different maximum speed may be stipulated in the Supplementary Regulations or be notified in the drivers' briefing.

Any car driving unnecessarily slowly or irregularly during the "FCA phase" or represents a potential danger to other drivers or persons can be reported to the Stewards. This applies to the race track as well as to the pit lane entry and the pit lane.

- b) Overtaking is prohibited with the following exceptions:

- any car entering the pits may pass another car or the safety car after it has crossed the first safety car line;
- any car leaving the pits may overtake or be overtaken by another car on the track before it crosses the second safety car line;
- if any car slows with an obvious problem.

- c) The timing systems will not be stopped.

- d) Each lap completed during the "FCY phase" will be counted as a race lap.

- e) Passing through the pit lane is only allowed if the car stops at its pits for repair.

- f) Drive-Through-/Stop-and-go-/Time penalties may not be taken during a "FCY phase".

This does not apply in cases where the car has already joined the pit entry at the beginning of the "FCY phase". In this case, the number of crossing the Line during a "FCY phase" will added to the maximum number of permitted crossing of the Line (see Art. 24, paragraph 7).

- (4) A breach of the maximum permitted speed during an "FCY phase" is deemed to have occurred if the driver remains below the minimum permitted lap time/sector time whilst observing the prescribed maximum speed or if a breach is determined on account of other checks (radar, laser, GPS, etc.).

The minimum permitted lap time/sector time, whilst observing the maximum speed during a "FCY phase", must be stated in the Supplementary Regulations or in a Bulletin.

Any infringement will result in the application of a classification penalty.

Art. 13 Code of Driving Conduct and Behaviour

All drivers must comply with the provisions of the Appendix L – Chapter IV to the FIA International Sporting Code (ISC) in which the code of driving conduct on circuits is regulated. These are supplemented by the following provisions in this article and apply to all practices, timed practices (qualifications), warm-up and races.

- (1) Drivers who obstruct or endanger other participants due to their driving conduct or drivers who do not meet the requirements of racing may be disqualified from the event by the Stewards of the Meeting.
The Clerk of the Course/ Race Director and the Stewards may demand that a medical examination of any driver be carried out by the responsible doctor.
If the driver is found to be medically unfit for racing, he will be refused to further participate in the event. An appeal against this decision is not possible.
- (2) Leaving the track
The track is defined by a white line on both sides of the track. Curbs are not considered to be part of the track for the purpose of this article. Within the white lines, the drivers may use the full width of the track. If all of the four wheels of a car are outside the white lines, this will be judged to have left the track.
Drivers who gain an advantage by leaving the track, such as for example gaining a position or time, may be subject to a classification penalty or other penalties. Specific parts of the track (braking curves, chicanes, pit lane entry, pit lane exit) may be monitored by judges of fact.
- (3) Drivers who obviously hinder, block, force off or endanger other drivers may be subject to classification penalties or any other penalties.
- (4) Any driver moving back towards the racing line, having earlier defended his position off-line, must leave at least one car width between his own car and the edge of the track (white line) on the approach to the corner.
- (5) A driver defending his position on a straight and before a braking corner may use the full width of the track during his first change of direction, provided that no "significant part" of another car attempting to overtake is adjacent to his own car. A "significant part" is considered to be applicable if the front of the overtaking car is adjacent to the rear wheels of the other car. When defending the position in such case, the driver may not change his line without justified reason.
- (6) Drivers leaving the track may re-enter the track, provided that no other driver is hindered, blocked or endangered, if no personal advantage has arisen as a result.
- (7) It is forbidden to move a car in opposite or across the driving direction. An exception is granted if a vehicle must be brought from a dangerous position or if a respective instruction has been given by an official/ safety marshal.
- (8) Any stopping on the track in front of, in or after a corner or on the ideal line, is prohibited.
- (9) Drivers stopping on the track must move their cars on the shortest possible way and exercising utmost care to the safest possible position beside the track. A driver who abandons a car must leave it with the steering wheel in its intended position on the steering column and with the gearbox in neutral (idle) and be secured against rolling away. This also applies when the vehicles are parked

in the Parc Fermé. After leaving his vehicle, the driver must immediately proceed to the assigned and secured area as directed by the safety marshals. It is generally forbidden for the driver to cross the track/road. The instructions of the officials/safety marshals must be respected.

