

Sporting Regulations

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ARTICLE 1 ORGANISATION

1.1 With the approval of the FIA the DMSB and the FFSA are organising the Formula 3 Euro Series (the Series) which is the property of the DMSB and the FFSA and comprises a title for drivers and teams (competitors), a rookie classification and a Nations Cup.

The following regulations shall apply, by order of precedence:

- The FIA International Sporting Code;
- FIA General Prescriptions;
- The Sporting, Technical and Organisation Regulations of the F3 EuroSeries;
- The Supplementary Regulations of the individual Events;
- Bulletins issued by the Organising Committee in order to modify or supplement the present regulations.

All matters not defined by the present regulations will be considered according to the FIA International Sporting Code or the FIA General Prescriptions, or will be included in the supplementary regulations of each event.

It consists of the Formula 3 Euro Series races which are included in the calendar below. All the participating parties (ASN's, organisers, promoters, competitors and circuits) undertake to apply as well as observe the rules governing the Series.

1.2 An Organising Committee will be formed, the members of which will have the task of ruling on the interpretation of and possible amendments to the present regulations.

A representative of the DMSB and a representative of the FFSA representing the Organising Committee will be present at each event in the Series.

1.3 The Formula 3 Euro Series takes place over a calendar of ten events:

16./17.05.2009	Hockenheim (D)
30./31.05.2009	EuroSpeedway (D)
27./28.06.2009	Norising (D)
18./19.07.2009	Zandvoort (NL)
01./02.08.2009	Oschersleben (D)
15./16.08.2009	Nürburgring (D)
05./06.09.2009	Brands Hatch (GB)
19./20.09.2009	Barcelona (E)
10./11.10.2009	Dijon-Prenois (F)
24./25.10.2009	Hockenheim (D)

The Organising Committee reserves the right to modify the calendar subject to FIA approval.

1.4 A Manager (F3 ES Manager) responsible for all operating and organisation matters of the Formula 3 Euro Series will be nominated by the Organising Committee. A promoter could be designated for the Series (see Article 3 of the 2009 F3 ES Organising Regulations).

1.5 The final text of these Sporting Regulations shall be the English version which will be used, should any dispute arise, as to their interpretation. Headings in this document are for ease of reference only and do not form part of these Sporting Regulations.

These Sporting Regulations come into force on February 1st 2009 and replace all previous Regulations governing the Series.

ARTICLE 2 GENERAL UNDERTAKING

2.1 All drivers, competitors and officials participating in the Series undertake, on behalf of themselves, their employees and agents, to observe all the provisions as supplemented or amended of the FIA International Sporting Code (the Code), the FIA Anti Doping Regulations, the Formula 3 Technical Regulations (the Technical Regulations), the Organisation Regulations and the present Sporting Regulations as well as Bulletins issued by the Organising Committee in order to modify or supplement the present Regulations together with all the provisions of the FIA General Prescriptions of which they have had due notice.

2.2 The Championship and each of its Events is governed by the Organising Committee in accordance with the Regulations. Event means any event entered into the Formula 3 Euro Series Calendar for any year commencing at the scheduled time for scrutineering and sporting checks and including all practice and the races themselves and ending at the later of the time for the lodging of a protest under the terms of the Code and the time when a technical or sporting certification has been carried out under the terms of the Code.

2.3 Any special national regulations must be submitted to the Organising Committee with the original application for inclusion of an event on the international calendar. Only with the approval of the Organising Committee can such special regulations come into force for an event. The Organising Committee will ensure that all applicant competitors are informed of such special regulations before entries close.

ARTICLE 3 GENERAL CONDITIONS

3.1 It is the competitor's responsibility to ensure that all persons concerned by

his entry observe all provisions according to Article 2.1 above.

If a competitor is unable to be present in person at the event he must nominate his representative in writing to the Organising Committee. The 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, pre event tests, practice sessions and the races.

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

3.4 During all and entire events and tests it is prohibited for competitors and/or anybody related to the entry of a car, to produce or order to produce any moving pictures (videos) of competition cars on track. Exceptions must be approved in writing by DMSB and ITR. Not complying will be reported to the stewards and will result in the exclusion of the relevant team and driver as well as a fine of 10.000,- EUR.

ARTICLE 4 LICENCES

All drivers, competitors and officials participating in the Series must hold an international licence grade A or B issued by their ASN.

In order to be allowed to take part in the 2009 Formula 3 Euro Series each driver must have at least an age of 17 years on January 1st 2009.

Upon request the Organising Committee may accept drivers not fulfilling the minimum age if the drivers records show the required level of experience and after the driver has been observed.

ARTICLE 5 REGISTRATIONS - FEES - ENTRIES

5.1 Applications to compete in the Series must be made by each competitor on the duly completed entry form (including the signed testing application for drivers 2009 as well as the appendix 2 and 3 of the Organisation Regulations) and submitted to the Organising Committee through the designated F3 ES Manager until the 1st of March 2009. Payment of the remaining entry fees (car entry fees from already accepted teams are already payed yet) as well as the rental fee for the 2009 ADR system must be made by bank transfer until the same date to the DMSW bank account no. 0948836, at Deutsche Bank at Frankfurt, BANK CODE 50070010, IBAN DE 83 5007 0010 0094 8836 00, SWIFT DEUTDEFF.

If not explicitly stated to the contrary, legal VAT must be added to all fees and fines specified in the present Regulations.

5.2 With the submission of the entry form, all drivers, competitors, teams and sponsors declare their consent for the use all of their rights in any media whatsoever (including without limitation moving pictures, digital images, print, radio, internet, merchandising for give away and retail sale) and publicity arising from their engagement in the Series for the marketing of the Series and this also after the year 2009, without any charge.

5.3 The entry fee is as follows:

- for a car: 8.100 € for all events and 1.800 € for each single event entry
- for a driver: 1.500 € for all events and 750 € for each single event entry

For entries submitted after March 1st 2009 and been accepted according to a waiver of the Organising Committee the entry fee will be

- for a car: 12.500 € for all events
- for a driver: 3.000 € for all events

Each driver entering the Series is obliged to pay the above entry fee.

5.3.a) The obligatory ADR System as per Article 275.8.3 of the 2009 Formula 3 Euro Series Technical Regulations will be provided by the F3 ES Organisation.

The fee for the 2009 season per car will be: 1.300 € for all events.

The ADR system may be used at events outside of the F3 Euro Series.

The ADR system has to be returned to the DMSB e.V. (Mr. Michael Günther, Hahnstraße 70 - Lyoner Stern, 60528 Frankfurt, Germany) no later than December 10th 2009. Failing to do so will result in a fine of 2.500 €.

5.4 No more than 32 cars will be admitted to take part in the Series.

The Organising Committee may cancel the Formula 3 Euro Series, if less than 18 cars are entered at March 15th each year.

The Organising Committee reserves the right to increase the number of admitted cars under particular circumstances.

5.5 With the submission of the entry form, all participants entrust and authorise the F3 ES Manager with the entry to all qualifying rounds of the Series (block entry).

5.6 All competitors are obliged to participate in all events of the 2009 season. The Organising Committee may approve waivers in exceptional circumstances. Single entries are subject to the approval of the Organising Committee. A driver

who is registered for the Series but is unable to take part in an event must inform the F3 ES Manager thereof in writing before the closing date for entries of that particular event.

No refund will be made to a driver who fails to participate in one or more events.

5.7 To have the entry for the 2009 F3 Euro Series become valid the fully filled in entry form including the signed testing application for drivers 2009 as well as the appendix 2 and 3 of the Organisation Regulations must have been submitted to the F3 ES Manager and all the fees must have been paid by each competitor at March 1st 2009 the latest. If a competitor is unable to nominate a driver until the latter date, the Organising Committee reserves the right to reject the relevant entry and to transfer the open entry to any other competitor.

In case of a single entry the fully completed entry form including the signed testing application for drivers 2009 (in case of the participation in a pre event test) as well as the appendix 2 and 3 of the Organisation Regulations must have been submitted to the F3 ES Manager at least 21 days prior to the Thursday of the event a driver intends to take part. Also the appropriate fees (see: Article 5.3 above) must have been paid until this date to the DMSW account (see: Article 5.1 above).

The Organising Committee reserves the right to accept applications which might arrive later. In this case the entry fee will be determined by the Organising Committee.

5.8 The following conditions apply for competitors willing to take part under a single entry permit given by the Organising Committee:

- Competitors (teams) and/or drivers will only be accepted up to the maximum of three single entries per season;
- Competitors (teams) and/or drivers coming under a single entry may not score points;
- Competitors (teams) and/or drivers coming under a single entry may not earn prize money;
- If a competitor and/or driver under a single entry finishes in a position usually awarded with points and prize money the following drivers taking part in the complete championship move up in the points and prizemoney's ranking.
- unless the championship is decided, no single entry of any competitor(team) and/or driver will be accepted for the last event;
- other than an event held at the Circuit Park Zandvoort (NL), competitors (teams) and/or drivers coming under a single entry must not have undertaken to race after 1st of March 2009 on a circuit forming a part of the of the current F3 ES season before the relevant event has taken place.

If one of the latter is not observed the relevant competitor (team) and/or driver will not be accepted to take part in an F3 Euro Series event under a single entry.

The Organising Committee may refuse entry applications and single entries after giving the reasons.

5.9 Single entry applications for the last round of the 2009 season could only be accepted according to a waiver given by the Organising Committee.

ARTICLE 6 EVENTS

6.1 Events are reserved for Formula 3 cars as defined in the Technical Regulations.

6.2 Each event will have the status of an international competition.

6.3 An event comprises the following:

- a free practice session of 60 minutes maximum
- one qualifying practice session of 30 minutes maximum
- one race of approximately 80 km or 30 minutes maximum
- one race of approximately 110 km or 40 minutes maximum

The qualifying practice session will determine the grid for race 1. The grid for race 2 will be according to the results of race 1 with the first eight classified drivers being lined up in reversed order.

The distance of all races, from the start signal referred to Article 45.3 to the chequered flag, shall be equal to the least number of complete laps which exceed a distance of 80 km (Saturday) and 110 km (Sunday). However, should the corresponding time, as set out in the table above, elapse before the scheduled race distance is completed, the leader will be shown the chequered flag when he crosses the control line (the Line) at the end of the lap during which the specified period ended. However, should the race be suspended (see Article 54) the race director in consent with the stewards may decide the whole length or a part of the suspension will be added to this period.

The Line is a single line which crosses both the track and the pit lane. The lap times will be taken at the Line.

6.4 In case a qualifying round of the Series will be organised outside a DTM event, the schedule as per Article 6.3 may be modified at short notice. These modifications will be published by F3 ES team information.

6.5 An event which is cancelled with less than three months written notice to the Organising Committee will not be considered for inclusion in the following year's calendar unless the Organising Committee judges the cancellation to have been due to force majeure.

6.6 An event may be cancelled if fewer than 12 cars are available for it.

ARTICLE 7 ORGANISATIONS OF EVENTS

Each organiser shall supply the information set out in the supplementary regulations which will be made available by the DMSB/FFSA. Each organiser has to submit the completed form to the DMSB/FFSA no later than 15 days before Thursday of an event which the F3 ES Manager will forward to all competitors.

ARTICLE 8 OBLIGATION FOR PUBLICATIONS

The organisers are obliged to publish the names of all competitors' or sponsors' licence holders as specified on the appropriate licence in their publications (programmes, entry/ starting and result lists) together with the drivers' names. Beyond this obligation made to the organisers, the Organising Committee cannot be held liable by the competitors' and sponsors' licence holders for any publications of the organisers.

ARTICLE 9 INSURANCE

9.1 The promoter of an event must procure that all competitors, their personnel and drivers are covered by third party insurance as required by national law.

9.2 Ninety days before the event, the promoter must send to the DMSB/FFSA details of the risks covered by the insurance policy which must comply with the national laws in force. Sight of the policy must be available to the competitors on demand.

9.3 Third party insurance arranged by the promoter shall be in addition and without prejudice to any personal insurance policy held by a competitor or any other participant in the event.

9.4 Drivers taking part in the event are not third parties with respect to one another.

ARTICLE 10 FORMULA 3 EURO SERIES

10.1 The Formula 3 Euro Series driver's 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

10.2 The title "Best Rookie" will be awarded to the driver who only raced with cars producing a performance level below a Formula 3 car before the first Series event and who has scored the highest number of points, taking into consideration all the results obtained during the events which have actually taken place. The rookie classification will be based on the overall classification.

10.3 The title "Best Team" will be awarded to the team (competitor) which scored the highest number of points, resulting from its best two cars competing under the same entry taking into consideration all the results obtained during the events which have actually taken place.

The final classification of the title Best Team will be based on the addition of the points obtained by the drivers of the same team (each single race being taken into account).

10.4 The Nations Cup will consist of a classification of all nations having drivers entered in the Formula 3 Euro Series.

Only the best two drivers of each nationality will score points for the Nations Cup.

The final classification of the Nations Cup will be based on the addition of the points obtained by the drivers of the same nationality, each single race being taken into account.

Each driver must be clearly identifiable, using the national flag on the cars and drivers as defined by the Organising Committee.

10.5 Points for these titles will be awarded for each race at each event according to the following scale:

For race 1

- 1st: 10 points
- 2nd: 8 points
- 3rd: 6 points
- 4th: 5 points
- 5th: 4 points
- 6th: 3 points
- 7th: 2 points
- 8th: 1 point

For race 2

- 1st: 6 points
- 2nd: 5 points
- 3rd: 4 points
- 4th: 3 points
- 5th: 2 points
- 6th: 1 point

Additionally 1 point will be awarded for the fastest time in the qualifying practice session for the driver's classification only.

Should two or more drivers have set identical times the driver who set the time first will receive the point.

In case a qualifying practice session is divided into two groups (see Article 49) no point will be awarded for the fastest time in a qualifying practice session.

As stated in Article 5.8, Competitors (teams) and/or drivers accepted to take part in an event under a single entry permit given by the Organising Committee may not score points, subsequently permanent entered drivers will move up in the classification.

10.6 For the 2009 F3 Euro Series there will be a prize money according to the 2009 F3 Euro Series Organisation Regulations.

10.7 If a race is suspended under Article 54, and cannot be resumed, no points will be awarded if the leader has completed less than two laps, 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 more than 75% of the original race distance.

10.8 The drivers finishing first, second and third in the Series as well as the winner of the Rookie classification must be present at the annual prize giving ceremony specified by the Organising Committee.

The drivers nominated by their ASN to represent the winning nation in the Nations Cup classification must be present at the annual prize giving ceremony specified by the Organising Committee.

The representative of the winning team of the F3 Euro Series must be present at the annual prize giving ceremony specified by the Organising Committee.

10.9 The failure to attend the annual prize giving ceremony may result in a penalty inflicted by the Organising Committee.

ARTICLE 11 DEAD HEAT

11.1 Prizes and points awarded for all the positions of competitors (teams), drivers, nations who tie, will be added together and shared equally.

11.2 If two or more competitors (teams), drivers, nations finish the season with the same number of points, the higher place in the Series (in either case) 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 Organising Committee will nominate the winner according to such criteria as it thinks fit.

11.3 The procedure of 11.2 a)-d) applies to all classifications as per Article 10.1 up to 10.4.

ARTICLE 12 PASSES

All persons concerned in any way with an entered car or present in any other capacity whatsoever in the paddock, pits, pit lane or on track must wear an appropriate pass clearly visible at all times. A pass may be used only by the person and for the purpose for which it was issued.

ARTICLE 13 DMSB / FFSA-DELEGATES / OFFICIALS

13.1 For each event the Organising Committee will nominate the following delegates:

- a race director
- a permanent starter
- a chairman of the stewards
- a technical delegate

and may nominate:

- a safety delegate
- a medical delegate
- a press delegate
- a safety car driver
- an observer

13.2 The role of the DMSB/FFSA 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 Series are respected, to make any comments they judge necessary and to draw up any necessary reports concerning the event.

13.3 The technical delegate nominated by the Organising Committee will be re-

sponsible for scrutineering and will have full authority over the scrutineers assigned to him. He reports directly to the race director / clerk of the course and the stewards. The technical delegate may, at any time during an F3 event, carry out any checks in accordance with the relevant technical regulations. The race director / clerk of the course and the stewards will be informed about the results.

13.4 The following officials will be nominated by the organiser and their names sent to the Organising Committee:

- One steward from among the ASN's nationals.
- The clerk of the course.

13.5 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 making 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 or the Sporting Regulations;
- c) the stopping of practice or suspension of the race in accordance with the Sporting Regulations if he deems it unsafe to continue and ensuring that the correct restart procedure is carried out;
- d) the starting procedure;
- e) the use of the safety car.

13.6 The race director, the clerk of the course, the stewards and the technical delegate must be present at the circuit from 12:00 at the date of the first practice session. However with the beginning of initial scrutineering the technical delegate and at least one steward must be present at the circuit.

13.7 The race director must be in radio contact with the clerk of the course 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 in race control and in radio contact with all marshal's posts during these times.

13.8 In accordance with Article 134 of the ISC the stewards officiate as a body under the authority of a chairman.

ARTICLE 14 INSTRUCTIONS AND COMMUNICATIONS TO COMPETITORS

14.1 The stewards or the race director may give instructions to competitors by means of special circulars in accordance with the Code. These circulars will be dis-

tributed to all competitors who must acknowledge receipt.

14.2 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.

14.3 Any decision or communication concerning a particular competitor should be given to him within twenty five minutes of such decision, and receipt must be acknowledged.

ARTICLE 15 INCIDENTS

15.1 "Incident" means any occurrence or series of occurrences involving one or more drivers, or any action by any driver, which is reported to the stewards by the race director / clerk of the course (or noted by the stewards and referred to the race director for investigation) which:

- necessitated the suspension of a race under Article 54;
- constituted a breach of these Sporting Regulations or the Code;
- caused a false start by one or more cars;
- caused a collision;
- forced a driver off the track;
- illegitimately prevented a legitimate overtaking manoeuvre by a driver;
- illegitimately impeded another driver during overtaking.

Unless it was completely clear that a driver was in breach of any of the above, any incidents involving more than one car will normally be investigated after the race.

15.2 If a driver is involved in a collision or incident, and has been informed of this by the race director or the stewards no later than 25 minutes after the race has finished, he must not leave the circuit without their consent.

Additionally, if an incident is under investigation by the race director or stewards a message informing all teams which driver or drivers are involved could be displayed on the timing monitors. Provided that such a message is displayed no later than five minutes after the race has finished the driver or drivers concerned may not leave the circuit without the consent of the race director or the stewards.

ARTICLE 16 CLASSIFICATION PENALTIES

16.1 Classification penalties are:

- Cancellation of practice laps,
- Cancellation of practice times,

- Drive through penalty,
- Time penalties,
- Non-classification.

16.2 These penalties may be inflicted by the race director without observing any special procedures. They lie within the competence of the race director and will, during the races, be notified by displaying the relevant penalty at the signal area or by addition of a time penalty to the elapsed time of the driver concerned respectively by the amendment of the results.

16.3 A penalty inflicted by the race director could be re-examined by the stewards if they receive an admissible protest. The stewards are not bound to the decision taken by the race director. The penalty may also be modified to the disadvantage of the party concerned and one or several additional penalties may be inflicted.

Penalties of driving through or stopping in pit lanes are not susceptible to protest.

16.4 If the circumstances leading to a classification penalty justifying the infliction of one or several sports penalties, the stewards inflict such sports penalties without having received a protest or without a previous decision by the race director.

16.5 The race director must inform the stewards of any classification penalty he might have inflicted.

16.6 Under special circumstances, the race director may, after due consideration, reduce the classification penalties for driving mistakes or refrain from inflicting a classification penalty. The right of inflicting classification and sports penalties by the stewards is not affected by this regulation.

16.7 The race director may impose any of the following penalties on any driver involved in an incident:

- a) A drive-through penalty: The driver must enter the pit lane proceeding through the pit lane without stopping and re-join the race.
- b) A time penalty: The driver must enter the pit lane, stop in the pit lane at the place defined in the supplementary regulations for the period of the time penalty and then rejoin the race without any further stop.

However, should either of these penalties be imposed during the last five laps, or after the end of a race, Article 16.8 below will not apply and in case of a drive through penalty 30 seconds will be added to the elapsed race time of the driver concerned. This period will be increased by the number of seconds according to the relevant duration in case of a time penalty.

These times may increase due to the length of the pit lane. They will be published in the supplementary regulations or in a bulletin.

16.8 Should the race director decide to impose a penalty as per Article 16.7 a) – b), the following procedure will be followed:

From the time the decision is displayed at the Line the relevant driver may cover no more than three complete laps before entering the pit lane. Whilst a car is stationary in the pit lane as a result of incurring a penalty it may not be worked on. However, if the engine stops it may be started after the relevant time penalty period has elapsed. In addition the race director / clerk of the course may give a written notification to the team and / or may display the decision on the timing monitor.

16.9 Any breach or failure to comply with Articles 16.7 or 16.8 may result in the car being excluded.

ARTICLE 17 PROTESTS AND APPEALS

17.1 Protests shall be made in accordance with the Code and accompanied by a fee in cash or check as given in the supplementary regulations of each event.

17.2 In addition to the cases coming under Article 152 of the Code, appeals concerning a stewards' decision to alter the grid position of one or more drivers will have no suspensive effect

ARTICLE 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.

A penalty may be inflicted for any breach of the Regulations that has been reported to the stewards. The stewards may suspend the application of a penalty.

If, in the opinion of the stewards a breach of the Regulations justifies it, they may drop the relevant driver such number of grid positions for the current or any following event as they consider appropriate. In case of a grid, set up in two columns as a result of a qualifying held in two groups, the stewards may adjust the drop of positions according to the initial penalty at their discretion.

In principle a driver who got the penalty of putting him X positions back in the grid of the next race he will participate in and this next race's grid is set up in two columns, he will be put back X rows divided by 2. If X is an odd number the number of rows will be rounded down to the benefit of the driver.

18.2 The following infringements – but not exclusively – should lead to the penalties listed below.

- Hindering another driver during qualifying: a drop of grid positions as deemed appropriate and fines; in severe or repeated cases: exclusion and fines.
- Infringements against the grid or starting procedures: exclusion or time penalty; in less severe cases: fines.
- Blocking of another driver during a race: a drop of grid positions for the next race as deemed appropriate and fines. In severe or repeated cases: exclusion and fines.
- Causing a collision: exclusion or a drop of grid positions for the next race as deemed appropriate and fines.
- Repeated or dangerous offence concerning the observation of flag signals: exclusion or time penalty and fines.
- Repeated or dangerous exceeding of the pit lane speed limit: a drop of grid positions as deemed appropriate or time penalty.
- A breach of the weighing Regulations: exclusion or a drop of grid positions as deemed appropriate and fines.
- Non compliance with the Technical Regulations: exclusion.

ARTICLE 19 CHANGES OF DRIVER

During a season, each team will be permitted a driver change for their cars which may be changed at any time provided that any driver change is made with the written approval of the Organising Committee and in accordance with the Code. Further more after initial scrutineering, a driver change may only take place with the consent of the stewards.

In all other circumstances, competitors will be obliged to use the drivers they nominated at the time of entering the Series except in cases of force majeure which will be considered separately. Any new driver may score points in the Series provided he is not coming under a single entry permit given by the Organising Committee.

Any change of drivers between entered teams is subject to the approval of the Organising Committee. The approval will only be given if written statements could be presented, proving that none of the involved parties having any objections.

ARTICLE 20 DRIVING

The driver must drive the car alone and unaided.

21.1 Only cars prepared in compliance with Article 275 of the Appendix J to the 2009 FIA International Sporting Code (ISC) are eligible to participate in the Series. In order for a car to be eligible for the use in the 2009 Formula 3 Euro Series, each competitor must indicate on the entry form the make of car for each of the cars under his entry. Once indicated, only one change of the make of car for each entry is admissible during the entire season. The change is subject to the approval of the Organising Committee.

No driver may use more than one car at the same event. After initial scrutineering the monocoque (chassis) may not be changed for the duration of the event. The scrutineers will use the embedded transponders for identification.

Competitors must ensure that their cars comply with the Technical Regulations and the safety requirements during the practice sessions and the races.

21.2 At scrutineering carried out before the event at the latest, the competitor must specify the driver / car combination. In no case can a driver entered on a specific car change this car during an event after the beginning of the first practice session.

21.3 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.

21.4 Any car which has passed scrutineering may not be removed from the paddocks without the consent of the technical delegate, not even temporarily, until the opening of Parc fermé after the last race or until eventual post-race checks will have been completed.

21.5 Accident data recording:

a) Each car must be fitted with an FIA accident data recorder during each Event and during all pre-event and officially organised tests. Teams must use their best endeavours to ensure that the recorder is in working order at all times. The only purpose of these units is to monitor, record or control one or more of the following:

- data relevant to an accident or incident ;
- a lap trigger ;

b) At any time following an accident or incident competitors must make the data recorder available and accessible to the technical delegate. A representative of the team concerned may be present when data relevant to an accident or incident is being uploaded from the recorder. A copy of the data will be made available to the team.

c) Any conclusions as to the cause of an accident, or any data relevant to an accident, may only be published in the form of a report which has been agreed between the team concerned and the Organising Committee.

22.1 The provisions of the Code relating to national colours shall not apply to the Series.

22.2 Each car will carry the race number as published by the Organising Committee. The race numbers will be allocated to the team and car and will not be modified in case of a driver change. The competition numbers must be placed on the front bonnet, and onto both side panels of the rear wing according to Article 6.1 of the 2009 F3 ES Organisation Regulations and the corresponding Appendix 1).

No other advertising must be displayed on the cars within the reserved spaces for the series sponsors according to "Article 6.1 of the 2009 F3 ES Organisation Regulations and the corresponding Appendix 1.

22.3 The allocation of competition numbers for the 2009 season will be based on the final classification of the 2008 F3 ES drivers' Classification. The Organising Committee reserves the right to make exceptions.

23.1 No driving, testing and racing is permitted on circuits which are not currently FIA or ASN approved for the use by Formula 3 cars.

23.2 Other than the participation in the Series events (as defined in article 6) no driver and no competitor entered in the 2009 F3 Euro Series must undertake any driving, testing and racing with a Formula 3 car, as per Article 275 of Appendix J of the 2002 – 2009 FIA International Sporting Code:

- on all circuits which are part of the 2009 Formula 3 Euro Series calendar from of December 18th 2008 until the particular circuit will no more be used for a qualifying round of the 2009 season.

The following circuits are part of the 2009 Formula 3 Euro Series calendar: Hockenheim (D), EuroSpeedway Lausitz (D), Oschersleben (D), Norisring (D), Zandvoort (NL), Nürburgring (D), Brands Hatch (GB), Barcelona (E), Dijon (F).

- on any other circuit from of December 18th 2008 until the end of the last qualifying round of the 2009 season.

Apart from the restrictions cited above there will be the following events and tests in which all participants may take part in:

a) Official 2009 F3 Euro Series testing

2 x 2 days of official pre season testing will be organised:

- in Estoril on the 18th and 19th of March 2009
- Valencia on the 23rd and 24th of March 2009.

Additionally 2 days of official mid season testing will be organised:

- in Magny-Cours on the 17th and 18th of June 2009

The costs of this test will be shared equally between all participating cars.

b) private testing

- Beside the above each entered competitor (team) may apply for the maximum of 4 days of private testing for each of his cars and/or drivers under his entry between December 18th 2008 and the last event of the 2009 season.
- The Organising Committee will give the permission only if a private test has been announced to the F3 ES Manager seven days in advance by submitting the fully completed „Application for Private Testing“ (appendix 4 of the 2009 F3 ES Organisation Regulations). Any other competitor (team) entered in the 2009 F3 Euro Series, must be accepted by the applicant to take part on the basis of fair cost sharing. Each competitor intending to take part in private test days organised by any other competitor is obliged to inform the F3 Manager at least 2 days ahead of his participation also by submitting the fully completed „Application for Private Testing“ (appendix 4 of the 2009 F3 ES Organisation Regulations).

ba) private testing for new drivers

- from the 1st of July 2009 until the end of the last qualifying round of the 2009 season the maximum of 6 days of private testing per entered competitor are admissible.
- Only drivers raced with cars producing a performance level below a Formula 3 car are admitted during these 6 days of private testing.
- Each competitor must submit the date, the name of the track of testing as well as the name of the driver to the F3 ES Manager 7 days in advance. In case of doubt the Organising Committee will decide on the eligibility of a driver.

c) pre event testing

The maximum of 7 pre event test days (each comprising one session of 90 minutes) will be organised by the F3 ES Manager on circuits which will host a round of the 2009 season where it is possible to do so and, the costs of will be shared equally between all entered cars.

Race events with pre event test are planned to be Hockenheim I, Eurospeedway Lausitz, Zandvoort, Oschersleben, Nürburgring, Barcelona and Dijon.

d) non Series events

A non Series event is a meeting that includes a minimum of one race and practice sessions and does not count towards the 2009 Formula 3 Euro Series.

Each entered driver or competitor (team) may apply for the participation in non Series events for each of his cars under his entry.

The participation in a specific official test organised within the frame work of such an event is admissible and will not be counted as private testing provided the driver concerned will take part in the relevant event as well.

A general approval is given for the Masters event in Zandvoort (NL).

e) During the tests as per Article 23.2.a) and 23.2.c) above all Sporting Regulations and Technical Regulations governing the 2009 F3 Euro Series must be observed. The Organising Committee will ensure the presence of a scrutineer at the pre- / or mid- season tests and will run checks at pre event testing from time to time.

Any breach of the prescriptions of Article 23.1 will be brought in front of the Organising Committee and may result in the relevant competitor or driver not be allowed to take part in the 2008 season or may lead up to the exclusion from 2009 F3 Euro Series as well as to all penalties which are available under the code (e.g. Article 155 of the ISC).

ARTICLE 24 PIT LANE

24.1 For the avoidance of doubt and for description purposes, the pit lane shall be divided into two lanes. The lane closest to the pit wall is designated the „fast lane“, and the lane closest to the garages is designated the „inner lane“. Other than when cars are at the pit exit under Articles 45.2, the inner lane is the only area where any work can be carried out on a car.

- a)** Competitors may not attempt to enhance the grip of the surface in the pit lane.
- b)** Competitors must not paint lines on any part of the pit lane.
- c)** 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.
- d)** When cars are permitted to leave the pit lane they must do so in the order they arrived at the end of the pit lane unless another car is unduly delayed. At all times drivers must follow the directions of the marshals.
- e)** It is the responsibility of the competitor to release his car after a pit stop only when it is safe to do so.

24.2 The F3 ES Manager will allocate a specific area in the pit lane where each team may work and where to make their stops during practice and the races. If garages will be used, this area will be the one in front of their allocated garage.

During an event, stopping or parking a vehicle – even temporarily – out of its assigned pit lane area is not permitted.

Any breach of this rule during qualifying or the races will be subject to the judgement of the stewards.

If teams are using garages the doors must remain open at all times. The interior of

the garages must remain visible at all times from the pitlane.

24.3 Only persons holding an appropriate pass are admitted in the pit area. Children and young people (under 14 years of age) are not admitted in the pit lane, even if accompanied by an adult. This applies also if they hold a valid pass.

24.4 All electrical devices must comply with the current and valid safety prescriptions. For safety reasons, smoking is absolutely prohibited in the complete area of the pits and on the starting grid.

24.5 During practice sessions and the races the lights at the pit lane exit must be observed. A driver may only leave the pit lane when the green light is on.

ARTICLE 25 SPORTING CHECKS

25.1 Administrative checks will take place at the first 2009 F3 Euro Series event at the race office. The exact time and location will be published in the supplementary regulations. If later during the season there is a change of drivers the relevant competitor must show their respective licences at the F3 ES office.

25.2 The following documents must be submitted by the competitors:

- competitor's / sponsor's and driver's licences
- ASN authorisation for foreign licence holders (applicable for licences not issued by the ASN of a membership country of the EC or an associated country)
- Medical certificate of aptitude (printed on the licence for DMSB licence holders).

25.3 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 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.

ARTICLE 26 SCRUTINEERING

26.1 Initial scrutineering of the car will take place at a time set out in the supplementary regulations of each event at the place assigned to the team.

26.2 Unless a waiver is granted by the stewards, competitors who do not keep to these time limits will not be allowed to take part in the event.

26.3 No car will be allowed on the track until it has been passed by the scrutineers.

26.4 The scrutineers may:

- a) check the eligibility of a car or of a competitor at any time during an 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.
- e) maximum twice during the current season, drivers and competitors are obliged to dismantle the engine of their race car, under the supervision of the scrutineers, without refund of the expenses.
- f) the Organising Committee reserves the right to give instructions for further engine dismantling:

To check the ECU's the competitors/manufacturers (of engines or ECU's) must provide the corresponding connector and cable etc. for upload at the scrutineers disposal before the first race.

26.5 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.

26.6 The race director may require that any car involved in an accident be stopped and checked.

26.7 Checks and scrutineering shall be carried out by duly appointed officials who shall also be responsible for the operation of the parc fermé and who alone are authorised to give instructions to the competitors.

26.8 The correct presentation of the Series sponsors, drivers' names and race numbers as indicated in the 2009 F3 ES Organising Regulations will be checked at scrutineering. In case of non-compliance with Article 6.1 of the 2009 F3 ES Organisation Regulations and the corresponding Appendix 1, the car will not be allowed to take part in the event.

26.9 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.

26.10 In agreement with the stewards, the technical delegate may also check cars after an event at a location other than the circuit area. The stewards will be informed about the results of such checks. The results remain provisional until the stewards have taken a corresponding decision.

ARTICLE 27 ENGINE

a) Other than the use of another engine has been approved by the stewards, each driver and/or car may use no more than one and the same engine for the duration of three consecutive events in which he and/or it competes, including their pre event testing sessions if applicable.

In case an engine is used during the non series event -Formula 3 Masters- in Zandvoort' (NL) under the same conditions applying to F3 Euro Series events this will be recognised to count towards the above value.

If an engine is used for more than the three mandatory consecutive events, no penalty will apply in the event of an engine change.

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

All engines which are used in F3 Euro Series Events, all tests according Article 23 and the non series event (Masters in Zandvoort NL) must be fixed with the Official F3 ES Transponders on the advised positions valve cover and oil sump.

At the first event of the 2009 F3 ES season each engine will be registered with the particular driver and/or car prior to the first pre event test section or free practice session respectively in order to be eligible for the use during the current and following event. It is the responsibility of each competitor to ensure the seals remain unharmed.

b) The following components must have non-removable devices which make a sealing of the components with each other possible:

- Valve covers and cylinder heads
- Cylinder heads and engine blocks
- Engine block and oil sump

c) In case of an engine change requested by a competitor the following procedures must be followed:

- Once an engine has been registered any engine change during an event must imperatively be reported to the technical delegate before any work may start.
- The request for an engine change has to be submitted in written to the technical delegate. The technical delegate will proceed the application to the stewards accompanied by his report stating the reasons of the engine change.
- Each engine change must be approved by the stewards. The approval of the engine change will become valid once the new engine has been sealed and registered with the particular car by the technical delegate or his representative.

d) As a result of an approved engine change during the 2009 season the relevant driver and/or car will be moved back ten positions on the grid of the next race he will take part in (According to the grid position he has achieved as a result of the

qualifying practice session or the results of race 1 of an event). If a driver and/or car will not take the start in race 1 and/or 2, subsequently the penalty will be executed at race 1 of the following Series event.

With the specific permission of the stewards each driver and/or car may once (1) during the 2009 F3 Euro Series season replace an registered engine by another engine without incurring any of the above penalty

The sole exception of the latter may be the unencumbered accidental damage of an engine which could be accepted by the stewards as such.

The stewards may reject the application of the penalty in exceptional circumstances.

e) The Organising Committee may increase the required engine life time as per a) above at short notice.

ARTICLE 28 GEARBOX

a) Each car may only use one type of a homologated gearbox unit including differential and final drive during all pre season, pre event testing and all events of the 2009 season.

b) With the submission of the entry form each competitor must specify for each of his cars the type and the make of gearbox he is intending to use. Once specified no car may use any other type of gearbox.

c) Only in case a competitor is changing from one car manufacturer to another and only in case the car's current gearbox will not fit with the new car, he may apply to the Organising Committee for approval to nominate another type of gearbox. This may be granted only once during the 2009 season.

ARTICLE 29 TYRES AND RIMS

29.1 For the 2009 Formula 3 Euro Series events and there for all the practice sessions and the races as well as for all the official testing and pre event testing, organised by the F3 ES Manager, the only permitted tyres are KUMHO ECSTA S700 dry-weather tyres (slicks) and KUMHO ECSTA W700 wet-weather tyres (wets). All slick tyres must have an official identification (BAR CODE label) applied during the production process to identify each single tyre. It is prohibited to use any slick tyre without this identification.

The following tyres must compulsory be used by all participants:

Manufacturer: KUMHO Tires
 Dimensions: front 180 / 550 R 13
 rear 240 / 570 R 13

Any modification or cutting of the tyre tread or the tread pattern is prohibited. Any chemical, mechanical or thermal treatment of the tyres is prohibited. It is not permitted to use tyre heaters, microwave or infrared systems or any other means to artificially change the temperature of the tyres.

The only permitted exception is:

- Any dirt (stones / pick-up) on the tyre tread of the slick tyres may be removed by means of thermal-mechanical scrapers.

To inflate the tyres compressed ambient air or nitrogen is permitted only.

29.2 With the sole exception for the way from the paddock into the pit lane no car must use the track on slick tyres which have not been allocated to that particular car for the corresponding event.

All the BAR CODE labels of all slick tyres intended for use by this particular car at this event are to be registered by the scrutineers. The competitor will receive written confirmation about all the BAR CODE numbers of all tyres for each car under his entry. It is the responsibility of the competitor to check the documents with the tyres.

The following applies:

- All new slick tyres must be taken from the stock of the tyre supplier present at the circuit. These slick tyres will be allocated to each car by the scrutineers.
- New slick tyres must not be fitted for registration.
- The tyre supplier will not take back any tyres which have already been registered by the scrutineers, even if they are unused.
- The scrutineers may at their discretion place any tyre under parc fermé condition at any time during the event. The instructions of the scrutineers are to be observed in any case.

Limitation of slick tyres at each event:

29.3

a) events with pre event test

During the pre event test all cars may only use one set (two sets for the first pre event test in Hockenheim) of new slick tyres (one set comprises 2 front and 2 rear wheel tyres) and two sets of previously registered slick tyres which will be registered with each car by the scrutineers before the beginning of the first pre event test section.

At the first event of the 2009 season these previously registered slick tyres must

come out of the tyres which had been used by the particular car during the official pre season testing in Valencia. At the second and all further 2009 events these previously registered slick tyres must come out of the tyres which had been used at a previous event by the particular car.

Each competitor must indicate the BAR CODE numbers of all slick tyres intended for use during the pre event test on the tyre form provided on the F3 ES website (f3euroseries.com) and must submit this form to the scrutineers no later than the day before the pre event test via e-mail or in written. The scrutineers will make available the documentation about the eligible tyres of each car before the beginning of the pre event test.

For the entire event (free practice session, qualifying practice session and the races) each car will receive the maximum of 3 sets (one set comprises 2 front and 2 rear wheel tyres) of new slick tyres coming from the stock of the tyre supplier at the circuit which will be registered with each car by the scrutineers before the beginning of the free practice session.

During the free practice session each car may use 3 sets of tyres which were registered for the pre event test as well as the three sets of tyres which were allocated at the circuit.

Only the 3 sets of slick tyres coming from the stock of the tyre supplier at the circuit and which are allocated to the particular car may be used for the qualifying practice session and the races at an event.

b) events without pre event test

For the entire event (free practice session, qualifying practice session and the races) each car will receive the maximum of 3 sets (one set comprises 2 front and 2 rear wheel tyres) of new slick tyres coming from the stock of the tyre supplier at the circuit and one set of previously registered slick tyres which will be registered with each car by the scrutineers before the beginning of the free practice session.

At the first event of the 2009 season these previously registered slick tyres must come out of the tyres which had been used by the particular car during the official pre season testing in Valencia. At the second and all further 2009 events these previously registered slick tyres must come out of the tyres which had been used at a previous event by the particular car.

Each competitor must indicate the BAR CODE numbers of all slick tyres intended for use during the pre event test on the tyre form provided on the F3ES website (f3euroseries.com) and must submit this form to the scrutineers no later than the day before the free practice session via e-mail or in written. The scrutineers will make available the documentation about the eligible tyres of each car before the beginning of the free practice session.

During the free practice session each car may use the set of tyres which was previously registered as well as the 3 sets of tyres which were allocated at the circuit.

Only the 3 sets of slick tyres coming from the stock of the tyre supplier at the circuit and which are allocated to the particular car may be used for the qualifying practice session and the races at an event.

c) It is not permitted to exchange slick tyres which have been allocated by the scrutineers at an event unless a tyre is undoubtedly damaged during production process which must be confirmed by the tyre manufacturer.

Limitation of wet tyres at each event:

29.4

a) During the qualifying practice session and races, with the sole exception for the way from the paddock into the pit lane no car must use the track on wet tyres which have not been allocated to that particular car.

Each car will receive the maximum of 2 sets (one set comprises 2 front and 2 rear wheel tyres) of new wet tyres at an event. These wet tyres will be allocated by the scrutineers. The competitor will receive written confirmation about all the BAR CODE numbers of all tyres for each car under his entry. It is the responsibility of the competitor to check the documents with the tyres.

b) At the first event of the 2009 season after the end of the free practice session these allocated two sets of wet tyres must be fitted onto rims and will be stored into containers which will be sealed by the scrutineers and submitted to the respective competitors. The containers will rest with the competitors and remain sealed unless at any event the provisions under c) below will apply:

c) These containers may only be opened a qualifying practice session and/or a race is declared to be a 'wet session' by the race director. If these tyres are used during a qualifying practice session or a race they become no more eligible in any qualifying practice session or any race of the following events of the 2009 season.

New wet-weather tyres will be allocated to the relevant car(s) for the following events of the 2008 season in compliance with the prescriptions of point a) above.

d) It is not permitted to exchange wet tyres which have been allocated by the scrutineers unless a tyre is undoubtedly damaged during production process which must be confirmed by the tyre manufacturer.

After the end or before the beginning of an event the technical delegate has the right to order single or all of the registered wet weather tyres to be exchanged.

29.5 At any time during an event, the scrutineers and the official assistant scrutineers may check if the tyres are in compliance with these prescriptions. All participants are obliged to support these checks and to provide the necessary assistance for them to be carried out.

29.6 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 practice sessions or the races, at his own discretion.

29.7 Any breach of these regulations may result in the car concerned being excluded from the event.

Tyres for the pre- and mid- season testing

29.8 In addition to the KUMHO tyres allocated for the events (see article 27 above), slick tyres for each entered car will be made available for the pre- and mid season tests. These slick tyres will be assigned to each car according to the order made out by the competitors to the designated tyre supplier. Only these tyres are eligible during the pre season test.

For each day of official **pre- and mid- season** testing each entered car may purchase the maximum of 2 sets of new slick tyres from the stock of the designated tyre supplier and only if the particular car is present at the testing site and will be used.

Any further tyre regulation for the **pre- and mid- season** test will be circulated via team info on short notice.

29.9 Only the rims of the designated rim supplier may be used during the F3 ES events and testing. Their use must be in accordance with the present 2009 F3 ES Sporting Regulations and with the 2009 F3 ES Technical Regulations.

ATS alloy rims:

front: MSR 901302

back: MSR 1051302

ARTICLE 30 FUEL, COMBUSTIVE

30.1 All participants must use the fuel assigned by the Organizing Committee for the corresponding event. At any time during the event after scrutineering, no other fuel than the prescribed one may be in any car which has passed scrutineering. The fuel made available on payment corresponds to DIN EN 228 minimum specification, unleaded Super Plus. The prescribed fuel may not be modified. No substances may be added, removed or modified in their concentration. Any mixture with other fuel including a fuel which had been assigned at a previous event is prohibited.

30.2 Only ambient air may be mixed with the fuel as an oxidant. Unmodified ambient air is the only cooling medium permitted for any fuel in a race car which has passed scrutineering.

ARTICLE 31 REFUELLING

31.1 Refuelling of race cars or removal of fuel is only allowed in the paddock or in the pitlane, unless otherwise stated in the organiser's provisions or in the track licence. The driver must not remain inside the car throughout the refuelling or the removal of fuel and the engine must be stopped.

All refuelling systems must have a completely closed circuit. The connectors (i.e. female and male refuelling valve) must be provided with self-sealing quick couplings and must be a type approved by FIA.

Each competitor must ensure that an assistant equipped with a suitable fire extinguisher of adequate capacity is beside the car throughout all refuelling operations. The fuel attendants must wear flame proof overalls, gloves, balaclavas and footwear.

31.2 Any refuelling or removal of fuel, on the starting grid and during the qualifying practice sessions and the races is forbidden. Any refuelling or removal of fuel after the suspension of a race is prohibited.

31.3 All cars must be fitted with a self sealing connector which can be used by the scrutineers to remove fuel from the tank. This connector must be a type approved by FIA. It must be possible for a pipe to be fitted to this connector. This pipe must reach the ground outside the car and be fitted with a cut-off device. The connector must be placed in an unlockable part between the injection strip and the fuel line inside the engine compartment. The refuelling and ventilation necks must be designed to allow sealing.

ARTICLE 32 FUEL AND TYRE CHECKS

Fuel checks

32.1

a) At any time during the event, and in particular after the qualifying practice and after the races, the fuel cell of the car must contain the amount of fuel to obtain at least 1,0 kg of fuel to be taken as a fuel sample by using the connector as per Article 31.3 of the present Regulations. The competitors must provide a fuel line of at approx. 1.5 m of length with tap and the respective connector to the scrutineers to gain a fuel sample. The following prescriptions apply:

b) During each event, a reference sample will be taken from the fuel supplier determined for that particular event. Gas- and fuel-tight locking containers will be used for the fuel samples.

Three samples will be placed in the containers which will be delivered as follows:

- one container to the scrutineers for testing
- one container to the organiser
- one container to the fuel supplier.

The containers will be labelled and sealed.

c) The technical delegate or his representative may take fuel samples from the race cars at any time during the event. Gas- and fuel-tight locking containers will be used for the fuel samples.

Three containers will be filled with the samples and delivered as follows:

- one container to the scrutineers for testing
- one container to the organiser
- one container to the competitor

The containers will be labelled and sealed.

Tyre checks

32.2

a) The used tyres during the F3ES event has to have the specified specification by the tyre supplier at any time during the event.

b) Before the beginning of the tyre allocation, a reference sample of one tyre will be taken from the tyre supplier determined for that particular event.

Gas-tight locking containers will be used for the tyre samples. Three containers will be filled with the samples and delivered as follows:

- one container to the scrutineers for testing
- one container to the organiser
- one container to the tyre supplier

The containers will be labelled and sealed.

c) The technical delegate or his representative may take tyre samples from the race cars at any time during the event. Gas-tight locking containers will be used for the tyre samples. Three containers will be filled with the samples and delivered as follows:

- one container to the scrutineers for testing
- one container to the organiser
- one container to the competitor

The containers will be labelled and sealed.

ARTICLE 33 COOLING

Only ambient air, water, antifreezing agent and oil are permitted as cooling elements for the cars. Heterogeneous matter and dry ice are not permitted.

The cooling of the cars which are subject to the parc fermé rules with an external cooling blower is permitted, but no part of the external cooling blower may be in direct contact with the car.

ARTICLE 34 WEIGHTS AND WEIGHING

34.1 At any time during the event the minimum weight of the complete car with the driver on board including the driver's personal safety equipment is 540 kg.

34.2

a) During all practice sessions cars will be weighed as follows:

- 1) the DMSB/FFSA will install weighing equipment in the first garage (the DMSB/FFSA garage) which will be used for the weighing procedure ;
- 2) cars will be selected at random to undergo the weighing procedure;
- 3) when signalled to do so, the driver will proceed directly to the DMSB/FFSA garage and stop his engine ;
- 4) the car will then be weighed with driver and the result given to the driver or a team representative in writing ;
- 5) if the car is unable to reach the DMSB/FFSA garage under its own power it will be placed under the exclusive control of the marshals who will take the car to be weighed ;
- 6) If a car stops on the circuit and the driver leaves his car, he must go to the weighing area immediately on his return to the pit lane in order for his weight to be established.
- 7) a car or driver may not leave the DMSB/FFSA garage without the consent of the technical delegate.

b) After the qualifying practice sessions and the races any car could be weighed. If a driver wishes to leave his car before it is weighed he must ask the scrutineers to weigh him in order that his weight may be added to that of the car. The result of the weighing is a decision of a judge of fact.

c) The relevant car may be excluded should its weight of the car be less than that specified in Article 4.1 of the Technical Regulations 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 substance may be added to, placed on, or removed from a car after it has been selected for weighing or has finished the race or during the weighing

procedure. (except by a scrutineer when acting in his official capacity).

e) No one other than scrutineers and officials may enter or remain in the weighing area without the specific permission of the technical delegate.

34.3 It is the competitor's responsibility to ensure that the car entered by him can immediately be pushed onto the assigned weighing device at any time during the event upon instruction of the stewards or the scrutineers. The car is in any case subject to the parc fermé rules from the moment the instruction to undergo the weighing procedure is given until this procedure is completed. In addition, the way to the weighing area and the weighing area itself underlie the parc fermé rules.

If a car is not presented for weighing despite being instructed to do so, the scrutineers will give a report to the stewards about an infringement against the parc fermé regulations.

ARTICLE 35 UP TO ARTICLE 37

Not allocated

ARTICLE 38 DRIVERS EQUIPMENT

Drivers taking part in practice and the race must always use the safety belts and wear the clothes, helmets and head and neck supports specified in the Code.

ARTICLE 39 TELEVISION CAMERAS AND ANTENNAS

All participants are obliged to fit the TV cameras or TV camera dummies assigned by the Organising Committee to the cars and to run them.

ARTICLE 40 OFFICIAL TIMEKEEPING TRANSPONDERS

The transponder made available by the official timekeeping must be installed in front of the lateral axis of the car in the right side pod throughout the event and be in working order. Each car may carry solely one transponder. The transponder must be solidly fixed to the car and there must be no possibility of a movement in relation to the car's coordinate system. If required, the transponder must be connected with the main circuit (not ignition circuit) of the car.

ARTICLE 41 TELEMETRY / RADIO COMMUNICATION

41.1 Any kind of transmission of data and/or signals between the moving race car and a station/device exterior to the car is prohibited, with the exception of:

- Admissible messages given on boards from the pit wall to the car.
- Signals for the exclusive information about lap or sector times (lap trigger signals).
- Body movement and gestures given by the drivers.
- Verbal radio communication using systems with official licences.
- Radio signals of the official TV cameras.

With the exception of the above points, any data/signal transmission from and to the car during an event may not be given through infrared, laser, digital or analogous radio interface or similar systems. During an event, such devices must not be in the race car.

Tyre and brake temperatures may be measured with infrared measuring devices.

41.2 For the year 2009 at the DTM events the following frequencies are reserved for the exclusive use of race and safety control:

- 165.19 MHz (DMSB Staffel)
- 165,99 MHz (Safety Car)
- 451,6125 MHz (DTM Team Channel)

Additional radio frequencies may be determined at the Series rounds. These will be published on the official notice board.

Any team, any manufacturer, any supplier or any other person or institution in connection with the entry of a car must not use these radio frequencies.

41.3 Any offence against the aforementioned prescriptions results in the exclusion of the corresponding participant from the event.

ARTICLE 42 OBLIGATION TO ATTEND PRESS CONFERENCES

Upon request, all registered drivers are obliged to attend free of charge all press conferences organised by the F3 ES Manager. The following obligations must in addition be respected:

Immediately after 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 during the press conferences. Failure to attend the press conference or any lateness will result in a

penalty of 3.000 Euro. This penalty will be increased by another 1.000 Euro for any additional infringement of this kind.

ARTICLE 43 COMMUNICATIONS / PUBLICATIONS / DRIVERS BRIEFINGS

43.1 The place of the official notice board will be indicated in the supplementary regulations. All bulletins issued for the event and eventual bulletins issued by the Organising Committee will additionally be circulated to the participants who must confirm receipt by signature.

43.2 A drivers' briefing will take place at each event. The place and time for the drivers' briefing will be published in the corresponding supplementary regulations. All drivers and all competitors' representatives of the cars eligible to take part in the event must be present throughout the entire briefing. Any absence or late arrival will result in a fine of 1.000 Euro. The stewards may inflict additional penalties.

ARTICLE 44 GENERAL SAFETY

44.1 Repairs to a car may be carried out only in the paddock, pits, inner lane and on the grid.

44.2 The organiser must make at least two fire extinguishers of at least 5 kg capacity available at each pit and ensure that they work properly.

44.3 Official instructions will be given to drivers by means of the signals laid out in the Code. Competitors must not use flags similar to these.

44.4 Oil replenishment is forbidden during the race. All orifices for oil filling must be designed in such a way that the scrutineers can seal them.

44.5 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 pit lane or on the starting grid.

44.6 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 race results in the car rejoining the stewards may exclude him from the race.

44.7 Drivers taking part in practice and the race must always wear the clothes, helmets and head and neck supports specified in the Code.

44.8 At no time may a car be reversed in the pit lane under its own power.

44.9 During the period commencing 15 minutes prior to and ending 5 minutes after every practice session and the period between the commencement of the formation lap which immediately precedes the 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 clearing equipment from the grid after all cars have left the grid on the formation lap ;
- d) mechanics under Article 51.3 only.

44.10 During a race, the engine may only be started with the starter except in the pit lane where the use of an external starting device is allowed.

44.11 A speed limit of 60 km/h in practice and the races will be enforced in the pit lane. Except in the race, any driver who exceeds the limit will be fined 50 Euro for each km/h above the limit (this may be increased in the case of a second offence in the same event). During the race, the race director may impose classification penalties on any driver who exceeds the limit.

44.12 The car's rear light must be illuminated at all times when it is running on wet weather tyres. 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.

44.13 The race director or the medical delegate can require a driver to have a medical examination at any time during an event.

44.14 Other than by driving on the track, Competitors are not permitted to attempt to alter the grip of any part of the track surface.

44.15 It is forbidden to climb on pit wall debris fences during an event, including after the end of the races. Any action by a team breaching this ban may be penalised by the stewards of the meeting.

44.16 Only 3 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.

44.17 Animals, except those which may have been expressly authorised by the F3 Manager for use by security services, are forbidden in the pit area and on the track and in any spectator area.

44.18 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.

ARTICLE 45 CODE OF DRIVING CONDUCT

45.1 During practice 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. These provisions are completed as follows.

45.2 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.

45.3 Manoeuvres during practice or race likeable to hinder or to endanger other drivers may lead to the exclusion of the offender from the event. The same applies to drivers who do apparently not meet the requirements of the driving standards.

45.4 Any driver leaving the track may only rejoin it if this does not represent a danger or obstruction to other drivers. Classification or sports penalties may, according to the circumstances, be inflicted to any driver gaining an advantage from leaving the track. Special parts of the circuit (chicanes) will be observed by judges of fact.

45.5 Any car losing oil during practice or race must immediately pull off the track. It is prohibited to drive these cars back to the pits in disregarding the risk of a fouled track.

45.6 If a driver has serious mechanical difficulties during practice or the race he must leave the track as soon as it is safe to do so.

45.7 A driver who abandons a car must leave it in neutral or with the clutch disengaged and with the steering wheel in place.

45.8 Drivers intending to stop at the pits must respect the following provisions: Access to the pits is only allowed through the deceleration zone which may not be left once it has been joined. The driver must reduce speed as soon as he joins the deceleration zone so that he can stop his car at the pits without endangering other participants or the marshals. After a pit stop it is the driver's responsibility to rejoin the track at the end of the pit lane without endangering or obstructing the other participants.

45.9 Extreme caution must be exercised if rescue or safety vehicles are on the track. The drivers must immediately give way to these vehicles.

ARTICLE 46 FLAG SIGNALS / SIGNALLING

46.1 The emergency services and the track control will operate 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 follow the corresponding instructions. The flag signals do not release the drivers from their obligation to avoid an eventual danger to which another driver might be exposed, in the case of a recognisable danger.

46.1a) In general, an infringement against the code of driving conduct concerning 'yellow flag signals' is committed if, in a sector of the track in which he passes a displayed yellow flag, a driver improves his so far achieved best sector time.

In case of an offence, in general the following penalties will be applied:

During test and free practice sessions:

- A drop of at least five grid positions.

During qualifying:

- Cancellation of the relevant lap time and a drop of at least five grid positions.

During the race:

- Drive through penalty or a 30 seconds succeeding time penalty respectively;
- In severe cases a drop of at least five grid positions for the following race.

In addition to the latter the stewards may consider any other circumstance as well as inflicting additional penalties.

46.2 All signals assigned to a particular driver by race control will be given by means of the corresponding flag or the corresponding board together with the competition number concerned.

Some circuits may in addition have display boards which replace the board showing the race number. No one else may use the same or similar signals.

46.3 All drivers are obliged to take notice of the signalling and/or flag signals eventually given by the race director whenever passing the signalling area (normally at the Line).

ARTICLE 47 PRACTICE SESSIONS

47.1 Save where these Sporting Regulations require otherwise, pit and track discipline and safety measures will be the same for all practice sessions as for the races.

47.2 No driver may start in the race without taking at least part in a practice session or a test session of the relevant event.

47.3 During all practices there will be a green and a red light at the pit exit. 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 at the pit exit to warn drivers leaving the pits if cars are approaching on the track.

47.4 During the practice sessions (free practice and qualifying practice session) at an event wet tyres may only be used after the race director has declared the relevant practice session to be a 'wet session'. This will be announced by showing the 'wet practice' board and will also be displayed on the timing monitors for information.

47.5 The interval between the free and qualifying practice session as well as between a qualifying practice session and a race should not be less than 3 hours.

47.6 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, any penalty imposed shall not be subject to appeal.

Where appropriate, regard will also be given to the provisions of Article 18.

47.7 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 18.

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

ARTICLE 48 STOPPING THE PRACTICE

Should it become necessary to stop the practice because the circuit is blocked by an accident or because weather or other conditions make it dangerous to continue, the race director 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 their respective pits, and all cars abandoned on the track will be removed to a safe place.

The race director 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.

ARTICLE 49 QUALIFYING PRACTICE

49.1 The number of cars eligible for qualifying practice shall depend on the licence of the circuit on which the event is taking place.

If the number of cars entered is less than or equal to this number, all practice sessions shall be organised according to the schedule given in the supplementary regulations.

In exceptional circumstances and for safety reasons two groups shall be created.

For the first event of the season where 2 groups are necessary, Group A shall consist of drivers with odd numbers; for the second event drivers with even numbers, and so on for the rest of the season.

Free practice session:

Group A:	25 minutes
Break:	10 minutes
Group B:	25 minutes

Qualifying practice session:

Group A:	25 minutes
Break:	5 minutes
Group B:	25 minutes

49.2 If a car stops during practice it must be removed from the track as quickly as possible so that its presence does not constitute a danger or hinder other competitors. If the driver is unable to drive the car from a dangerous position, it shall be the duty of the marshals to assist him.

49.3 In the event of a driving infringement during practice, the race director may delete any number of qualifying times from the driver concerned.

49.4 Not allocated.

49.5 All laps covered during qualifying practice will be timed. In order to determine the driver's position on the starting grid, only laps will be considered which have been started and finished outside the pit lane. With the exception of a lap on which a red flag is shown each time a car leaves the pit lane or crosses the Line it will be deemed to have completed one lap.

After all qualifying practice sessions all cars and drivers must go directly to the parc fermé. Cars being in the pit lane at the end of qualifying must be pushed to parc fermé.

ARTICLE 50 THE GRID

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

50.2 The grid for race 1 will be drawn up in the order of the fastest time achieved by each driver in the qualifying practice. Should two or more drivers have set identical times, priority will be given to the one who set it first.

The grid for race 2 will be according to the results of race 1 with the first eight classified drivers being lined up in reversed order.

50.3 The fastest driver (from both groups if applicable) will start the race from the position on the grid which is the pole position as set out in the supplementary regulations of the event concerned. If the qualifying practices are split into two groups, second place on the grid will be awarded to the driver who has achieved the fastest time in the other group and third place will be awarded to the driver who has achieved the second fastest time of the 1st group, and so on.

50.4 Any driver whose best qualifying lap exceeds 110% of the pole position time will not be allowed to take part in the relevant race. Under exceptional circumstances however, which may include setting a suitable lap time in a previous free practice or qualifying practice session, the stewards may permit the driver to start the race. Should there be more than one driver accepted in this manner, their order will be determined by the stewards. In either case, a competitor will not be able to appeal against the stewards' decision.

50.5 The starting grid will be published on race day the latest. Any competitor whose car(s) is (are) unable to start for any reason whatsoever (or who has good reason to believe that their car(s) will not be ready to start) must inform the race director accordingly at the earliest opportunity and, in any event, no later than 45 minutes before the start of the race. If one or more cars are withdrawn the grid will be closed up accordingly. The final starting grid will be published 30 minutes before the start of the race at the latest.

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

50.7 Any car which has not taken up its position on the grid by the time the three minute signal is shown will not be permitted to do so and must start from the pits in accordance with Article 51.3.

ARTICLE 51 STARTING PROCEDURE

51.1 During the formation laps and the races, wet-weather tyres may only be used if the relevant race had been declared to be a 'wet race'. This will be announced by showing the 'wet race' board 5 minutes before the start of the formation lap at the latest, and will also be displayed on the timing monitors for information. In this case the use of wet-weather tyres for the information laps and the races is at the discretion of the participants.

51.2 15 minutes before the time for the start of the formation lap, the cars will leave the pit lane to cover one (1) reconnaissance lap. At the end of this lap they will stop on the grid in starting order with their engines stopped.

10 minutes before the time for the start of the formation lap, the 10 minutes count down of the starting procedure as per a) or b) below will be started

51.3 12 minutes before the start of the formation lap, a warning signal announcing the closing of the pit exit in 2 minutes will be given.

10 minutes before the starting time, the pit exit will be closed and a second warning signal will be given. Any car which is still in the pit lane can start on advice of the marshals 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 reached the end of the pit lane.

These cars will join the formation lap or the race when the whole field has passed the end of the pit lane for the first time. If joining the formation lap these cars must remain at the end of the field and must not take their original grid position for the start.

The starting procedure applicable will be published in the supplementary regulations of the relevant event.

Starting procedure a)

The approach of the start of the formation lap will be announced by the start light signals (two red lights switched off simultaneously) showing 10 minutes, 5 minutes, 3 minutes, 1 minute and 30 seconds, each of which will be accompanied by an audible warning. These signals have the following meanings:

a.a) 10 minutes signal: five red lights flashing twice. Green light in 10 minutes.

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

a.b) 5 minutes signal: four red lights on. Start of the count down, only team personnel and officials are allowed on the starting grid.

a.c) 3 minute signal: three red lights on. Team members must leave the grid. When the 3 minute signal is shown all cars must stand on their wheels and may not be lifted up again. After this signal wheels may only be removed in the pit lane or on the grid during a race suspension. Any car which does not have all its wheels fully fitted at the three minute signal will be penalized with a "drive through" penalty.

Only one team member per car is allowed on the grid.

a.d) 1 minute signal: two red lights on. When the one minute signal is shown, engines should be started

a.e) 30 seconds signal: one red light on. All team personal must have left the grid taken 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.

When the green lights are illuminated, the cars will begin the formation lap, maintaining their starting order with the pole position driver leading.

Starting procedure b)

The approach of the start of the formation lap will be announced by signalling boards showing ten minutes, five minutes, three minutes, one minute and thirty seconds. These boards will be accompanied by an audible warning and will have the identical meaning as the light signals as described under a) above. The begin of the formation lap will be indicated by showing a green flag or illuminating green lights respectively.

51.4 When the green lights are illuminated or the green flag is shown respectively, the cars will begin the formation lap with the pole position driver leading.

When leaving the grid all drivers must proceed at a greatly reduced speed until clear of any team personnel standing beside the track. 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.

51.5 During the formation lap practice starts are forbidden and the formation must be kept as tight as possible. Overtaking during the formation lap is only permitted if a car is delayed when leaving its grid position and cars behind cannot avoid passing it without unduly delaying the remainder of the field. In this case, drivers may only overtake to re-establish the original starting order.

Any driver who is delayed leaving the grid may not overtake another moving car if he was stationary after the remainder of the cars had crossed the Line, and must start the race from the back of the grid. If more than one driver is affected, they must form up at the back of the grid in the order they left to complete the formation lap. If the Line is not situated in front of pole position, and for the purposes of this Article as well as Article 53.m), it will be deemed to be a white line one metre in front of pole position.

51.6 Either of the penalties under Articles 16.7 a) or b) will be imposed on any driver who, in the opinion of the race director, unnecessarily overtook another car during the formation lap.

51.7 Starting procedure a)

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.

Once all the cars have come to a halt the five second light will appear followed by the four, three, two and one second lights. At any time after the one second light appears, the race will be started by extinguishing all red lights.

51.7 Starting procedure b)

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.

Once all the cars have come to a halt the five seconds board will be shown. At any time after these five seconds have elapsed the race will be started by extinguishing all red lights.

51.8 During the start of a race, the pit wall must be kept free of all persons with the exception of properly authorised officials and fire marshals all of whom shall have been issued with and shall be wearing the appropriate pass.

51.9 Any car which is unable to maintain starting order during the entire formation lap must enter the pit lane and start from the pits as specified in Article 51.3.

This will not apply to any car which is temporarily delayed during the lap and which is able to regain its position, without endangering itself or any other car, before the leading car has taken up its position on the grid.

51.10 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 or to a safe position as indicated by the race director.

If the car has been pushed into the pit lane the team may then attempt to rectify the problem and, if successful, the car may the 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:

1) If the race has not been started, the abort lights will be switched on, a board saying "START DELAYED" will be displayed, all engines will be stopped and the new formation lap will start 5 minutes later with the race distance reduced by one lap. The next signal will be the three minute signal.

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

2) 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.

3) 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 or to a safe position as indicated by the race director by the fastest route. Any driver being pushed from the grid may not attempt to start the car.

4) Once the car is in the pitlane his mechanics may attempt to start it, if successful the driver may rejoin the race. The driver and mechanics must follow the instructions of the track marshals at all times during such a procedure.

51.11 Should Article 51.10 apply, the race will nevertheless count for the Series no matter how often the procedure is repeated, or how much the race is shortened as a result.

51.12 The minimum of a drive through penalty will be imposed by the race director for a false start.

51.13 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 10 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 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) The race director may shorten the above given count down times, if he deems necessary.

d) If the race is started behind the safety car, Article 53m) will apply.

51.12 A second board saying “START DELAYED” should be displayed up to the second half of the starting grid in case of a delayed start.

51.13 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.

ARTICLE 52 THE RACE

52.1 Team orders which interfere with a race result are prohibited.

52.2 Should it, in exceptional circumstances, become necessary to shorten the distance of the race before the starting signal has been given, the race director / clerk of the course must inform the competitors of the new race distance before the display of the 5 minutes board.

This must be announced by means of a lap display at start and finish or on page 7 of the timing monitors during DTM events and in addition through loudspeakers.

52.3 A race will be suspended in the event of rain if it was started under dry conditions. If, according to Article 51.1, 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.

52.4 If a car stops during the race it must be removed from the track as quickly as possible so that its presence does not constitute a danger or hinder other competitors. If the driver is unable to drive the car from a dangerous position, it shall be the duty of the marshals to assist him. If any such assistance results in the engine starting and the driver rejoining the race, the car will be excluded from the results of the race.

52.5 During the race, drivers leaving the pit lane may only do so when the pit exit light is green and on their own responsibility, a marshal with a blue flag, or a flashing blue light, will also warn the driver if cars are approaching on the track.

ARTICLE 53 SAFETY CAR

a) The Safety Car will be driven by an experienced circuit driver. It will carry an observer capable of recognizing all the competing cars, who is in permanent radio contact with race control.

b) 10 minutes before the race 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 m) below) it will cover a whole lap of the circuit and enter the pit lane.

c) The safety car may be brought into operation to neutralise a race upon the order of the race director. 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.

d) When the order is given to deploy the safety car, all marshal's posts will display waved yellow flags and “NSC” boards which shall be maintained for the duration of the intervention.

e) The safety car with its orange lights illuminated will join the track regardless of where the race leader is (preferably in front of the race leader).

Any car being driven unnecessarily slowly, erratically or which is deemed potentially

dangerous to other drivers at any time whilst the safety car is deployed will be reported to the stewards. This will apply whether any such car is being driven on the track, the pit entry or the pit lane.

f) All competing cars must then form up in line behind the safety car no more than 5 car lengths apart and overtaking, with the following exceptions, is forbidden until the cars reach the Line after the safety car has returned to the pits.

Overtaking will be permitted under the following circumstances:

- if a car is signalled to do so from the safety car ;
- under m) below ;
- any car entering the pits may pass another car or the safety car remaining on the track after it has crossed the first safety car line ;
- any car leaving the pits may be overtaken by another car on the track before it crosses the second safety car line ;
- when the safety car is returning to the pits it may be overtaken by cars on the track once it has crossed the first safety car line ;
- any car stopping in its designated garage area whilst the safety car is using the pit lane (see 53.i) below) may be overtaken ;
- if any car slows with an obvious problem.

g) When ordered to do so by the race director 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 appropriate speed and without overtaking until they reach the line of cars behind the safety car.

h) 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 5 car lengths of it (except under i) below) and all remaining cars must keep the formation as tight as possible.

i) Subject to the requirements of 53.e) above, whilst 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 rejoining the track must proceed at an appropriate speed until it reaches the end of the line of cars behind the safety car. The Safety Car must not be overtaken as long as is driving down the pit entry or on the fast lane.

Under certain circumstances the race director may ask the safety car to use the pit lane or other parts of the circuit. In these cases, and provided it's 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. Generally applies: If the orange lights are illuminated all cars must follow the safety car.

j) When the race director calls in the safety car, it must extinguish its orange lights,

this will be the signal to the drivers that it will be entering the pit lane at the end of that lap. At this point the first car in line behind the safety car may dictate the pace and, if necessary, fall more than 5 car lengths behind it.

In order to avoid the likelihood of accidents before the 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 at the observer's posts will be withdrawn and replaced by waved green flags with green lights at the Line. These will be displayed until the last car crosses the Line.

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

l) If the race ends whilst the safety car is deployed it will enter the pit lane with extinguished lights at the end of the last lap and the cars will take the chequered flag as normal without overtaking. The marshals show waved yellow flags furthermore.

m) In exceptional circumstances the race may be started behind the safety car. In this case, at any time before the one minute signal its orange lights will be turned on and all marshal's posts will display waved yellow flags and a board "NSC" which shall be maintained until the safety car intervention is over. This is the signal to the drivers that the race will be started behind the safety car. When the green lights are illuminated 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 formation lap and race will start when the green lights are illuminated.

When the race director calls in the safety car, it must extinguish its orange lights, this will be the signal to the drivers that it will be entering the pit lane at the end of that lap.

At this point the first car in line behind the safety car may dictate the pace and, if necessary, fall more than 5 car lengths behind it. As the safety car is approaching the pit entry the yellow flags and SC boards at the marshal's posts will be withdrawn and replaced by waved green flags with green lights at the Line. These will be displayed until the last car crosses the Line.

Overtaking, during the first lap only, is permitted if a car is delayed when leaving its grid position and cars behind cannot avoid passing it without unduly delaying the remainder of the field. In this case, drivers may only overtake to re-establish the original starting order.

Any driver who is delayed leaving the grid may not overtake another moving car if he was stationary after the remainder of the cars had crossed the Line, and must form up at the back of the line of cars behind the safety car. If more than one driver is affected, they must form up at the back of the field in the order they left the grid.

Either of the penalties under Article 16 a) or b) will be imposed on any driver who, in the opinion of the race director, unnecessarily overtook another car during the first lap.

ARTICLE 54 SUSPENDING A RACE

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 race director 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 overtaking is forbidden, the pit exit will be closed and all cars must proceed slowly to the red flag line (normally the finish line) where they must stop in a line on the pole position side of the track.

If the safety car has been directed into the pit lane (see Article 53.i) cars should stop in line in the fast lane of the pits.

If any cars are unable to return to the grid as a result of the track being blocked they will be brought back when the track is cleared and will be arranged in the order they occupied before the race was suspended. The order will be taken at the last point at which it was possible to determine the position of all cars. Any such cars will then be permitted to resume the race.

The Safety Car will then be driven to the front of the line of cars behind the red flag line.

Whilst the race is suspended:

- neither the race nor the timekeeping system will stop ;
- cars may be worked on once they have stopped behind the red flag line or entered the pits but any such work must not impede the resumption of the race;
- refuelling (any access to the car's fuel system) is forbidden;
- only team members and officials will be permitted on the grid.

Cars may enter the pit lane when the race is suspended but a drive through penalty 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 when the race was suspended will not incur a penalty.

All cars in the pit lane will be permitted to leave the pits once the race has been resumed but any which were in the pit entry or pit lane when the race was suspended will be released before any others. 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.

Under these circumstances working in the fast lane will be permitted but any such work will be restricted to:

- starting the engine and any directly associated preparation ;
- the fitting or removal of cooling and heating devices ;
- changing wheels when a change of climatic conditions has been confirmed;

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

ARTICLE 55 RESUMING A RACE

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 or through loudspeakers, in all cases at least ten minutes warning will be given.

Should it become necessary to extend the suspension of a race to a longer period the race director may undertake the necessary arrangements and changes to the time table with the consent of the stewards. The race director may decide whether or not the cars will be placed under parc fermé rules during this period.

The teams will be informed via page 7 of the timing monitors but in case the parc fermé rules apply a 30 minute preparation period will be given before the resumption of the race.

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

When the three minute signal is shown all cars 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. At least a drive through penalty will be imposed by the race director in case of an infringement.

At some point after the three minute signal, which will be dependent upon the expected lap time, any cars between the red flag line and the leader will be waved off to complete a further lap, without overtaking, and join the line of cars behind the safety car.

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.

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

- all cars are not yet in a line behind the safety car;
- team personnel are still clearing the grid;
- a further incident occurs necessitating another intervention.

When the green lights are illuminated the safety car will leave the grid with all cars following, in the order they stopped behind the red flag line, no more than 5 car lengths apart. All marshal's posts will display waved yellow flags and a board "NSC" which shall be maintained until the safety car intervention is over.

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 as described 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.

When the race director calls in the safety car, it must extinguish its orange lights, this will be the signal to the drivers that it will be entering the pit lane at the end of that lap. At this point the first car in line behind the safety car may dictate the pace and, if necessary, fall more than 5 car lengths behind it. As the safety car is approaching the pit entry the yellow flags and SC boards at the marshal's posts will be withdrawn and replaced by waved green flags with green lights at the Line. These will be displayed for no more than one lap.

Overtaking during the lap is permitted only if a car is delayed when leaving the red flag line 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 order before the race was suspended.

Any driver who is delayed leaving the red flag line may not overtake another moving car if he was stationary after the remainder of the cars had crossed the Line, and must form up at the back of the line of cars behind the safety car. If more than one driver is affected, they must form up at the back of the field in the order they left the grid.

Either of the penalties under Article 16.7 a) or b) will be imposed on any driver who, in the opinion of the race director, unnecessarily overtook another car during the lap.

During this lap Articles 53 j) k) l) and m) will apply.

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

If the leader covered 75% or more of the scheduled race distance (rounded up to the nearest whole number of laps) the race will be deemed to have finished. The result will be taken at the end of the last complete lap before the lap during which the signal to suspend the race was given.

ARTICLE 56 FINISH

56.1 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 6.3. Should 30 minutes elapse before the full distance has been covered, the end-of-race signal will be given to the leading car the first time it crosses the Line after such time has elapsed.

56.2 Should for any reason (other than under Article 54) the end-of-race signal be given before the leading car completes the scheduled number of laps, or the prescribed time has been completed, 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.

56.3 After receiving the end-of-race signal all classified cars must proceed on the circuit directly to the parc fermé without any unnecessary delay, without any 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 and the driver to the parc fermé. The technical delegate and the stewards may request abandoned or damaged cars into the parc fermé.

56.4 The drivers finishing the race in 1st, 2nd and 3rd positions and, upon the marshals' instruction, any additional driver must drive their cars to the place of the prize-giving ceremony. A parc fermé will be established in front of the podium where the cars concerned must be parked upon the marshals' instructions. Nobody is allowed in this area unless specifically authorised by race control. The drivers could be weighed on scales, correlating with the official weighing platform. The drivers must not leave this area without the previous consent of the technical delegate. Immediately after prize giving, team members must bring the cars as quickly as possible to the official parc fermé or to the place of post race scrutineering. Each car will be accompanied by a marshal or by a scrutineer.

ARTICLE 57 PARC FERME

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

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

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

ARTICLE 58 CLASSIFICATION

58.1 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 thirty minutes, considering all penalties. 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.

All race laps will be counted to ascertain the race distance completed. Formation and slow-down laps will not be considered as part of the race distance.

58.2 If, after the end of race signal was given a car crosses the Line in the pit lane, the relevant driver will receive a 30 seconds time penalty.

58.3 Cars having covered less than 75% of the number of laps covered by the winner (rounded down to the nearest whole number of laps), will not be classified.

58.4 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.

ARTICLE 59 PODIUM CEREMONY

59.1 The prize giving ceremony will take place immediately after the race end on the podium provided by the organiser. The first three classified drivers of the race must attend the prize giving ceremony and make themselves available for an eventual lap of honour as well as for the official press conference or possible TV interviews. A representative of the winning team must attend prize giving to receive the corresponding prizes.

Any non-attendance of the prize giving ceremony, the lap of honour or the press conference will result in a fine of 3000 Euro each. The stewards may inflict additional sports penalties.

During prize giving, the drivers on the podium must keep their overalls properly closed and wear the prize giving cap as delivered by the F3 ES Manager after each race. (see also the 2009 F3 ES Organisation Regulations). Failure to comply with this regulation will result in a fine of 5.000 Euro.

59.2 The podium procedure is set out in Appendix No 1.

ARTICLE 60 FINES

Fines must be paid in cash or with ordered check to the following account:

At all events outside of France:

By cheque to the representative of the DMSB at the Stewards office.
or by bank transfer to:

Deutscher Motorsport Bund e.V.

VAT. ID: DE191529704

Deutsche Bank AG

IBAN: DE34500700100092303700

BIC: DEUTDEFF

At French events:

By cheque to the representative of the FFSA at the Stewards office.

Podium procedures

- A list of the persons who will be carrying out the podium ceremony and/or will be handing over the trophies must be presented by the promoter to the F3 ES Manager by 19:00 on Friday of the event at the latest. The prizes should be handed over by the following persons:

1. For the winner:

- A person with political responsibility, e.g. a minister, a deputy, a council member, a mayor or another person with a high public status

or:

The president or a prominent representative of the FFSA/DMSB or a member of the Organising Committee

or:

one representative of the event organiser

Should such a person not be available

- The F3 ES Manager nominates an adequate representative of one of the series partners

2. For the representative of the winning team „ATS Team Trophy“ (entrant)

- A representative of the Series Sponsor ATS

or:

one representative of the event organiser

Should such a person not be available

- The F3 ES Manager nominates an adequate representative of one of the other series partners

3. For the second-placed driver

the same person as for the winner

4. For the third-placed driver

- the same person as for the winning team

- The prize-giving ceremony is taking place immediately after the finish of a race.
- As soon as the first three drivers exit their cars they have to wear the caps giving to them by a representative of the F3 ES Manager. The overalls have to be closed.
- If the representatives of the TV station which broadcasts the corresponding event live needs to interview any driver before the ceremony this has to take place in front of the F3 ES interview backdrop wall right next to the winners' parc fermé.

- No other person than that representative is allowed to interview one of the first three drivers until the end of the prize-giving ceremony.

All other media representatives will not get access to the parc fermé and to the winners' podium.

- From the moment of the finish, there has to be radio contact between the race director, the TV-director and the responsible for the prize-giving ceremony.

- The organiser/promoter has to ensure that the road from the separated parc fermé (right in front of the winners' podium) for the three winning cars to the winners' podium is kept free, in order to secure quick and untroubled access to the winners' podium.

Moreover, the organiser has to ensure that the top-three-placed drivers, whose cars have got stuck on the track during the cooling down lap, are being picked up and brought to the podium as quickly as possible by keeping ready a course car.

- The prize-giving ceremony starts when firstly the winner, then the second-placed and then the third-placed driver and the representative of the winning team (who will be standing left from the podium) will be called onto the podium.

As soon as all four are in the right place, the national anthem of the winning driver will be played. The nationality of the driver will be considered, irrespective of his licence or team affiliation. While the national anthem of the winner is being played, the national flags of the three drivers on the podium will be raised slowly on the flagpoles. Immediately after that, the persons mentioned before are handing over the trophies in the following order: winner, the representative of the winning team (entrant), second-placed, third-placed. Officials and winners remain in their places for the photographers.

After that, the officials stand back behind the backdrop of the podium (cover). Only then, the winner and the top-three-placed drivers may spray the content of the champagne bottles.

- The organiser ensures that four opened champagne bottles of the Henkell brand with name tag are ready on the podium and the trophies stand on a table next to the podium.

- Immediately after the prize-giving ceremony and possible TV interviews approved by the F3 ES Manager which only will take place in front of the winners' podium backdrop wall, the honoured drivers must be brought to the location of the TV-press conference by assistants of the organiser as quickly as possible. No interviews are allowed on the way to that location.

