

Provisionally Regulations for Series run on Circuits / Automobile Sport

Name of the Series:

GT WINTER SERIES 2021

FPAK Visa Number:

xx/2021

Status of the Events

International (registered in the FIA-calendar) National A (incl. NEAFP) National A

The status of the event will be specified in the corresponding Supplementary Event Regulations.

Sporting and Technical Regulations for the GT Winter Series 2019/2020

Name of the series:

GT Winter Series 2021

Status of the series:

National A (incl. NEAFP)

Foreword:

Gedlich Racing is a well-known company in German motorsport. Their history began in 1986. Since then, the company has a successful history in trainings and coaching events in Germany and especially in Spain during the winter time. In the winter season 2021, Gedlich Racing with the GT Winter Series wants to create another opportunity to offer its customers skills, experience and safety in a normally motorsport-free time and announces the GT Winter Series.

This series of events is aimed at amateurs and ambitious private drivers who can gain experience during a club race event and get to know the processes of a race.

Organizer/Promoter:

Gedlich Racing GmbH
Mergenthaler Allee 15-21
65760 Eschborn
Germany

in cooperation with:
Race Ready
Rua Professor Reynolds dos Santos n5 1E
1500-501 Lisboa
Portugal

Contact:

Robin Selbach
+49 172 7220111
robin@gt-winter-series.com

Contact:

Diogo Ferrao
+351 917 515665
diogo.ferrao@raceready.pt

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These regulations consist of 18 pages and 2 attachments.

Part 1 - Sporting Regulations

1. Introduction

Gedlich Racing GmbH (hereafter referred as series organizer) in association with the Portuguese Motorsport Federation (FPAK) organizes the **GT Winter Series 2021** (hereafter referred as GTWS). The **GTWS** is organized in conformity with the provisions of the International Sporting Code and its appendices (The Code), the FIA general regulations for circuit racing, and the FPAK national competition rules. It will be run in accordance with the sporting and technical regulations of this series, the latter being in conformity with the safety requirements of FIA, Appendix J (Articles 253 and 277), supplementary and further Regulations issued by the Organizer, Bulletins, Clarifications, Informations and Driver Briefing Notes.

The events will be organized according to the FPAK rules and regulations regarding events and circuit activities, unless otherwise specified in each of the individual event regulations.

2. Organization

2.1 Series Organizer/Promoter

Gedlich Racing GmbH is the series organizer/promoter of the GTWS for the year 2021

2.2 Name of the responsible ASN

FPAK - Federacao Portuguesa de Automobilismo e Karting

2.3 ASN Visa/Approval Number

The series, based on these stated sporting and technical regulations has been approved by FPAK(Federacao Portuguesa de Automobilismo e Karting) on .xx.xx.2021 with visa number xx/2021.

2.4 Name of the series organizer/promoter

Gedlich Racing GmbH

Mergenthaler Allee 15-21

65760 Eschborn

2.5 Organizing Committee

Robin Selbach	Diogo Ferraro
+49 172 7220111	+351 917 515665

2.6 List of the Officials

Werner Aichinger, Race Director

SPA 1058607

+49 172 7111136

2.7 ASN's Delegates

N/A

All other Officials will be announced in the specific event regulations.

3. Regulations and Legal Basis of the Series

This series is governed by the following regulations:

- FIA International Sporting Code (ISC) and its appendices
- FPAK Event Regulations
- FPAK Circuit Regulations
- FPAK Licence Regulations
- FPAK Legal System and Code of Procedure
FIA Legal System and Code of Procedure
- FPAK Decisions and Provisions
- FPAK Environmental Guidelines
- Anti-Doping Regulations of the national and international Anti-Doping Agency (WADA/NADA Code) as well as the Anti-Doping Regulations of the FIA
- Sporting and Technical Regulations of this Series and the FPAK approved modifications and supplements (Bulletins)
- Supplementary Event Regulations including modifications and supplements

Changes to the regulations are also possible during the season and during an event, after consultation of the FPAK. Any modifications to the regulations requires approval by the FPAK and will be com-

municated to the participants by bulletins. Bulletins published during an event will be posted on the official notice board. Obvious errors in the regulations can be corrected at any time.

Only the race director shall give binding information about the organization of the event, or, in his absence, his deputy.

