



Real Federación Española
de Automovilismo

Provisionally Regulations for Series run on Circuits / Automobile Sport



Name of the Series:

GT WINTER SERIES

RFEDA Visa Number:

xx/2022

Status of the Series/Events: National A (incl. NEAFP)

Sporting and Technical Regulations for the GT Winter Series 2022/2023

The Championship GT Winter Series is a series of events that was launched by the Promoter Gedlich Racing in 2019/2020.

In the 2022/2023 season, 18 races at 6 events will be hosted. Each event will consist of 2 qualifying sessions of 15 minutes each, 2 sprint races of 25 minutes each and one endurance race of 60 minutes.

Organiser/Promoter:

Gedlich Racing GmbH
Mergenthaler Allee 15-21
65760 Eschborn
Germany

Contact:

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in cooperation with:

Race Ready
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Part 1 - Sporting Regulations

1. Introduction

Gedlich Racing GmbH in association with Race Ready, organizes the GT Winter Series 2022/2023, hereafter referred to 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 RFEDA 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 257A), supplementary and further Regulations issued by the Organizer, Bulletins, Clarifications, Information's and Driver Briefing Notes.

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

2. Organisation

2.1 Series Organizer/Promoter

The Gedlich Racing GmbH, hereafter referred to as series organizer, organizes the GTWS for the year 2022/2023

2.2 Name of the parent ASN

RFEDA - Real Federación Española de Automovilismo
C/ Escultor Peresejo, 68 Bis
28023 - Madrid
licencias@rfeda.es
<https://www.rfeda.es>

2.3 ASN Visa/Approval Number

The series, based on these Sporting and Technical Regulations has been approved by RFEDA on **xx.xx.2022 with visa number xx/2022.**

2.4 Name of the series organizer/promoter

Gedlich Racing GmbH Tel.: +49 69 900 28 429
Mergenthaler Allee 15-21 Mail: info@gt-winter-series.com
65760 Eschborn

2.5 Organizing Committee

Robin Selbach	+49 172 7220111	robin@gt-winter-series.com
Ulrich Neuser	+49 172 8255217	uli@gt-winter-series.com
Diogo Ferrao	+351 917 515665	diogo.ferrao@raceready.pt

2.6 List of the Officials

Werner Aichinger	+49 172 7111136	info@formel-koenig.de
Race Director, SPA1058607		

Tba tba tba
Scrutineer, tba

2.7 ASN's Delegates

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
- RFEDA Event Regulations
- RFEDA Circuit Regulations
- RFEDA Licence Regulations
- FPAK Legal System and Code of Procedure
- FIA Legal System and Code of Procedure
- RFEDA Decisions and Provisions
- 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 RFEDA approved modifications and supplements (Bulletins)
- Supplementary Event Regulations including modifications and supplements (Bulletins)
- FIA Code of Ethics and Code of Behavior
- Other provisions issued by the FIA and by the DMSB

Changes to the regulations are also possible during the season and during an event, after consultation of the RFEDA. Any modifications to the regulations requires approval by the RFEDA and will be communicated 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 RFEDA 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 Spanish. Only the Spanish text, approved by the RFEDA, is binding. This document is an English translation without guarantee.

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.
- (2) Modifications to these regulations may in principle be carried out only by the relevant authorities. 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.
- (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 and obligation to participate

To be eligible to participate in the GTWS 2022/2023, you must submit the registration by filling the online entry form. This can be found on www.gt-winter-series.com and is to be submitted up to one week before each event.

The series organizer reserves the right to accept late entry form.

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 2022/2023. By signing all necessary documents for the registration, entrant 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 1, Art. 3.

4.2 Registrations for the season and per event

It is possible to participate in the entire season and in individual events (3 races each) of the GTWS. Each participant will receive points.

It is allowed to enter the GTWS with one or two drivers per car. The entry includes all three races per Event (2x Sprint, 1x Endurance).

Double driver nominations are permitted. A driver may participate on a maximum of two cars per event. He only receive points on one car and must determine which one before the first qualifying session.

4.3 Entry fees for the season and per event

The below listed fees are applied for entry.