- (10) Outside the pit lane, it is strictly forbidden for any participant to push a vehicle during a competition, unless instructed to do so by a marshal.
- (11) Apart from the driver and officials/ safety marshals, nobody is allowed to touch a race car parked and/or abandoned on the race track. The acceptance or toleration of outside assistance by officials/safety marshals for safety reasons is hereby excluded.
- (12) Vehicles that have broken down may only be towed to the pit lane or the paddocks at the instruction of the Race Director.
- (13) Repairs or any kind of work on a race car during the practice, timed practice (qualification), warm-up and race may be carried out only off the track at a safety position and only by the driver of the corresponding car and using solely the tools and spare parts carried on board the car. It is not permitted to carry reserve containers of any kind on board the car. Outside the pits, the driver may only receive assistance from the officials/ safety marshals during the practice, timed practice (qualification), warm-up and the race. Any driver thus affected may continue the session or race after having received this assistance.
- (14) Drivers whose vehicles lose oil or other fluids must leave the race track immediately. It is prohibited to drive such vehicles to the pits regardless of polluting the track.
- (15) Any driver intending to leave the track must signal the intention to do so in good time and leave the race track so that no other participant is hindered, blocked or endangered.
- (16) Whilst rescue and safety vehicles are in use on the track, all drivers must drive prudently and carefully and leave room for them.

Art. 14 Maximum Driving Time

After a driving time of four hours, the driver must take a break of at least one hour.

The driving time is the time during which the driver participates in the race without an interruption of at least one hour. Stops for repair or technical stops during the race of less than one hour will be considered as driving time.

Information/ formation lap(s) and slow-down lap(s) will not be added to the driving time.

Art. 15 Pits/Pit Lane

- (1) Within a reasonable period before each practice, each timed practice (qualification), each warm-up or race, the pits and the pit area at the race track can be set up. Immediately after completion of practice, timed practice (qualification), warm-up or race, the pit area must be cleared.
- (2) Access to the pit area is only permitted with a valid pass. This pass must be visibly displayed and shown to the organiser's inspectors.
- (3) The use of tools generating flying sparks or high temperatures is prohibited both in front of and inside the garages. It is the responsibility of the competitors/drivers to use only tools, apparatus, equipment, machines, compressed air systems, etc. which are in a technically perfect condition at all times during a racing event and which comply with the current safety standards and regulations as well as the applicable testing standards and regulations. Compressed air tanks/cylinders must be secured against falling over and damage. Smoking is prohibited in the area of the pit installations.
- (4) Pit lane access:
 - a) *The part of the track leading to the pit lane is referred to as the "pit lane entrance".*

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- b) *The pit lane may only be entered via the pit lane entrance during the competition, unless otherwise specified in the regulations.*
 - c) *If a driver wants to leave the track or drive into the pit lane, he must ensure that he can do so safely.*
 - d) *Except in cases of force majeure (recognized as such by the Stewards) or unless otherwise determined by the Race Director, if designated, or the Clerk of the Course, no tire of a vehicle entering the pit lane may cross, in any direction, a boundary line painted on the track to separate the vehicles entering the pit lane from the vehicles on the track. For clarification, crossing means that the outside of a tire may not extend beyond the outside of the corresponding line painted on the track in relation to the pit lane.*
 - e) *From the moment the vehicle enters this merging lane, the driver must reduce his speed so that he can bring his vehicle to a halt at the pits without endangering other participants or the stewards.*
- (5) Pit lane exit:
When leaving the pit, the driver do not *cross* the white dividing line.
To clarify: Crossing means that the outside of a tire must not go beyond the outside of the corresponding line painted on the track in relation to the pit lane. The driver must hereby ensure that he does not endanger or obstruct other participants.
- (6) Speed in the pit lane:
A speed limit of 60km/h is imposed in the pit lane during the whole event.
Any driver who exceeds the limit during any practice/ timed practice (qualification) or warm-up will be fined €100 plus €10 for each km/h above the limit and he will receive a classification penalty during the race.
In the case that the driver retires before taking this classification penalty, this penalty may be substituted by a fine in accordance with the above specifications.
The beginning and the end of the speed limit zone shall be marked by signs and lines.
- (7) a) The pit lane is divided into a “fast lane” and a “working lane”. The exact definition of the “fast lane” and the “working lane” will be announced in the drivers’ briefing.
- b) In the pit lane, the cars on the fast lane have priority over the cars in the working lane and those who enter the lane from the working lane. Once a vehicle has left its garage or pit stop position, it should merge into the lane as soon as it is safe to do so and without unnecessarily obstructing vehicles already in the lane.
 - c) Vehicles in the fast lane or work lane may overtake other vehicles in the fast lane only in exceptional circumstances, such as a slow vehicle with an obvious mechanical problem, a stationary vehicle, or an obstacle.
 - d) Vehicles may not be driven out of the garage or pit stop position in a manner that could endanger or unnecessarily hinder pit lane personnel or other drivers.
 - e) Equipment or tires may not be left in the pit lane in such a way as to jeopardize or unnecessarily hinder pit personnel or another vehicle.
 - f) Any contact between cars in the pit lane can be reported to the stewards.
- (8) It is prohibited to move the car in opposite racing direction and/or to reverse the car in the pit lane under its own engine power in any case.
- (9) Compliance with the aforementioned safety provisions in relation to entering and leaving the pit lane and for the pit stop will be monitored by marshals.

(10) Persons under the age of 14 are not allowed in the pit area. Minors over the age of 14 are only allowed to stay in the pit area when accompanied by a parent/ guardian. Animals are not allowed in the pit area.

Art. 16 Suspending or Stopping a Race

A race is suspended by showing the red flag on the instruction of the Clerk of the Course/ Race Director. When this signal is given, all cars must immediately reduce their speed significantly (see article 10.3.b.1).

(1) Suspension of a Race:

Should it become necessary to suspend a race because the track is blocked due to an accident or because the continuation is deemed to be too dangerous due to weather or other conditions, the Clerk of the Course/ Race Director will order red flags to be shown at all marshals posts and the red lights to be shown at the Line to inform about the suspension.

When this 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 there shall take up pole position. All the following cars shall take up the following starting positions/ start boxes.

The Clerk of the Course/ Race Director may give different instructions.

Should there be vehicles in front of the leader due to the suspension, these cars will be led around the track on the instructions of the marshals when the 3-minute board/signal is shown and placed at the end of the starting grid in the order in which they are currently classified.

The order is determined by the time at which it was last possible to determine the position of all vehicles.

Any driver who enters the pit lane after the race has been suspended, or whose vehicle is pushed from the track into the pit lane, will receive a drive-through penalty.

For any vehicle that was in the pit lane access or in pit lane when the signal to suspend the race was given this penalty will be waived.

All these vehicles shall remain in the pit lane until the race is resumed and may only leave it after all vehicles following the safety car have passed the pit exit.

For the re-start, the safety car will then take up the position at the front of the starting grid.

The following applies during the suspension of the race:

- The timing systems are not stopped;
- The Clerk of the Course/ Race Director may give different instructions.
- Cars may be worked on once they have stopped on the starting grid or have proceeded to their pits, but such work must not impede the resumption of the race;
- Refuelling and removal of fuel is prohibited;
- Only team members and officials are allowed on the starting grid.

(2) Resuming a Race after a Suspension:

The delay shall be kept as short as possible. As soon as a resumption time is known, all teams will be informed accordingly via the official timing monitors or the PA system. In all cases at least five (5 min) minutes warning will be given.

Should a longer interruption be necessary due to special circumstances or should the remaining part of the race have to be held on a different day, the Clerk of the Course/ Race Director can take the appropriate measures and amend the schedule with the approval of the Stewards.

The Clerk of the Course/ Race Director may, in agreement with the Stewards, decide whether the vehicles shall be subject to Parc Fermé rules until the re-start. However, if this is decided, the competitors/drivers must be granted at least 30 minutes to prepare the vehicles. Participants must be informed hereof in writing.

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

The provisions of Art. 5 must be respected.

When the signal „three minutes/three double red lights“ is shown all cars on the starting grid must have their wheels fitted. The cars may not be lifted again.
Any infringement of this provision will result in a classification penalty.

If a driver needs assistance after the display of the 30-second signal, he must raise his arm or draw the attention of the starter to himself in any other way (flasher, hazard warning lights, etc.). As soon as the remaining cars that are able to do so have left the starting grid the marshals are instructed to push the vehicle into the pit lane.

The race will be resumed in accordance with the Safety Car regulations (Article 11).

(3) Suspension before completion of the 2nd race lap (optional):

If the leading car has completed less than two laps when the race is interrupted, the start shall be deemed null and void. The new grid will be the same as the original one. Any free starting positions may not be filled up. Free starting rows, however, will be closed up. The race distance will be

shortened by two laps. A maximum driving time, if indicated, will be shortened accordingly. The lap time to be considered must be specified in the respective Supplementary Event Regulations.

Retired participants who are unable to resume the race at the re-start will still be considered as "starters".

These provisions may only be applied if expressly stated in the Supplementary Regulations.

(4) Suspension of a race after 75% of the race distance or race duration have been completed:

If the leading car has completed at least 75% (rounded up to the next full lap or minute) of the originally scheduled race distance or race duration when the race was interrupted, the race may be deemed stopped and finished. The classification will be that at the time when the race leader has crossed the finish line the penultimate time before the lap in which the signal to stop the race was given.

(5) Stopping of a race:

The decision to stop a race after an interruption pursuant to Art. 16.1 – 16.4 shall be taken by the Stewards.

The classification will be that at the time when the race leader has crossed the finish line the penultimate time before the lap in which the signal to suspend or stop the race was given.

Art. 17 Finish of the Race

- (1) The end of the race will be indicated to each driver by showing the chequered flag when crossing the finish line. When the scheduled number of laps is completed, first the fastest car and then all subsequent cars, regardless of the number of laps they have completed by then, will receive the chequered flag. In races over a scheduled race time, the end-of-race signal is given when the leading car crosses the finish line after having covered the full scheduled race time.
- (2) The organiser may determine that the race shall be finished after a certain time has elapsed, even if the scheduled distance has not been covered. After the start of the event any such decision requires the approval of the Stewards.
- (3) If, pursuant to the Supplementary Regulations, the vehicles have to cross the finish line with their own engine power, only the cars which have crossed the finish line or the timing line in the pit lane will be classified.
- (4) After the race leader has received the end-of-race signal, overtaking of cars which are still in the race and have not yet received the end-of-race signal is forbidden in the slow-down lap. The finish line may only be crossed once. Infringements may result in a penalty imposed by the Stewards.

Art. 18 Parc Fermé

Once the first car has received the chequered flag in the qualification or in the race, all the classified cars are subject to the Parc Fermé rules until the protest time limit has expired. No work may be carried out on the cars during this period.

- (1) The organiser should identify locations as Parc Fermé into which selected vehicles can be brought. For all other classified cars, the event area is considered as Parc Fermé.
- (2) The vehicles concerned shall be parked in the Parc Fermé immediately after the end of the qualification or the race. They may only be released by the Clerk of the Course/ Race Director and removed from the Parc Fermé after approval of the Stewards.
- (3) After the qualification or the race and until the release from Parc Fermé, the vehicle parked there may only be touched by persons authorised by the Clerk of the Course/ Race Director.
- (4) Vehicles not parked in the designated Parc Fermé must be available in the paddocks for post-event checks until the end of the protest time limit. They are also subject to the Parc Fermé regulations in the paddock.

Art. 19 Classification

- (1) The winner will be the driver having covered the scheduled distance in the shortest time or having covered the longest distance within the scheduled race time, after consideration of all and any penalties.
- (2) The classification of the following drivers having covered the same number of laps will be based on the shortest times achieved, thereafter on the number of laps covered until the chequered flag was shown. For races over a scheduled time distance, the driver having completed the greatest number of laps will be proclaimed winner. In the case of having covered the same number of laps, the winner will be the driver who has completed this number of laps first. Laps which were not covered with the race car's own engine power will not be considered.
- (3) If two or more drivers finish in the same position (ex-aequo), the points or prizes to be allocated will be split accordingly. The following position/s will be suspended.

Art. 20 Minimum Distance, Minimum Duration

Unless otherwise stipulated in the respective Series Regulations, only the following classification system will apply:

- For all races of less than 4 hours duration, only cars which have covered at least 90% of the distance covered by the winner will be classified.
- For all races run over a distance lasting 4 hours or more, only cars having covered at least 75% of the distance covered by the winner will be classified. If any such calculation results in the creation of decimals, these decimals will be ignored.

If a competitor/ driver/ team has not achieved the scheduled minimum distance, it/he will not be classified.

Art. 21 Several Heats

If a race is held in several heats, the winner shall be the competitor(s)/driver(s) who

- has/have covered the prescribed total distance in the shortest total time, or
- has covered the highest total distance in the prescribed total time.

If several competitors/drivers/teams finish in the same position (ex-aequo), the result of the first head will be taken to determine the overall result.

Art. 22 Early or delayed showing of the chequered flag

If the chequered flag is shown ahead of time, this point in time shall be decisive for establishing the classification.

If the chequered flag is shown after the prescribed number of laps or after the maximum duration of the competition, the competition will be deemed to have finished when it should have finished and the classification will be established accordingly.

Art. 23 Penalties of the Clerk of the Course/ Race Director

The Clerk of the Course/ Race Director is entrusted with the application of the following classification penalties:

- Change of the starting position/dropping of grid positions
- Non-classification (laps, times, results)
- Drive-through penalty
- Stop-and-go penalty
- Stop-and-go-time penalty
- Warning (black / white, diagonally divided flag)
- Time penalty

With the approval of the DMSB, the series- and event organiser can specify further facts for the application of classification penalties in the Supplementary Regulations.

Art. 24 Drive Through-/Stop-and-Go-/Stop-and-Go-Time-/Time Penalties

(1) The following facts will in principle result in the imposition of a drive-through/stop-and-go/stop-and-go-time/time penalty:

- a) Any movement of the vehicle in case of a standing start after taking up the start position and before the start flag is lowered or, if start lights are used, any movement of the vehicle between the red lights are switched on and the start signal is given or, if an automatic start traffic light is used, any movement of the vehicle between the second red double light and the start signal.
- b) Starting from an incorrect start position.
- c) In the case of a rolling start, leaving the start position during the formation or leaving the formation before the start signal is given.
- d) In the case of a rolling start: Overtaking of the leading car before the yellow flag is lowered/ the yellow flashing lights are switched off.
- e) Omission of chicanes or braking corners in the race.
- f) Leaving the race track and gaining an advantage.
- g) During the race: speeding in the pit lane.
- h) Non-observance of flag signs, especially the yellow flag.
- i) Unauthorised movement of the vehicle across to the direction of travel or in opposite direction of travel.

(2) **Drive-Through-Penalty:**

To serve a drive-through-penalty, the driver concerned must enter the pit lane, respect the speed limit enforced in the pit lane and then re-join the race without stopping.

(3) **Stop-and-Go-Penalty:**

To serve a stop-and-go-penalty, the driver concerned must enter the pit lane, stop in front of his pits or at a location specified in the Supplementary Regulations or at a location notified in the drivers'

briefing. As soon as the car has come to a stop, the driver may re-join the race. The speed limit enforced in the pit lane must be respected.

(4) **Stop-and-Go-Penalty:**

To serve a time penalty, the driver concerned must enter the pit lane, stop in front of his pits or at a location specified in the Supplementary Regulations or at a location notified in the drivers' briefing. The car must be parked there for at least the duration of the imposed time penalty before the driver may re-join the race. The speed limit enforced in the pit lane must be respected.

(5) **Time Penalty:**

A time penalty will be added to the affected driver's total driving time at the end of the race.

(6) In the case of a drive-through-penalty, a stop-and-go-penalty, stop-and-go-time-penalty as well as a time penalty, the car will be under Parc Fermé rules from the moment it enters the pit lane until it exits the pit lane.

The only exception is that the connection of a jumper cable is permitted in case of a stop-and-go-penalty and of a stop-and-go-time-penalty.

(7) The drive-through-penalty/stop-and-go-penalty/stop-and-go-time-penalty/time penalty will be indicated to the participant on a board, together with a board showing the start number, at the official location for the signalling of Race Control at the level of the pit wall (if possible in viewing height for the drivers) and will be shown maximum twice. The driver is thus instructed to serve his penalty immediately; the finish line may be crossed no more than twice outside the pit lane after the initial indication of the penalty. No more than two penalties should be displayed simultaneously. The size of the letters and numbers on the display must be at least 30 cm.

(8) If a driver does not comply with the instruction to serve the drive-through-penalty/stop-and-go-penalty/stop-and-go-time-penalty/time penalty, he will receive the black flag upon instruction of the Stewards.

(9) If the stop-and-go penalty/ drive-through penalty/ stop-and-go-time-penalty/ time penalty is imposed five laps or less before the race end and the driver does not serve the penalty

- A drive-through penalty will be converted into an alternative time penalty of 30 seconds,
- A stop-and-go penalty will be converted into an alternative time penalty of 35 seconds,
- A stop-and-go-time-penalty will be converted into an alternative time penalty of 35 seconds plus the duration of the stopping time (waiting time),

and added to the elapsed racing time of the driver concerned.

The aforementioned classification penalties may be imposed as alternative time penalties also after the end of the race.

(10) In the case of a race over a scheduled race duration, the remaining time which corresponds to the 5 laps specified in paragraph (9) and in which an alternative time penalty may be applied if the driver does not serve the original penalty must be specified in the Supplementary Regulations.

(11) Leaving the track and gaining an advantage as well as the omission of braking corners in practice and in the qualification will result in the cancellation of the corresponding practice lap/s and, as appropriate, of the preceding or the following lap.

(12) No protest or appeal against the penalties specified in this article is accepted.

Art. 25 Race Director

A Race Director may be appointed for certain competitions within an event. The Race Director must be nominated accordingly in the Supplementary Regulations. The Race Director must be in possession of a Clerk of the Course license for racing level A.

The Clerk of the Course shall work in permanent consultation and cooperation with the Race Director(s). 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 the express agreement of the Race Director:

- The control of practice, the timed practice (qualification), the warm-up and the races,

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- Adherence to the timetable
 - If he deems it necessary, the making of any proposal to the Stewards to modify the timetable or the Supplementary Regulations.
 - Imposition of classification penalties and fines, if necessary
 - The suspension or stopping of practice, timed practice (qualification), warm-up or the race for safety reasons.
 - The use of the safety car.
 - Handling of a Full Course Yellow Phase and/or a "Code 60" Phase
 - The starting procedure.
 - Handling of a re-start, if any.
 - Drivers' Briefing.

Art. 26 Track Safety Vehicles

For all DMSB approved circuit races (status: International, National A) in Germany, the following track safety vehicles including licensed crew (according to ISC Appendix H or DMSB track licence or DMSB training guidelines rescue organizations and DMSB Staffel and DMSB Academy) must be used:

- DMSB-Staffel (Fast Intervention Unit - FIU, Heavy Duty Intervention Unit - HDU)
- DMSB-Medical-Car (Medical Car Doctor, Medical Car Paramedic)
- Extrication-Team (for FIA championship events or FIA approved international series as well as DTM and ADAC GT Masters)
- If vehicles with electric drive (e.g. DMSB Group G-Electric or other comparable classes/series) are permitted, the organiser must use at least one vehicle with HV-trained personnel (at least 2 persons, of which at least one steward with additional authorisation level orange and one steward with additional authorisation level yellow) in accordance with the equipment guidelines for electric track safety vehicles, published at www.dmsb.de. Alternatively, the DMSB E-Staffel can be used.

The minimum number of track safety vehicles or extrication teams can be found in the DMSB track licence and the DMSB Event Regulations. Orders can be placed using the corresponding form, which can be downloaded from the DMSB homepage.

Art. 27 Definitions

Circuit Races (Race)

A competition that takes place on a closed circuit (race track) between two or more cars driving simultaneously on the same track, where the speed within a specified time period (minutes, hours) or the distance covered within a specified time period (kilometres, laps) is the basis for the classification.

In the case of a race over a scheduled distance (number of laps or time), the driver who has completed this distance and crosses the finish line first shall be proclaimed the winner. A race represents the main part of a racing event.

Practice (free practice)

A practice session (free practice) may be organised for testing, adjustment and trial purposes and for the reconnaissance of the circuit.

A (free) practice may take place with or without timekeeping.

Timed Practice (Qualification)

The timed practice (qualification) serves to determine the starting grid for the race/s.

Warm-up

A warm-up is a free practice session.

Reserve driver

A reserve driver is defined as a driver who has already been named and who has not been used by the time stated due to the maximum number of starters permitted in the track license. Reserve drivers can

move up or start later if other participants drop out. Approval will be given by the race director/race director responsible for this.

Note: Only the German and DMSB approved text of the Regulations will be binding.