In the case of any dispute regarding the interpretation of these regulations is subject to the Stewards of the Meeting / the FPAK judicial bodies. First the entrants have to make a written request to the series organizer with the specific question. The series organizer is allowed to answer, but no claims for compensation can be made.

3.1 Official Language

The official language is English. Only the English text, approved by the FPAK, is binding.

3.2 Responsibility, modification of the regulations, cancellation of the event

- (1) The participants (=entrants, drivers, passengers, vehicle proprietors and registered holders) take part in the events at their own risks. They carry the exclusive responsibility under civil and criminal law for all the damages caused by them, or the car used by them, as far as no exclusion of liability has been concluded. Modifications to these regulations may in principle, only be carried out by the relevant authorities.
- (2) Modifications are also possible during the season after agreement with the FPAK. From the beginning of the event, changes in the form of bulletins can only be made by the event stewards, but only if necessary for reasons of safety and / or force majeure, or as a result of official orders, or the information contained in the regulations concerning the length of the race, lap numbers and sports delegates, or obvious errors in the registration process. Any change to the regulations will be communicated to the participants in writing by bulletin.
- (3) The organizer reserves the right to cancel or postpone the entire event or a particular race, subject to the agreement of the respective ASN and of the FIA, without giving reason; claim for damages or compensation or claim for performance are in this case excluded.

4. Registration

4.1 Registrations/nominations, entry form and entry closing date and obligation to participate

To be eligible to participate in the GTWS 2021, you must submit the registration by sending the entry form (including all documents like waiver etc.) complete in due time. These documents can be found on www.gt-winter-series.com and are to submit until one week before each event. Interested parties can contact the series organizer at any time - even after the registration deadline. The organizer reserves the right to refuse registrations without giving reasons. The completed and duly signed entry form must be sent to: info@gt-winter-series.com

The original must be presented on the day of the event.

By submitting the entry form, paying the entry fee and after being formally acknowledged by Gedlich Racing the entrants is committed to participating in the respective event of the GTWS 2021. By signing all necessary documents for the registration, you confirm that you have read, understood and fully accepted these regulations. The series organizer reserves the right to refuse registrations without giving reasons. By submitting the entry form all entrants, their employees and agents, undertakes to observe all the provisions under Part A, Art. 3.

Race-by-race entrants can be made as well as the whole season.

Double nominations are permitted. At maximum two cars may be entered per driver at each event. If a nominated entrant is unable to participate he has to declare this in writing to the GTWS organizer no later than 48 hours prior to completion of documentation.

4.2 Entry fees for the season and per event

For the participation all entrants must pay an entry fee to Gedlich Racing.

The amount of the entry fee for the season is 2.500,- € per car / per event is 990,- € per car. The prices are net + VAT. (The right of withdrawal from the registration (refund of entry fee) is not possible). The entry fee is to be payed latest by sending the entry form.

4.2 Competition numbers

Participants receive permanent start numbers from the series organizer for the season. Requests for specific numbers can be made; however, they can only be used with the written consent of the series organizer.

5. Licenses

5.1 Required level of licenses

(1) Drivers

Drivers who hold a valid 2021 national driver's license issued by the FPAK or another ASN (e.g. DMSB) affiliated to the FIA with the Grade A or international A, B ,C or D are allowed to compete.

(2) Guest Drivers

Considered as guest driver are drivers which are registered on a race-by-race registration. They can score points and they are allowed on the podium and will receive a trophy if they have qualified.

After the Drivers Briefing a change of a driver is not possible anymore.

(3) Competitor

Competitors who hold a valid 2021 national or international competitor license issued by the FPAK or another ASN (e.g. DMSB) affiliated to the FIA.

5.2 Conditions for entrants outside their national territory

Foreign competitors/drivers have to present the approval of their own ASN according Art. 3.9.4 of the ISC.

6. Insurance, exclusion of liability and disclaimer

6.1 Organizer's / Promoter's insurance

In accordance with FPAK Event Regulations Art. xx with xxxxxxxxxxxxxxxx

In addition, by submitting the documents for the registration, you agree to waive claims of any kind for damages incurred in connection with the events, in relation to Gedlich Racing, its organs, employees and agents.

6.2 Declaration by the entrant, driver and passenger (= participant) on the exclusion of liability, disclaimer of the vehicle owner

In accordance with FPAK Event Regulations

7. Events

7.1 Calendar of events

Provisional calendar:

Event 1	23/24 January	2021	Autodromo Portimao (PRT)
Event 2	16/17 February	2021	Autodromo Portimao (PRT)
Event 3	03/04 March	2021	Motorland Aragòn (ESP)

If an event has to be cancelled because of Force Majeure, the GTWS organizers reserve the right to reduce or increase the number of races or to define a different event as a replacement. The GTWS organizers reserve the right to modify the event calendar in accordance with the Code.

7.2 Eligible cars and maximum number of cars authorized

The maximum number of cars is defined in the circuit license or listed in the specific event regulations.

7.3 Running of Events

Basically, a GTWS event consists of one qualifying session and two sprint races (maximum of two drivers allowed - one race each). However, this format may be changed at any time by the series or-

ganizer without giving reasons. The final event format will be published in the specific event regulations.

The timetable for each event will be issued to the entrants prior to the event.

The instructions of the series organizers concerning the arrangement of the paddock are to be observed. At all times it is the objective of each entrant to maintain a clean and professional standard race series appearance.

A speed limit of 60km/h will be enforced in the pit lane. During the qualifying any driver who exceeds the limit can be penalized by a fine of 250,- €. During the race, any driver who exceeds the above speed limit can be penalized by a drive-through penalty.

a) Practice

The Gedlich Racing Endless Summer Trackday can be booked additional for about 6h practices per day.

b) Qualifying

Basically, one (1) qualifying session of 40 minutes is held.

All participants must have qualified during the official qualifying. The participant must set two qualifying times within 130% of the respective class pole position time.

If a participant fails to qualify, he may start from the back of the grid with the permission of the Race Director.

No driver may start in the race without taking part in the qualifying session without the express permissions of the Stewards or the Race Director.

In the first 20 minutes of qualifying the time for the starting position in race 1 will be set. In the last 20 minutes the time for the starting position in race 2 will be set. If there are two drivers on one car, each one has to set the time for his own starting position.

If there are three races (Portimao on 24.01.2021), the average of the two qualifying times will be used for the starting grid in race 3.

The final decision of the starting grid is always with the Stewards and the Race Director.

Should there be no qualifying session due to Force Majeure; the grid position will be based on the result of the last race. The grid position for the other races during the event will be based by the race result of the prior race.

c) Starting mode

All races will be started as Rolling Start (Indianapolis Start)

Competitors must be present on the Pre-Grid fifteen (15) minutes before the start of qualifying and the race. If all the cars are located in the pit garages the Pre-Grid will not be compulsory. Information on this can be found in the respective event regulations.

Any competitor whose car is unable to start for any reason whatsoever (or who has good reason to believe that his car 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 starting procedure will take place according to the official timetable of the Event. There is a defined time window in which the pit exit light is green. During this time all participants have to go to their grid position and take it.

Any car which is still in the pits/pre-start when the pit exit is closed can start from the pits, but only under the direction of the marshals. It may be moved to the pit exit only with the driver in position. Where the pit exit is immediately after the Starting Line, cars will join the race when the whole field has passed the pit exit on its first racing lap. Where the pit exit is immediately before the Starting Line, cars will join the race as soon as the whole field has crossed this Starting Line after the start.

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 in which they left to complete the formation lap. If the Line is not situated in front of the pole position, for the purposes of this Article only, it will be deemed to be a white line one meter in front of pole position.

A drive-through penalty can be imposed on any driver who, in the opinion of the Stewards and/or Race Director, unnecessarily overtook another car during the formation lap. Any driver who is unable to start the formation lap must indicate this to the marshals.

When leaving the grid, all drivers must drive at a greatly reduced speed as long as there are team personnel standing next to the track.

Marshals will be instructed to push any car (or cars) remaining on the grid into the pit lane by the shortest route as soon as all cars able to leave the grid have done so. Any driver being pushed from the grid may not attempt to start the car and must follow the instructions of the marshals.

At the end of the formation lap, the GRID-board will be displayed on a marshal post. The exact location of the marshal post will be announced during the drivers briefing. From the grid board onwards no overtaking is allowed and the cars must maintain the 2x2 formation of the starting order until the start is released (green light). Warming up the tires by waving after the GRID-board is not allowed.

Rolling start: The organizer's official leading car will pull off at the end of the formation lap. The cars will continue on their own with the pole setter leading at a constant speed of 70 km/h and a maximum of 90 km/h. Any divergence between the prescribed speeds (70/90 km/h) before the start is given can result in a penalty.

During the end of the formation lap the red lights will be on. No car may overtake another one before the starting signal is given.

The starting signal will be given by green lights under the control of the starter. Race timing/distance will counted at the point that the race start signal is given. Should an additional formation lap be carried out, the starting procedure begins again. Distance / Race timing will count when the leader cross the starting line for the second formation lap.

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

If during the rolling start a problem arises when the cars reach the starting line at the end of the formation lap, the red light will stay on. Yellow flags will be displayed at all observation posts. The cars, with the pole setter leading, will complete a complete lap and stop at the starting line for a new start. There will be another formation lap. The race distance will be shortened by one lap.

d) Races

During an event basically two (2) sprint races with the following format take place:

Sprint Races:

The race time shall be 25 minutes from the start signal to the chequered flag. The leader will be shown the chequered flag when he crosses the control line (the Line) after the end of the race time. Maximum of one driver per car and race allowed.

Two drivers can take part in an event and each one completes a race. In this case both drivers must have driven in qualifying and set their respective time for the starting position.

On 24th January in Portimao there will be a third race, which is not part of the championship. It will be a 40 minute race. Two drivers can participate with driver change.

A race will not be stopped in the event of rain unless the circuit is blocked or it is dangerous to continue.

7.4 General Safety

(a) Safety Car

Refer to Article 2.10 of Appendix H to the FIA International Sporting Code

(b) Safety Car, Suspending and Resuming a Race

In exceptional circumstances, the Race may be started behind the Safety Car. In this case, at any time before the one minute signal, Safety Car will be placed in front of the grid with orange lights illuminated. This is the signal to the drivers that the race will be started behind the safety car. When the green lights are illuminated at the Start Line, the Safety Car will leave the grid with all cars following in order and with no more than 5 cars lengths between the cars. There will be no formation lap and the race will start when the green lights at the start line are illuminated.

(c) **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 makes it dangerous to continue, the clerk of the course will order red flags to be shown at all marshal posts and the abort lights to be shown at the Line.

When the signal is given overtaking is forbidden, the pit exit will be closed and all cars must proceed slowly to the starting grid. The grid shall be filled as per the standings from the last fully completed lap before the occurrence of the incident leading to the suspension of the race. If the race is suspended during a safety car intervention, and the safety car is directed into the pit lane, cars should stop in a line behind the safety car in the fast lane of the pits.

Whilst the race is suspended:

- neither the race nor the timekeeping system will stop, however;
- cars may be worked on once they have stopped on the grid or entered the pits but any such work must not impede the resumption of the race ;
- refueling is forbidden

Cars may not enter the pit lane when the race is suspended. A 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 at the time the race was suspended will not incur a penalty. If a vehicle is in the pit at the time of the interruption of the race, work may be carried out on the vehicle at this point but any such work must not impede the resumption of the race. However, if the race has been suspended in the pit lane a penalty will only be imposed on any driver whose car is moved from the fast lane to any other part of the pit lane.

(d) **Suspending a race before completing of the second lap**

In case the leading car did not cover the distance of 2 laps when the race is suspended the race shall be deemed as if it did not start yet. The cars have to take their position on the grid as per the qualifying result. Any empty position on the grid may not be filled up. Should there be a full starting row empty this gap may be closed by rows behind moving forward. The distance of the race will be shortened by two laps. The maximum duration/time/distance for the race will be shortened accordingly.

Competitors who were not able to resume the race due to the accident leading to the suspension will still be classified as 'started'.

(e) **Resuming a Race**

The following is applicable for all cases in which a race was suspended after the second lap was completed.

The delay will be kept as short as possible and as soon as a resumption time is known the series organizer will give the information via Email; in all cases at least five minutes warning will be given.

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

Any cars between the safety car and the leader, in addition to any cars that had been lapped by the leader at the time the race was suspended, will be waved off by Marshals to complete a further lap, without overtaking, and join the line of cars behind the safety car.

