

# **DMSB**

## **General Regulations for Series run on Circuits / Automobile Sport**

(Version 03.03.2021)



Name of the Series:

**Gran Turismo Cup Race (GTC Race)**

DMSB Visa Number:

**507/21**

**Status of the Series/Events: National A Plus inkl. NSAFP**

The championship GTC Race is a series of events launched in 1990 over a medium race distance for GT vehicles and sports cars.

In the 2021 season, 15 races and five race weekends of the ADAC Racing Weekend will be hosted. The GTC Race includes 30-minute races (GTC) and special classifications of 60 minutes (Goodyear 60).

Following the spelling driver or drivers has been chosen, which implies all three gender types in these regulations. For better readability we only use one gender type in the regulations.

These regulations have been approved by the FIA.

Not all details are described in the regulations. Important are the "Regulations and Legal Basis of the Series" (see point 3).

Promoter / Organisation: Driving Mobility GmbH & Co. KG  
Paravanstraße 5-10  
72539 Pfronstetten  
Germany

Contacts: Geschäftsführer: Ralph Monschauer  
Mobile: + 49 (0) 170 / 330 19 19  
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## **Part 1: Sporting Regulations**

### **1. Introduction**

The series GTC Race is organised in conformity with the provisions of the International Sporting Code and its appendices (the Code), the FIA General Prescriptions on circuits and the National Sporting Regulations of the DMSB. It will be run in conformity with the Series' sporting and technical regulations, the latter being in conformity with the safety prescriptions of FIA Appendix J (Article 253 and 277).

The events will be organised in compliance with the DMSB General Event and Circuit Regulations unless stated otherwise in following or in the Supplementary Event Regulations of the corresponding event.

The series is supported by the following companies:  
Schaeffler, Schaeffler Paravan, Paravan, Goodyear

### **2. Organisation**

#### **2.1 Details on titles and awards of the Series**

The Driving Mobility GmbH & Co. KG, hereinafter referred to as series organiser, organises the GTC Race for the year 2021.

#### **2.2 Name of the parent ASN**

DMSB – Deutscher Motor Sport Bund e.V.  
Hahnstraße 70, 60528 Frankfurt-Germany  
Homepage: [www.dmsb.de](http://www.dmsb.de)  
E-Mail: [info@dmsb.de](mailto:info@dmsb.de)

#### **2.3 ASN Visa/Registration Number**

The series based on these Sporting and Technical Regulations has been approved by the Deutscher Motor Sport Bund on 03.03.2021 with visa number 507/21.

#### **2.4 Name of the Organiser/Promoter, address and contacts (Permanent office)**

Driving Mobility GmbH & Co. KG,  
Paravanstraße 5-10, 72539 Pfronstetten, Germany  
Phone +49 (0) 170/3301919  
**Promoter:** Ralph Monschauer

#### **2.5 Composition of the organising committee**

Ralph Monschauer  
Roland Arnold  
Stefan Paulus

## **2.6 List of Officials (Permanent Stewards) (see also relevant Supplementary Event Regulations)**

Scrutineer:	Stefan Paulus
Race Secretary	Lena Monschauer
Race Secretary	Ralph Monschauer

## **3. Regulations and Legal Basis of the Series**

This series is governed by the following regulations:

- FIA International Sporting Code (ISC) and its appendices
- DMSB Event Regulations
- DMSB Circuit Regulations
- DMSB License Agreement
- DMSB Legal System and Code of Procedure (RuVO)
- FIA Legal System and Code of Procedure
- DMSB Decisions and Provisions
- DMSB 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 DMSB approved modifications and supplements (Bulletins)
- Supplementary Event Regulations including modifications and supplements (Bulletins)
- FIA Code of Ethics and Code of Behaviour and DMSB Code of Good Conduct
- Other provisions issued by the FIA and by the DMSB

### **3.1 Official language**

German

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

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

- (1) The participants (=entrants, drivers, passengers, vehicle proprietors and registered keepers) take part in the event 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. After the beginning of the event, modifications should be carried out only by the Stewards of the event by means of bulletins, but only in case of necessity for safety reasons and/or reasons of force majeure, or by order of the authorities, or concerning the details given in the regulations about the length of the track, the duration of the races, the number of laps and the officials and marshals, or in case of an obvious mistake in the regulations.
- (3) The organiser reserves the right to cancel or postpone the entire event or a particular race for the aforementioned reasons, subject to the agreement of the respective ASN and of the FIA, and as far as the calendar is concerned, claim for damages or compensation or claim to performance are in this case excluded.