Full season (6 events): 16.000,00 €

Per Event: 2990 €

4.4 Competition numbers and sponsor stickers

Participants receive one set of permanent start numbers and stickers of mandatory sponsors from the series organizer for the season. Requests for specific start numbers can be made in the entry form. Further sticker sets will be charged with 35 €.

5. Licenses

5.1 Required level of licenses

(1) Drivers

Drivers holding a valid national driver's license issued by the RFEDA or another ASN (e.g. DMSB) affiliated to the FIA or any international A, B, C or D license are allowed to compete. Drivers with National licenses are allowed to start according the article 5.2.

(2) Competitor

Competitors who hold a valid national or international competitor license issued by the RFEDA 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.

This permission must be submitted by the competitor/driver at Administrative Checks in German, Spanish or English language.

6. Insurance, exclusion of liability and disclaimer

6.1 Organizer's / Promoter's insurance

Third party insurance included in the entry in accordance with RFEDA General Regulations Art. 17.

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 RFEDA General Regulations

7. Events

7.1 Calendar of events

Provisional calendar:

Event 1	12/13 December	2022	Autodromo Portimao (PRT)
Event 2	14/15 January	2023	Circuito do Estoril (PRT)
Event 3	11/12 February	2023	Jerez (ESP)
Event 4	18/19 February	2023	Valencia (ESP)
Event 5	04/05 March	2023	Navarra (ESP)
Event 6	11/12 March	2023	Barcelona Catalunya (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 with the consent of the RFEDA and in accordance with the Code.

7.2 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

A GTWS event consists of one test day, two qualifying sessions of 15 minutes each, two sprint races of 25 minutes each and one endurance race of 60 minutes with a mandatory pit stop.

One or two drivers are allowed to share car. If there are two drivers, both of them have to drive one Qualifying, one Sprint race and half of the endurance race.

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. Drivers exceeding the maximum speed during practice and qualifying sessions shall be fined EUR 100.00 plus EUR 10.00 for each km/h over the specified limit. Speeding is up to and will be penalized by the race director.

a) Free Practice/Test day

There is a test day with 4 or 5 sessions of 40 minutes per car the day before each race.

b) Qualifying

Two (2) qualifying sessions of 15 minutes are held.

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

Driver nomination need to be done filling the driver nomination papers until the briefing finish. If the team fails to give the GTWS staff in the briefing the driver nomination, automatically the driver 1 in the entry will the driver doing Q1 and Driver 2 need to do Q2.

If changes by force majeure are needed after the briefing, the entrant needs to ask authorization to the stewards.

For the endurance race, the average of the two qualifying times will be used for the starting grid in race 3.

All participants must have qualified during the official qualifying with min. two timed laps. The participants must set both 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.

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 starting grid will be determined according to the last standings in the driver championship. 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 what's over (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 two (2) sprint races and one (1) endurance race 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.

Endurance Race:

The race time shall be 60 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. There is a mandatory pitstop of 120 seconds between minute 20 and minute 40. The 120 seconds count from pit entry to pit exit. Maximum of two drivers per car allowed.

A race will not be stopped in the event of rain unless the race director believes 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.

If the safety car is used during the race, the pit lane remains open in the pit stop window.

(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 started 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 are 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 the communication channel; 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. Classification

The GTWS 2022/2023 consists of a total of six (6) events – eighteen (18) races. The entrants can score points as follow:

Driver Classification

- Overall

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 class	Number of starters in the class						
	1	2	3	4	5	6	7
1	5,00	7,50	8,33	8,75	9,00	9,17	9,29
2		2,50	5,00	6,25	7,00	7,50	7,86
3			1,67	3,75	5,00	5,83	6,43
4				1,25	3,00	4,17	5,00
5					1,00	2,50	3,57
6						0,83	2,14
7							0,71

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). 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 will be awarded to the driver who has scored the highest number of points over all events, taking into account the points from both sprint races and the endurance race per event. There are four strike results. So the best 14 of 18 races count.

If two drivers share a car, they count as a team and they get the points from both sprint races and the endurance race.

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 event 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 per event (3 races). The team classification is independent of the driver classification. Team ranking points are awarded according to the same points system as used for the driver ranking.

8.5 Official Standings and List of Participants

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

9. Administrative Checks

The following documents must be presented by the driver/entrant:

- Entry Confirmation
- Entrants/sponsors licence
- Drivers Licence
- Starting Permission for foreign countries
- Vehicle documents (vehicle passport or similar)

9.1 Timetable Administrative Checks

Will be announced with the driver information for each event.

9.2 Drivers Briefing

Prior to each event the drivers briefing will be held at a time and location notified in the supplementary regulations and the timetable. 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.

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 2022/2023

Team: GT Winter Series Team Champion 2022/2023

11.2 Prize money and trophies

There are Trophies for the first 30% of starters per Class and for the first 3 overall by finish and by points. No cash prizes will be awarded.

The drivers' champion/s will receive a branded BRM watch and a high-quality trophy. The 2nd and 3rd and the Team champions will receive a high-quality trophy as well.

11.3 Podium Ceremony

Immediately after each race, the top three in the overall classification by finish, as well as by points, will be honoured on the podium.

The drivers concerned please go immediately from the Parc Ferme to the podium.

Trophies for the first 30% of each class will be given out in a given time slot in the Scrutineering Box.

12. Protests and Appeals

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

Protest deposit - payable to RFEDA:

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 classes

Class	Permitted Vehicles
LMP3	- Cars with LMP3 Homologation
GT3	- Cars with GT3 Homologation > The respective BoP will be announced before each race
GT4	- Cars with GT4 Homologation > The respective BoP will be announced before each race
Cup 1	- Ferrari 458 Challenge - Ferrari 488 Challenge - Ferrari 488 Challenge Evo
Cup 2	- Porsche 992 GT3 Cup - Porsche 991 GT3 Cup
Cup 3	- Porsche 981 Cayman GT4 Clubsport (ohne GT4 Homologation) - Porsche 718 Cayman GT4 Clubsport (ohne GT4 Homologation)
BMW M2 CS Racing Winter Cup	- BMW M2 CS Racing Cars
BMW M240i R Cup	- BMW M240i Racing Cup Cars
TCR	- Cars with TCR Homologation
Cup X	- All vehicles that do not fit into one of the above mentioned classes

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

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 or a homologation sheet. Depending on the class, they must also comply with the respective BoP published for each race.

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)
- 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

The minimum weight and additional weights per vehicle will be announced in the respective BoP or can be found in the respective regulations.

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.

There is no noise limit.

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

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

In compliance with the FIA/RFEDA regulations for start numbers and advertising on competition vehicles it is mandatory to attach the original advertising stickers and start number mats from the series partners in accordance with Appendix 1.

The stickers are provided by the series organizer and are available during the respective race weekend at the GTWS Desk.

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

The series organizer is entitled to prohibit advertising for products and companies that compete with series partners or that may be deemed to bring the Series into disrepute.

1.10 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 catch tank in compliance with Art. 259.7.4
- Fuel Cell 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.

1.11 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.

In addition, the octane limits value of max. 103 RON instead of 102 RON is valid for petrol fuel. All additives are prohibited.

1.12 Refuelling

Fuelling and refuelling of the vehicles during practice, qualifying and the races is forbidden. Only vehicles from the "BMW M2 CS Racing Winter Cup", „Cup 1“ and „Cup X“ class may refuel exclusively in the Endurance race under the conditions in the refueling appendix.

1.13 Technical definitions

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

1.14 Cameras

The installation of cameras is allowed within the cockpit area and on the exterior body-work. The mounted cameras must always be secured in two ways and will be checked during the technical inspection.

The recordings are to be handed over to the series organization on request after the event for advertising and, if necessary, investigation purposes.

The series organizer reserves the right to install its own cameras in the vehicles.

1.15 Bodywork

It is forbidden to seal gaps, connection points and openings of the bodywork, i.e. parts of the car that are in contact with the external air flow, with tape, silicone or something else. Only cooling openings may be closed if needed.

1.16 Data Logger

Each GT4 and GT3 car must have a working and ready for use catalogue incl. sensors. The removal of data or similar after the sessions is not permitted until the end of the Parc Ferme.

The costs for the loggers are covered by the participant.

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 - 2.6

N/A

2.7 Wheels and tires

The manufacturer of the tires is free to choose. Tires may be heated or mechanically removed from rubber abrasion and stones. All chemical treatment of the tires is prohibited.

2.8 - 2.14 **N/A**

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 RFEDA.