When the one minute signal is shown, no more work on the car is allowed and the 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 has 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. Soon after the last car in line behind the safety car passes the end of the pit lane, 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. The safety car will enter the pits after one lap.

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

(f) Suspension of the race after completing of 75% of the race distance or duration
The decision to ultimately suspend the race remains with the race director. In case the leading car when the race is suspended has covered more than 75% (rounded up to the next full lap or minute) of the appointed race distance or duration, the race can be declared as finished. The classification for the race will be done as per the positions of the drivers in the penultimate lap before the suspension of the race.

(g) Parc Fermé

After the qualifying and the race(s) have been finished, all classified cars are under Parc Fermé conditions. This means that the car has to be driven to the Parc Fermé only by its driver or, if the car is no longer able to drive, stopped after the chequered flag or is in the pit lane, it has to be pushed under supervision of the marshals by a team member to the Parc Fermé.

The way from the race track / pit lane to the technical scrutineering “Parc Fermé” and car weighing area are subject to “Parc Fermé” regulations. Only those officials charged with supervision may enter the “Parc Fermé”. No intervention of any kind is allowed there unless authorized by such officials.

The location of the Parc Fermé can only be changed by the race director during the driver's briefing. For example, the entire paddock and the pits can be designated as a Parc Fermé. However, this does not change the Parc Fermé regulations.

All cars must be parked in the Parc Fermé following the instructions given where they will remain until the Clerk of the Course orders their release.

8. Classifications

The GTWS 2021 consists of a total of three (3) events – six (6) races. The entrants can score points as follow:

- Driver Classification
- Overall
- Class

- Team Classification
- Overall

8.1 Scale of Points

The points of the GT Winter Series are awarded according to a participant dependent point system in the respective classes as follows:

Point System

Placement in the class	Number of starters in the class									
	1	2	3	4	5	6	7	8	9	10
1	15	19	21	22	22	22	22	22	22	22
2		13	16	18	19	19	19	19	19	19
3			11	14	15	16	16	16	16	16
4				9	11	12	13	13	13	13
5					7	9	10	10	10	10
6						5	6	7	7	7
7							4	5	5	5
8								3	4	4
9									2	3
10										1

This points table applies to all classifications.

If the race distance/time is reduced or the race is canceled/suspended, the entrants will receive the following points:

At least 75% of the regulation distance/time	=	100 % points
At least 50% of the regulation distance/time	=	50 % points
Less than 50% of the regulation distance/time	=	25 % points

If less than two race laps will be driven, no points are awarded.

8.2 Equality of Points

If a number of drivers have equal points at the end of the season, the title is decided by the biggest number of the first or second places, and of the other places in sequence. If there is still a tie, the driver with the best result in the final sprint race will be declared as winner.

8.3 Driver Classification

The winner of each class will be the driver who has covered the prescribed distance in the shortest time or who crossed the line after the race time first. All drivers who started will be classified if they covered at least 75% of the race distance/time (rounded down to the nearest whole number of laps/time). To avoid misunderstandings, it is not possible to finish the race in the Pit Lane. The official classification will be published after each race. It will be the only valid result subject to any amendments which may be made under the Code and these Sporting Regulations.

The Title of the GTWS driver champion for sprint races will be awarded to the driver who has scored the highest number of points over all events, taking into account the average of points from both sprint races per event.

If two drivers share a car for the sprint races, each driver gets the points from the race he drove himself.

8.4 Team Classification

The Title of the GTWS champion for teams will be awarded to the team which has scored the highest number of points, taking into account the best result per race of a vehicle provided by the respective team. This means that a team can participate in the Team Championship with several cars but only the most successful car counts for each race. The team classification is independent of the driver classification. The Team Classification is based on the class classification of all races. Team ranking points are awarded according to the same points system as used for the driver ranking. A driver change on a registered start number is possible.

8.5 Official Standings and List of Participants

The official standings table can be seen at www.gt-winter-series.com.

9. Administrative Checks

9.1 Timetable Administrative Checks

See specific event regulations.

The entrants must ensure to present a complete set of necessary documents at the administrative checks to the series organizer prior to the deadline for the closing of entries.

9.2 Drivers Briefing

Prior to each event the drivers briefing will be held at a time and location notified in the supplementary regulations. Participation in these briefings is mandatory.

Failure to attend or late attendance at the drivers briefing will result in a fine of 250,00 € payable prior to further participation in the event. Additional sanctions are subject to Stewards' decision.

10. Scrutineering/Technical checks

Prior to each event all cars and the driver equipment will be inspected and approved by one or several GTWS approved technical scrutineers. It must be ensured that any car presented for technical scrutineering is in technically and eligible condition. Scrutineering times are to be strictly adhered to.

The following car documents must be submitted: Technical passport/Wagenpass

Any Car involved in an accident during practice or the race must be re-presented to the chief scrutineer for further examination before participation is permitted. The GTWS organizer reserves the right to submit any car for an additional technical inspection at any time and which can also be at a place other than the event. The entrant/driver must follow the technical scrutineer's instructions for checking and inspection of the cars. At all times the technical scrutineers or the series organizer have the right to check any technical component of the cars.

11. Title, prize money and trophies

11.1 Title overall winner

Driver: **GT Winter Series Driver Champion 2021**

Team: **GT Winter Series Team Champion 2021**

11.2 Prize money and trophies

No cash prizes will be awarded.

Depending on the race, there are material prizes which are awarded by partners of the GTWS. In which class or for which performance these prizes are awarded the partner decides per event.

11.3 Podium Ceremony

There is one podium ceremony after both races. The podium ceremony is a standard part of the event. See event regulations for place and time.

Trophies will be awarded for the drivers who finished 1st, 2nd and 3rd overall and in each class per race.

The drivers finishing the races in 1st, 2nd and 3rd position overall or in their class and a representative of the overall winning team must attend the prize-giving ceremonies on the podium which abide by the podium procedures set out by the GTWS organizers. Immediately after the ceremony for Races, the podium drivers of the overall category must take themselves available for the post-race press conference.

12. Protests and Appeals

The FIA International Sporting Code is applicable for protests and appeals, FPAK Event Regulations and the FPAK Legal System and Code of Procedure as well the FIA Legal System and Code of Procedure for FIA appeals.

Protest deposit - payable to FPAK:

National status: will be published in the Supplementary Regulations of the relevant event
(Protest and appeal deposits are exempt of VAT)

13. Exclusion of jurisdiction of a court and limitation of liability

Any decision made by the ASN, their judicial authorities, the organizers, Stewards, or the GTWS organizers who act as judges is final and binding and should not be subject to any review or appeal of any kind (whether being judicial, administrative or otherwise).

14. Acceptance of the regulations

With the entry the driver and the team expressly agree with all regulations of this announcement.

15. Specific Regulations

There are no additional Specific Series Regulations.

Part 2 - Technical Regulations

1. General technical Regulations of the GT Winter Series

All the cars used in the GT Winter Series must comply with the technical provisions in these Regulations.

1.1 Overview of the eligible vehicle groups and classes

	Class	Permitted Vehicles
1.	GTR	- Vehicles with GT3 homologation and a power-to-weight ratio between 2.2 and 2.7 Kg/PS - Lamborghini Huracan Super Trofeo Evo
2.	Cup R	- Porsche 991 GT3 Cup - Porsche 997 GT3 Cup - Ferrari Challenge
3.	GTS	- Vehicles with GT4 homologation and a power-to-weight ratio between 3 and 3.5 Kg/PS
4.	Cup S	- Porsche 981 Cayman GT4
5.	V4	- Group „VLN Production Cars“ according to the VLN regulations - Class V4
6.	V5	- Group „VLN Production Cars“ according to the VLN regulations - Class V5
7.	V6	- Group „VLN Production Cars“ according to the VLN regulations - Class V6
8.	VT2	- Group „VLN Production Cars“ according to the VLN regulations - Class VT2
9.	BMW M240i R Cup	- BMW M240i Racing Cup Cars
10.	BMW M2 CS R Class	- BMW M2 CS Racing Cars
11.	TCR	- Vehicles with TCR homologation and/or a power-to-weight ratio between 3.5 and 4 Kg/PS
12.	Cup F	- Power-to-weight ratio greater than 4.5 Kg/PS
13.	Road Cars	- Group G (DMSB)
14.	Legends	- All vehicles built before 1990
15.	Prototypes	- Revolution Race Cars - Radical - LMP Cars

The GTWS Organization reserves the right to cancel classes after the registration deadline and to merge them with another class.