## **4. Entries**

### **4.1 Registrations/entries, entry closing date and obligation to participate**

#### **4.1.1 Entry closing date, number of drivers and address**

The entrant and/or driver must submit his application to be admitted to the GTC Race until 15.03.2021, 12 o'clock, by using the form provided by the series organiser entry form.

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

The series organizer reserves the right to refuse applications with justification.

The organiser reserves the right to cancel the entire series GTC Race, if less than 15 participants registered for the series.

The completely filled in and signed application must be sent to the following address:

Driving Mobility GmbH & Co. KG  
Paravanstraße 5-10  
72539 Pfronstetten  
Germany  
E-Mail: info@gtc-race.de

With the submission of the entry form and driver charge and authorise the series organiser to submit entry forms on his behalf for those events which form part of the series GTC Race (block entry).

#### **4.1.2 Registration**

It is allowed to enter in the GTC Race with one or two drivers per car. The entry includes both, the GTC Race and the special classification / special race Goodyear 60 respectively.

Only inscribed drivers will receive points.

The series organizer reserves the right to refuse inscription with stating reasons.

Generally The entry / registration GTC Race includes:

- permanent starting numbers and stickers of mandatory series sponsors
- Pit space (as long as available)
- Photo service
- professional execution
- Track time of 280 minutes
- Special parking area for participants in the paddock
- 8 tickets for each vehicle per team
- 5 tickets for guest free of charge

#### **4.1.3 Entries/Guest starts**

In the GTC Race individual entries (guest starts) are allowed. These guest starters are not entitled to gain points.

Deadline for entries is 25 days prior to each event weekend. The series organizer reserves the right to accept entries later than the official deadline.

#### 4.1.4 Vehicle change

Should there be an intention to change the vehicle after the first technical inspection in the current season, this is only possible if the organizing committee has approved this in writing.

#### 4.2 Entry fees for the season and per event

The below listed fees are applied for inscription and entry.

##### **GT3 and KTM GTX:**

Registration until March 15, 2021: 21.000 Euro

Guest start: 4,800 euros

##### **GT4 and others:**

Registration until March 15, 2021: 19.000 Euro

Guest start: 4.400,- Euro

##### **"Small registration":**

##### **GT3 and KTM GTX**

3 race weekends: 13.500 Euro

4 race weekends: 17.400 Euro

##### **GT4**

3 race weekends: 12.300 Euro

4 race weekends: 15.800 Euro

Later registrations (according to the regulations): 10% surcharge

All prices net

Only with money receipt the entry and thus a guest start is valid.

If the applicant / team / driver does not participate, a written deregistration must be sent by e-mail to: [info@gtc-race.de](mailto:info@gtc-race.de)

The accepted participants will receive a written confirmation of the registration.

The series organizer reserves the right to reject applications for registrations/guest starts with stating reasons.

#### 4.3 Competition-numbers

The participants will get permanent competition-numbers from the series organiser for the whole season

### 5. Licences

#### 5.1 Different grade of licence

##### a) Drivers

Drivers holding an International entrant's and driver's licence for 2021 issued by the DMSB or by another ASN affiliated to the FIA Grade

A,  B,  C,  D,  C/D-historic,

who are registered for the GTC Race or who have been guest starters at the respective race weekend and who have paid the fees are allowed to participate. The registered participants have priority authorization to start.



**For class 4 and 7:**

Drivers holding an International entrant's and driver's licence for 2021 issued by the DMSB or by another ASN affiliated to the FIA Grade

A,       B,       C,       D,       C/D-historic,

**b) Entrants**

Entrants wishing to register with the driver must be in possession of an international commercial or club licence issued by the DMSB or by another ASN affiliated to the FIA and valid for the year 2021 and have paid the registration fees.

**c) DMSB-Sponsor-Card**

Sponsors who wish to be named in addition to the driver's name in the official program, as well as the list of nominations, starters and results, without assuming the role of an entrant can do so by purchasing a "DMSB sponsor card for companies, clubs, teams.

**d) Age regulations**

according to DMSB license regulations

**e) guest starters**

The GTC Race organization can host guests with a valid international entry and driver license in accordance with Art. 5.1 a)

Admit to the races if they meet the conditions of the series advertisement and advertisement for the respective event. The registered participants have priority authorization to start.

**5.2 Conditions for entrants outside their national territory**

For events with the status National A Plus (NSAFP) DMSB licence holders and licence holders by another ASN affiliated to the FIA have the right for participation and are entitled to score points for the series.

Foreign competitors/drivers have to present the approval of their own ASN.

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

**6. Insurance; Liability exclusion and disclaimer****6.1 Organiser's/promoter's insurance**

In accordance with DMSB Event Regulations  
General liability insurance: Allianz Versicherung

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

In accordance with DMSB Event Regulations

## **7. