

Reg.-No.: CR 17/2026

Decision: 18

ADAC GT Masters Salzburgring

ADAC GT Masters

DECISION

The Stewards, after having received a report from the Race Director, which is attached and self explanatory concerning

Competition No.: **63**

Competitor: **LIQUI MOLY Team Engstler** (License No. 39404)

Infringement of Art 45.1 Sporting Regulations

Time: **09:28**, Session: **During Qualifying 2**

After hearing the representatives on behalf of the competitor
and after having examined the following evidence

☒ Video submitted ☐ Technical Report ☐ Photos
☐ Time Keeping Report ☐ see documents attached ☐ Witness

have considered the following matter and came to the following
DECISION

Disqualification from Qualifying 2 with the permission to start from the back of the Grid in Race 2.

Competitors are reminded that they have the right to appeal certain decisions of the Stewards, in accordance with Art. 15 of the FIA International Sporting Code within the applicable time limits.

FINDINGS

Fact: Car #63 was lifted during in-session parc fermé.
Offence: Breach of Art. 45.1 Sporting Regulations ADAC GT Masters 2026
Reason: See statements

announced on **06.09.2026** at **12:35** hours

☐ The decision is sent with registered letter and
acknowledgement of receipt

Maik HÄNSEL

Andreas DINZINGER

Wilhelm SINGER

☒ I herewith confirm having received a copy of the decision and being reminded of my right to appeal.
☐ I renounce on my right to appeal.

Plainfeld, 06.09.2026

Time: _____

LIQUI MOLY Team Engstler: _____

STATEMENTS

Statements made by driver / competitor / witness:

The Stewards received a report from the Race Director with regard to car #63. They heard from the competitor, examined video evidence and could proof that car #63 has been lifted and returned to the track again during the Qualifying 2.

The Stewards established that the car completed a timed lap during Qualifying and that an official lap time was recorded for this lap and shown on the official timing monitors.

Article 23.1 of the ADAC GT Masters Sporting Regulations defines the pit lane as the area which, over its entire length, is divided into the working lane and the fast lane.

The lap was started and completed outside this area. The car crossed the timing line at the beginning of the lap outside the pit lane and subsequently crossed the timing line again at the end of the lap, which is located before the pit lane and therefore also outside the pit lane. A lap time was recorded by the official timing system and shown on the official timing monitors.

Consequently, all relevant criteria for a timed lap within the meaning of the Sporting Regulations were fulfilled.

Article 33.6 specifies the Parc Fermé conditions applicable once a car has completed such a timed lap. From that moment, the car was therefore subject to parc fermé conditions.

After completing the timed lap and subsequently entering the pit lane, the car was lifted.

Article 45.1 sets out the restrictions applicable to cars subject to Parc Fermé conditions. The lifting of the car was not permitted under these conditions.

The fact that the car was subsequently located in the pit lane does not change its parc fermé status. That status had already arisen as a consequence of completing the timed lap in accordance with the definitions and requirements of Article 33.6.

The Stewards therefore determine that the car had completed a timed lap, was consequently subject to parc fermé conditions and was subsequently lifted in breach of Article 45.1 of the ADAC GT Masters Sporting Regulations, in conjunction with Article 33.6. and therefore penalize this with a disqualification from Qualifying 2 with the permission to start from the back of the grid in Race 2.

☐ Additional information in the appendix