Participants who are classified in their class by power-to-weight ratio, but drive out too far in front of the second car of the respective class can be classified by the GTWS Organization in a next higher class and compete there. This measure is also applicable after the official Qualifying.

The vehicles must meet the technical specifications of these regulations and Appendix J of the International Sporting Code in full and must possess a valid and registered DMSB vehicle pass or the corresponding document of another ASN associated to the FIA.

A change of vehicles has to be applied for in writing by the entrant and must be approved in written form by the Series Organizer prior to the change. The decision to approve a change of vehicle is at the absolute discretion of the Series Organizer.

1.2 Principles of the Technical Regulations

In accordance with:

- Art. 251–253 of Appendix J (FIA ISC)
- Technical Regulations for DMSB group G
- General provisions, definitions and clarifications regarding the technical rules
- These Technical Regulations
- Technical manuals of the eligible vehicles
- Technical information of the respective car manufacturer
- Spare parts catalogue of the eligible vehicles

1.3 General / Preamble

Everything that is not expressly permitted in these Regulations is prohibited. Permitted modifications must not result in any illegal modifications or infringements of the Regulations.

1.4 Driver equipment

It is compulsory to wear overalls in compliance with the FIA 8856-2000 or 8856-2018 standard as well as underwear (with long sleeves and legs), balaclava, socks, shoes and gloves in compliance with FIA Regulations.

Furthermore, wearing a helmet:

- in compliance with DMSB Regulations or
- in compliance with the FIA Regulations (Appendix L of the ISC) is compulsory.

Furthermore, use of a head restraint (e.g. HANS):

- recommended
- compulsory

Frontal Head Restraint System (FHR; HANS or comparable system)

The use of an FIA-approved head restraint in compliance with FIA list No. 29 according to FIA Standard 8858-2010 is compulsory for all events within the championship.

Responsibility for the necessary modifications to the driver's equipment in order to enable use of such a system and installation of same in the vehicle in compliance with the manufacturer's instructions lies solely with the participant. The relevant manufacturer's certificate is to be presented during Technical Scrutineering.

1.5 General Regulations

It is the competitor's / entrant's responsibility to ensure that the vehicle is only used in impeccable technical conditions and complies at any time to its Technical Passport, its series and the FIA safety regulations.

1.6 Minimum weights and ballast N/A

1.7 Equivalence formula for supercharged engines N/A

1.8 Emissions regulations

All vehicles must be equipped with a catalytic converter and in accordance with its ASN exhaust gas emissions regulations

1.9 Noise regulations

The maximum permitted noise limits are 130 dB (A) measured in compliance with the L_{WA}-procedure and 98 dB (A) in compliance with L_P-procedure.

The noise level will be determined in compliance with the

- DMSB-short distance measuring method (in addition to the pass-by measuring method)
- DMSB-pass-by measuring method (mandatory for all circuit Events)

The current DMSB-noise regulations (see DMSB Manual, blue part) must be respected.

1.10 Advertising on the driver's equipment/on the race car and start numbers

The registered entrants will be informed about their starting numbers before the first race. The starting numbers remain the same for all races.

The team (entrant) is responsible for ensuring that the stickers on the entered vehicles comply with the applicable legal regulations.

The use of advertisements for companies in the tobacco and sex industry, or political or religious advertising, or private betting and gambling operators on vehicles, helmets, race suits and other driver equipment, on team vehicles or on team clothing or any kind of advertising for these companies, products or services or anything that may be deemed by Gedlich Racing to bring the Series into disrepute is strictly prohibited.

The advertising guidelines of the FIA and FPAK as well as general or legally regulated advertising bans must be observed.

1.11 Safety equipment

The vehicles must possess the following safety equipment.

The article numbers refer to the current Appendix J of the ISC unless stated otherwise.