- During the prize-giving ceremony except during the playing of the national anthems and the TV interviews, the drivers are wearing their normal, closed drivers' suit and, caps of tyre partner KHUMO at any time. The F3 ES Manager and/

or a representative of the tyre manufacturer ensures that sufficient caps are being kept ready on the way from the parc fermé to the winners' podium.

- No other caps, also if worn by other persons, are allowed for the entire duration of the prize-giving ceremony in the podium area.
- On the clothing of the officials and the lady assistants, with the exception of the clothing of representatives of the series partners, no promotion may be displayed.
- It is not permitted to relate accolades or trophies with the name of a presenter or a sponsor save as agreed by the F3 ES Manager.
Except for the Henkell champagne, no other drink (including soft or mineral drinks) may be at hand or consumed on the podium.
- The trophies (4 in total: 3 for the drivers, 1 („**ATS team trophy**“) for the winning team) will be provided by the organiser.

- The trophies **for the first 3 drivers** must meet the following requirements:

Inscription: F3 ES Logo
 name of the event
 finishing position
 Height: 550 mm minimum, 900 mm maximum
 Weight: 8 kg maximum

- The trophy **for the winning team** must meet the following requirements:

Inscription: F3 ES Logo
 name of the event
 „**ATS Logo - winning team**“ (the ATS logo must be relatively small compared to the F3 ES Logo)
 Height: 550 mm minimum, 900 mm maximum
 Weight: 8 kg maximum

- Winners' garlands are not permitted on the podium.
- Contact for any questions related to the prize-giving ceremony on behalf of the F3 ES is: Christoph Hewer +49 (0)176 21186636
- Moreover, water bottles and towels have to be kept ready for the three drivers on the way from the parc fermé to the podium (directly as they get out of the car). Towels and water bottles may not show any promotion or brand identifications.

Winners' podium

- The organiser/promoter is providing a notably elevated winners' podium with stairs for first, second and third place in the area of the race control, facing the pit lane.
- In front of the podium, there must be an accessible area of at least 1.20 m wide. The floor must be covered by a clean carpet.
- Only the F3 ES has the right for promotional use of the winners' podium and all accompanying backdrop walls.
- The preparation of the winners' podium and the accompanying backdrop wall will be carried out by the F3 ES Manager or an appointed responsible. It has to be possible to mount promotional banners on the backdrop wall.
- Any promotion in this area is prohibited.
- Behind the winners' podium and the accompanying background wall, three flag poles must be installed. During the prize-giving ceremony, three persons from the organiser must be available to raise the flags during the playing of the anthems.
- The organiser/promoter must ensure that the national flags from all competitors and entrants are available in sufficient quantity.
- The organiser/promoter must ensure that the national anthems of all competitors and entrants are available.
- For the playing of the national anthem of the winner, a suitable audio system must be available. For the national anthems, only short versions (max. 30 sec.) may be played.
- For trophies and other equipment, a table has to be available behind the winners' podium.
The organiser/promoter imperatively has to make sure that, except for the persons handing over the trophies, the drivers to be honoured, the representative of the team, a representative of the F3 ES Manager, a member of the organisation and a TV-team of the official TV-partner, nobody else has access to the winners' podium.

Moreover, the area of the podium has to be kept clear for the duration of the prize-giving ceremony in such a way, that by no means vehicles driving past or other activities are disturbing the process and the picture of the ceremony (to be considered during preparing the time schedule).

Organisation Regulations

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APPENDIX 5	CONFIRMATION OF ACCIDENTS FORM

The DMSB - Deutscher Motor Sport Bund e.V. (DMSB) and the FFSA – Fédération Française du Sport Automobile (FFSA) will organise the Formula 3 Euro Series (F3 ES) which is the property of the DMSB and the FFSA.

The commercial part and daily organisation of the Series will be handed over and be run by F3 Euro Serie Vermarktungs GmbH.

ARTICLE 2 ORGANISATION

Organising Committee

DMSB	FFSA
Andreas Meyer	Nicolas Deschaux
Torsten Johné	Jacques Regis
Christian Schacht	Morgan Caron

Formel 3 Euro Serie Vermarktungs GmbH

Organisation & Marketing

Christoph Hewer
 An der Wachsfabrik 3
 D-50996 Köln
 Phone +49 2236 3783047
 Fax +49 2236 3783048
 E-mail chewer@f3euroseries.com

Press & Public Relations

F3 ES Press Officer
 Blumenstrasse 4
 D-65189 Wiesbaden
 Phone +49 (0)611 3411770
 Fax +49 (0)611 3411777
 E-mail media@f3euroseries.com

Registered Office

Blumenstrasse 4
 D-65189 Wiesbaden
 HRB Amtsgericht Wiesbaden: 21026
 CEO: Walter Mertes

ARTICLE 3 DUTIES & AUTHORITIES

The F3 ES Manager/Promoter (see Article 2: Organisation&Marketing) is the general contact person for competitors, drivers and partners of the series and acts on behalf of the Organising Committee. He co-operates directly with the event organisers/promoters and is in charge of the following scope of duties for which he solely is authorised to give instructions and ensures the regular running:

1. Preparation of administrative checks and submission of the corresponding lists to the event organisers/promoters
2. Organising F3 ES pre season and pre event testing
3. Issuing the passes for F3 ES access authorisation and parking in dependence of the area where the event takes place
4. Appointment and planning of the location of F3 ES paddocks for industry and participants in co-operation with the event organiser/promoter (ITR - in case of DTM events)
5. Communicating all information relevant for the running of the series and the respective events to the competitors
6. Issuing prize money to the competitors
7. Co-ordinating promotion events during race events (e.g. autograph sessions) and outside (e.g. participation of F3 ES in the DTM Presentation)
8. Co-ordinating sponsoring and promotion activities of the series partners
9. Contracting TV stations to broadcast F3 ES internationally
10. Preparing and providing media facts for industry and participants

ARTICLE 4 CODE OF HONOUR

All competitors are obliged to share the philosophy of the Series developed by the Organising Committee and to represent this philosophy towards third parties. This applies in particular to the dealings with media but to the same extend also to a fair and sporting behaviour amongst each other, beside and on the race track.

All conditions and regulations contained in these commercial provisions are binding for all competitors and organisers/promoters. Any offence against these provisions will be forwarded to the Organising Committee.

ARTICLE 5: PRIZE MONEY

For the 2009 drivers' classification there will be a prize money according to the following table:

Per Season		
1 st : 30.000 €	2 nd : 25.000 €	3 rd : 22.500 €
4 th : 20.000 €	5 th : 17.500 €	6 th : 15.000 €

For winning the Rookie Classification 2009 there will be a prize money of 10.000 €

Although the prize money will be allocated according to the drivers' classification it belongs to the competitor and will be paid to him by the F3 ES Promoter at the end of the season. Each competitor will receive a credit note about the respective amount. It is the duty of the competitor to clarify with the drivers under contract with him if/how to share the prize money.

F3 Euro Serie Vermarktungs GmbH is required to account for German VAT. The competitor is required to account for foreign VAT.

ARTICLE 6 SERIES RIGHTS / ADVERTISING SPACES

The revenue from the sale of the series rights / advertising spaces specified in the following will inure solely to the benefit of the F3 ES Promoter.

The F3 ES Promoter reserves the right to modify the present provisions or to issue additional series rights during the season or to modify existing series rights.

6.1 Car Liveries / drivers' overalls / race trucks

In addition to Articles 22 and 26.8 of the F3 ES Sporting Regulations herewith it should be stated that all car liveries, drivers' overalls and race truck liveries have to be conform with Appendix 1 of the present Organisation Regulations.

6.2 Prize Giving Caps

Additionally to article 59 and the corresponding Appendix 1 of the Sporting Regulations herewith it should be defined that all drivers are obliged to wear the caps delivered by the F3 ES Promoter after each race from the time when they exit their car in the winners' parc fermé, throughout the entire duration of the prize giving ceremony (except whilst the national anthems are played) as well as during the winners' interviews and to keep their overalls closed. Failure to comply with this regulation will result in a fine of up to 5.000 €.

6.3 Podium

Additionally to "Guidelines for Organisers of DTM Qualifying Rounds" and/or "Guidelines for Organisers of F3 ES Qualifying Rounds" herewith it should be defined that any kind of advertising on the podium is subjected to the agreement of the F3 ES Promoter.

6.4 Grid Girls and Grid Boards

Additionally to "Guidelines for Organisers of DTM Qualifying Rounds" and/or "Guidelines for F3 ES Qualifying Rounds" herewith it should be defined that any kind of advertising on the clothing of the grid girls as well as on the grid boards is subjected to the agreement of the F3 ES Promoter.

6.5 Merchandising, Licensing

The use of the official F3 ES logo for merchandising articles and for any other commercial purpose must be agreed with the F3 ES Promoter in detail.

6.6 Tyre supplier

Only the tyres of the designated tyre supplier (KUMHO) may be used during the F3 ES events, pre season and pre event testing.

6.7 Fuel supplier

Only the fuel of the designated fuel supplier may be used during the F3 ES events.

6.8 Rim Supplier

Only the rims of the designated rim supplier (ATS) may be used during the F3 ES events and testing.

The designated supplier will undertake to provide sufficient amount of rims for all F3 ES events as well as for private testing. The rims have to be paid to the supplier.

The planning and the logistics of rims for the use outside the F3 ES events are up to the teams.

ARTICLE 7 PR & PROMOTION

7.1 All drivers and competitors must submit the completed formular "Media Guide registration for drivers/teams" (see Appendix 2 of the present Organisation Regulations) to the F3 ES Manager together with their final entries.

7.2 Upon request, all entered drivers are obliged to attend free of charge all activities like, photo shootings, autograph sessions etc., organised by the F3 ES Manager. Missing them or being late will result in a fine of up to 1.000,- €.

7.3 With the submission of the entry form, all drivers, competitors, teams and sponsors declare their consent for the use all of their rights in any media whatsoever (including without limitation moving pictures, digital images, print, radio, internet, merchandising for give away and retail sale) and publicity arising from their engagement in the Series for the marketing of the Series and this also after the year 2009, without any charge.

7.4 During the season each competitor is obliged to participate with one car and one driver in one promotion event organised by the F3 ES Organisation (e.g. the DTM presentation, a promotion event during the week before a race event, or something similar), if required. A possible cost sharing will be discussed between the respective team and the F3 ES Promoter.

7.5 The data established by the official timekeeping are the property of the Organising Committee.

ARTICLE 8 PASSES

8.1 General conditions

Additionally to Article 12 of the 2009 Sporting Regulations herewith the following details regarding access authorisations should be defined:

The F3 Manager alone is entitled to issue personal passes with admission to the paddocks, the pits and the pit lane. The F3 ES Manager alone is entitled to issue car passes.

All persons concerned in any way with an entered car or present in any other capacity whatsoever in the paddock, pits, pit lane or on track must wear an appropriate pass clearly visible at all times from on Thursday of the event 15:00 h.

A pass may be used only by the person and for the purpose for which it was issued. Any exchange of passes or the copying or falsification of passes will at least entail that the person/s concerned has/have to leave the circuit area immediately. This does not exclude further legal actions which can be taken by the Organising Committee.

8.2 Distribution

The number of passes and contingents valid for the F3 ES qualifying rounds of the season 2009 are listed below.

All passes will be given out on Thursday of the first event in Hockenheim. Details will be communicated via teaminfo.

Industry and Racing Services may purchase additional passes to be paid to the F3 ES Promoter.

The F3 ES Manager reserves the right to modify the pass conditions also during the season and to issue a limited number of additional passes for the pit lane and the pit wall which would have to be displayed in these areas.

- Each competitor will receive the following personal passes (per registered car):

4x paddock	access to F3 ES paddock
3x pitlane	access to F3 ES paddock and pitlane (only allowed during F3 ES test, practice, race etc.)
3x pitwall	access to F3 ES paddock and pitlane and pitwall (only allowed during F3 ES test, practice, race etc.)

Each competitor is required to submit to the F3 ES Manager a list which allocates each single ticket numbers to a specific person of the team.

- Each driver will receive the following personal passes:

2x paddock	access to F3 ES paddock
2x pitlane	access to F3 ES paddock and pitlane (only allowed during F3 ES test, practice, race etc.)

- Each competitor will receive the following parking passes by F3 ES Manager:

4-car-team:	2x W (nearby parking)
	2x C (catering parking)

3-car-team:	2x W (nearby parking)
	1x C (catering parking)

1/2-car-team:	1x W (nearby parking)
	1x C (catering parking)

- Each driver will receive the following parking passes by F3 ES Manager:

Drivers:	1x W (nearby parking)
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Concerning the “C” catering parking pass the following has to be noted:

Catering parking passes include the possibility to go into the F3 ES paddock until a certain time before the start of the event in the morning, then the car has to be moved out of the F3 ES paddock and be parked on the “W” parking area. Entrance to the F3 ES paddock with “C” parking pass is again allowed from a certain time after the end of the event in the evening.

The exact times will be communicated via team info.

The ticket situation outside DTM events will be specified via Team Info.

ARTICLE 9 PADDOCK

9.1 Racing Services

The F3 ES Promoter alone has the right to nominate racing services which will get an area in the paddocks for a service vehicle.

9.2 Team Trucks and Service Tents

On events without pre event test the set up of the paddock for the DTM support series always takes place on Thursday afternoon between 17:00h and 04:00h in the morning.

The exact set up time for the F3 ES will be communicated via teaminfo before each event.

On events with pre event test the set up of the paddock for F3 ES starts on Thursday before the event from 16:00 h on.

The exact times will be communicated before each event. Cars are not allowed to enter the paddock before they are asked to by F3 ES Organisation.

The following areas for team trucks and hospitality in the paddocks will be available free of charge for the teams:

1-car team: 11,0 x 17,5 meters (width x depth)

2-car team: 11,0 x 17,5 meters (width x depth)

3-car team: 13,5 x 17,5 meters (width x depth)

4-car team: 22,5 x 17,5 meters (width x depth)

Each additional square meter beyond this free of charge area may be rented from ITR or the individual Event Organiser at the price of 26 € plus VAT per square meter if local conditions allow.

The position of these areas will be decided by the F3 ES Manager or ITR.

Within these areas registered teams are allowed to place the following vehicles and to set up service tents:

1-, 2- and 3- car team: 1 semi-trailer unit

4- car team: 2 semi trailer units

If the circumstances permit an additional service vehicle (7,5 tons) may be allowed at the sole discretion of the F3 Manager. A parking area will be allocated for these vehicles in the vicinity of the service tent, if possible. Mobile homes or caravans are not allowed!

Vehicles must not blockade driving lanes in the paddock in any case. Each vehicle (mainly race trucks) positioned in the area assigned to the team has to carry a permanent P-parking pass as well as a fully completed formular (Company name / Name of the vehicle's driver / mobile number of this driver) behind its wind screen clearly visible and readable from outside. Vehicles which's drivers are not reachable if necessary, will be pulled away liable to pay costs. Both P-parking pass and formular will be given out by the F3 ES Manager at the first event in Hockenheim. On each event this P-parking pass allows to enter the paddock one time until Thursday night 24:00h and to park on the spot designated by the F3 ES Manager/ITR.

To allow for a best possible set up of the paddock each competitor has to submit the "Paddock Logistic Form" (see Appendix 3 of the present organisation Regulations) together with his entry.

All teams are obliged to keep their service tents open during the official event times (see timetable) to allow the fans to see the cars inside. The closing of the tents is only allowed with the approval of the F3 Manager.

The dismantling of the tents is only allowed on Sundays after the finish of the DTM race and the DTM prize giving ceremony. If there is another race after DTM the dismantling can be delayed until the end of this race. If a team dismantles its tent during the DTM race without permission the competitor will receive a fine up to 5.000 €.

Every damage caused by the set up and/or dismantling of the tents, (pegs, damage of cables or asphalt, crop damage etc.) will be invoiced to the causer by the Race Track or Promoter of the event.

9.3 Presentation area, hospitality

Inside the F3 ES paddocks there is an exclusive possibility for presentations in form of presentation stands and/or hospitality tents for the series sponsors confirmed by the F3 ES Promoter in the corresponding contracts.

Any additional presentation and/or hospitality is subject to the written permission and agreement of the F3 ES Promoter and each square meter used for such a presentation and/or hospitality purposes (including space for generators, exhibition cars, parking places, terraces, kitchen, etc.) will be charged with a fee of 26 € plus VAT by ITR or the individual Event Organiser.

Team sponsors only have the possibility to present themselves inside the team areas respectively the appropriate team equipment area specified in Article 8.2 of the present F3 ES Organisation Regulations.

The special guidelines for hospitality must in any case be respected.

Any presentation of competitors of the F3 ES Series Partners in the paddock is prohibited. Sole exception: On the race cars and the race car transporters belonging to the corresponding team.

ARTICLE 10 TESTING

Additionally to Article 23 of the Sporting Regulations herewith it should be defined that each competitor which applies for private testing has to do this by sending the completed "Application for Private Testing" (see Appendix 4 of the present Organi-

sation Regulations) to the F3 Manager (contact: see Application form - Appendix 4). The following deadlines according to Article 23 of the Sporting Regulations must be respected:

- Application to organise a private test – at least 7 days in advance
- Application to participate in a private test, organised by an other team – at least 2 days ahead of the teams participation

An overview about all private tests as well as all cars participating will be published on the F3 ES official website www.f3euroseries.com under the link "F3ES-Intern" – "Formel 3 Euro Serie Teaminfo".

ARTICLE 11 WWW.F3EUROSERIES.COM/INTERN

All F3 ES Regulations incl. their Appendices, forms, team info's, supplementary regulations, timetables stewards decisions etc will be published on and/or could be downloaded from the F3 ES official website www.f3euroseries.com under the link "F3ES-Intern" – "Formel 3 Euro Serie Teaminfo".

ARTICLE 12 PENALTIES

All commercial fines will become due on account made out via invoice by the F3 ES Vermarktungs GmbH.

Advertising Spaces

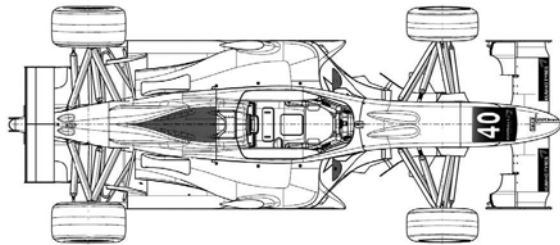
All advertising material (stickers and badges, except the competition numbers), will be provided by the F3 ES Manager. Neither, it is allowed to reproduce the stickers by oneself, nor to sew the logos directly onto the overall as embroidery.

The correct display of all stickers and badges will be checked at each official event. If the advertising instructions are not observed during the whole events including pre event-, pre- and mid- season testing the respective team/driver will be charged with a fine up to 1.000 € for each infringement. All F3 ES advertising partners have to be displayed as prescribed on all cars, all trucks and all overalls throughout each public display. It has to be taken care that none of the sponsor stickers will be damaged in any way or case.

If no sticker or badge is handed out for one or more advertising spaces designated below, these areas have to be reserved for the F3 ES Organisation and to be kept free of any advertising, logos or special design.

F3 ES reserves the right to slightly adapt the advertising spaces if necessary.

Car identification I (SCHEMATIC DRAFT)



Front wing main plate

- On the left and right part of the front wing main plate the **KUMHO** stickers (max. height 100mm x max. width 350mm), have to be affixed according to the drawing. In doing so the lower boarder of the sticker has to be positioned as far as possible to the front edge of the front wing.

Car's nose

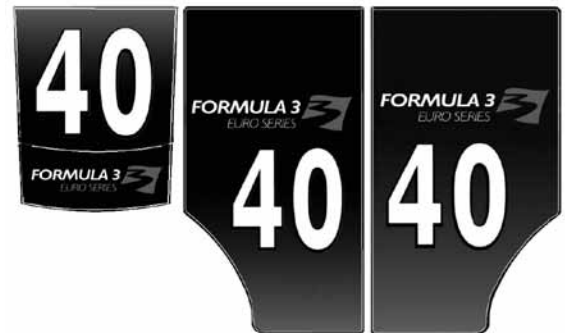
- In the middle of the car's nose the **ATS** sticker (height 64mm x width 160mm) has to be affixed 220mm above the tip of the nose. No other stickers are allowed in a radius of 15mm around.

Competition number

- The competition number- / **F3 ES** logo- sticker consists of 2 parts. The upper part (including the competition number) is to affix in the middle of the cars nose in the area from the bottom edge of the front bonnet to 225mm upwards, the lower part (including the F3 ES Logo) is to affix in the middle of the cars nose in the area from the bottom edge of the front bonnet 105mm downwards.
- The outside of both, left and right rear wing endplate is reserved for the competition number and the F3 ES logo which are to affix according to the drawing below (page 3).
- The teams are responsible to produce their own competition numbers in the following design:

Font Type: "Helvetica LT black"
 Width reduced (condensed) to 60%
 Height: 175,5mm
 Colour: white with a 4mm black outline

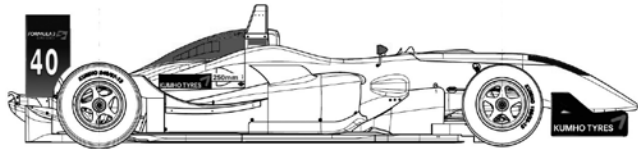
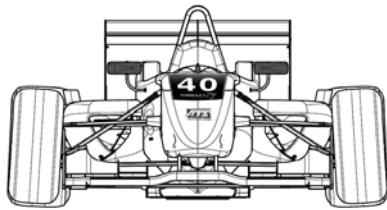
The number is to affix according to the drawing below.



No other advertising is allowed on the outside of the rear wing endplates.

Car identification II

(SCHEMATIC DRAFT)



Driver's name

- Both, the left and right side of the roll hoop have to carry the **national flag** of the driver and his/her **name**, according to the drawing. Each team is responsible to produce their own national flags and driver names.

Font Type: Helvetica

Height: 12 mm

Front wing endplates

- The outside of the front wing endplates have to be painted completely in black. The **Kumho** stickers have to be affixed both, on the left and right front wing endplates. The writing "Kumho Tyres must be visible at any time. It is not allowed to put any sticker or tape on it.

Rear view mirrors

- The complete outside surface of both rear view mirrors is reserved for the F3 ES organisation.

Engine cover I

- On the left and right upper part of the engine cover, an area according to the drawing (marked in red), is completely reserved for the F3 ES organisation and has to be kept free of any stickers and/or logos in any case.

Engine cover II

- On both, the left and right lower part of the engine cover the **KUMHO** stickers (max. height 100mm x max. width 350mm), have to be affixed according to the drawing. The distance from the backwall of the monocoque to the front end of the sticker has to be max. 250mm, the corners of the stickers must not be cut off or deviated. At a frontal view of the car's side, the sticker has to be completely visible.

Overall identification

(SCHEMATIC DRAFT)



Driver overall: chest

- 1st position: The **auto motor und sport** logo (max. height 50mm x width 100mm) has to be placed on the left side of the chest, seen from the driver's position. Seen from the driver's position, the left edge of the badge has to be in line with the left edge of the Kumho- badge below according to the drawing. The top edge of the badge has to be on the same line as the bottom edge of the overall's collar, in any case at highest position. This means, it is not allowed to have any badges, nameplates etc. above this badge!
- 2nd position: The **Kumho** logo (height 50mm x width 120mm) has to be placed on the left side of the chest, seen from the driver's position. The top edge of the badge has to be 5mm below the badge in 1st position.
- 3rd position: The red marked area (height 50mm x width 120mm) has to be kept free of any badges and/or embroideries. No other logo or design is allowed in this area which is allocated 5mm below the Kumho logo and in any case on third position.

Driver overall: arms

- 1st position: On both, left and right arm the **Kumho** logo (height 50mm x width 120mm) has to be affixed approx. 150 mm below the shoulder.
- 2nd position: On both, left and right arm the **ATS** logo (height 50mm x width 120mm) has to be affixed 5 mm below the Kumho logo.

All logos have to be affixed according to the above text and the respective drawing. It is not allowed to sew the logos directly onto the overall as embroidery or display in form of a corresponding badge. Only the badges distributed by the F3 ES organisation must be used.

If a driver has 2 or more overalls, the above descriptions have to be implemented exactly in the same way as on the one overall which has been inspected and approved by the F3 ES Organisation.

Truck identification I

(SCHEMATIC DRAFT)



Front

- In the middle of the boarder above the windscreen the **F3 ES** sticker (the smaller one) is to affix.
- Two of the smaller **ATS** stickers have to be affixed on the boarder above the windscreen left and right to the F3 ES sticker.

Side

- 1st position: The big **F3 ES** sticker is to affix on both, the left and right side of the trailer in the first / highest position according to the drawing.
- 2nd position: The **KUMHO** sticker is to affix on the left and right side of the trailer, in the second position 5cm below the F3 ES sticker, according to the drawing.
- 3rd position: The big **ATS** sticker is to affix on both, the left and right side of the trailer in the third position 5cm below the Kumho sticker, according to the drawing.
- 4th position: The **AMS** sticker is to affix on both, the left and right side of the trailer in the fourth position 5cm below the ATS sticker, according to the drawing.
- 5th position: On both, the left and right side of the trailer the red marked area in fifth position, is reserved for F3 ES Organisation.
- 6th position: On both, the left and right side of the trailer the red marked area in sixth position, is reserved for F3 ES Organisation.
- **Flag: On each race truck in the left corner (in driving direction) of the trailer's roof a F3 ES flag has to be affixed by the teams according to the drawing. The flag itself (Height 200cm x Width 65 cm) will be provided by the F3 ES Organisation. Each team is responsible to provide one mast to set up this flag. The Height of the mast (measured from the top of the trailer's roof upwards) should be between 200cm and 250 cm.**

Rear

- In the middle of the upper boarder on the trailer's backside, the **F3 ES** sticker (the smaller one) is to affix.
- Another two of the smaller **ATS** stickers have to be affixed on the upper boarder of the trailer's backside left and right to the F3 ES sticker.

APPENDIX 2

- Media Guide Registration Form for DRIVERS
- Media Guide Registration Form for TEAMS

Available on request at

Formel 3 Euro Serie Vermarktungs GmbH

Christoph Hewer

An der Wachsfabrik 3

D-50996 Köln

Phone +49 2236 3783047

Fax +49 2236 3783048

E-mail chewer@f3euroseries.com

APPENDIX 3

- Paddock Logistic Formular

Available on request at

Formel 3 Euro Serie Vermarktungs GmbH

Christoph Hewer

An der Wachsfabrik 3

D-50996 Köln

Phone +49 2236 3783047

Fax +49 2236 3783048

E-mail chewer@f3euroseries.com

APPENDIX 4

- Application for Private Testing

Available on request at

Formel 3 Euro Serie Vermarktungs GmbH

Christoph Hewer

An der Wachsfabrik 3

D-50996 Köln

Phone +49 2236 3783047

Fax +49 2236 3783048

E-mail chewer@f3euroseries.com

APPENDIX 5

- Confirmation of Accidents

Available on request at

Formel 3 Euro Serie Vermarktungs GmbH

Christoph Hewer

An der Wachsfabrik 3

D-50996 Köln

Phone +49 2236 3783047

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E-mail chewer@f3euroseries.com