- Lines and pumps in compliance with Art. 253.3.1 and 253.3.2 and accordingly Art. 259.6.2
- Oil collection tank in compliance with Art. 259.7.4
- Tank ventilation in compliance with Art. 253.3.4
- Double circuit braking system in compliance with Art. 253.4
- Additional safety fastener in compliance with Art. 253.5
- Safety belts in compliance with Art. 253.6 and accordingly Art. 259.14.2.1
- Manual extinguisher in compliance with Art. 253.7.3 or
- Fire extinguishing system in compliance with Art. 253.7.2 and accordingly Art. 275.14.1
- Safety cage in compliance with Art. 253.8 or
- Safety cage in compliance with Art. 253.8 (Appendix J 1993) or
- Safety cage in compliance with Art. 277
- Rear view mirror in compliance with 253.9 and accordingly Art. 275.14.3
- Towing-eyes/hitches in compliance with Art. 253.10 and accordingly Art. 259.14.6
- Safety foil on the windows in compliance with the DMSB prescriptions
- Windshield made of laminated glass
- Door nets in compliance with Art. 253.11 or DMSB prescriptions
- Additional safety fixing devices for windshield in compliance with Art. 253.12
- General circuit breaker in compliance with Art. 253.13
- Safety fuel tank in compliance with FIA standard FT3/FT3-1999 and accordingly FT5 in compliance with Art. 253.14 and accordingly Art. 259.6.3
- FIA homologated non-return valve in the filler neck in compliance with Art. 253.14.5
- Protective screen in compliance with Art. 253.15 and accordingly Art. 259.16.6
- Seats and attachments in compliance with Art. 253.16
- FIA homologated driver seat in compliance with Art. 253.16
- Headrest in compliance with Art. 259.14.4
- Rear light in compliance with Art. 275.14.5
- Reverse gear in compliance with Art. 275.9.3
- Prohibition of tyre pressure control valves in compliance with Art. 253.17
- Art. 277, category "II-SH"
- In compliance with ISC Appendix K

Valid for all safety equipment of the different cars:

All vehicles of the various classes taking part in the events and all vehicles coming from existing racing series must comply with the safety regulations in their respective series and classes as well as the provisions of their Technical Passport.

1.12 Fuel type and single fuel

The only permitted fuel is commercial, unleaded fuel in compliance with Art. 252.9 of the Appendix J (ISC) which must comply with DIN EN 228 and must be from a supplier specified by the Series Organiser. A new supplier can be designated for each event (fuel pumps, tanker, or similar). Only this fuel is allowed to be used for the duration of the event.

1.12.1 Refuelling

All additives are prohibited. Fuelling and refuelling of the vehicles during practice, qualifying and the race(s) is forbidden. All chemical changes to the fuel are forbidden.

Any operations involving the handling of fuel require the presence of fire extinguishers present in the area of the fuel operations.

Smoking and hot works are prohibited when any operation involving fuel or the fuel cell is in progress.

1.13 Technical definitions

In addition to the definitions in the "General Regulations, Definitions and Clarifications regarding the Technical Regulations" (DMSB Manual, blue part) the definitions set out in Appendix J (Art. 251 ISC of the FIA) shall apply.

2. Specific technical Regulations of the GT Winter Series

2.1 General

Each participating vehicle must in all respects comply with its Technical Passport, the requirements of Article 1.11 of these regulations and, in general, the requirements of FIA ISC Annex J.

2.2 Engine N/A

2.2.1 Exhaust system N/A

2.3 Transmission N/A

2.4 Braking system N/A

2.5 Steering N/A

2.6 Suspension N/A

2.7 Wheels (Flange + rim) and tires

All chemical, mechanical and thermal treatment of the tires is prohibited. The mechanical removal of rubber abrasion and stones is permitted.

2.8 Bodywork and dimensions N/A

a) External Bodywork (including windows) N/A

b) Cockpit N/A

c) Additional accessories N/A

2.9 Aerodynamic devices N/A

2.10 Electrical equipment N/A

2.11 Fuel circuit N/A

2.12 Lubrication system N/A

2.13 Data transmission N/A

2.14 Other

Cameras:

Only in-board or on-board cameras which have been approved by the Series Organizer and the Technical Scrutineers are permitted to be used.

Notes:

Everything that is not expressly permitted in these Regulations is prohibited. Permitted modifications must not result in any illegal modifications or infringements of the Regulations. Any permitted changes may only serve the intended purpose. The decision of the Series Organizer shall be final regarding any interpretation of these Regulations. The Series Organizer reserves the right to amend and extend these rules (in consultation with the FPAK).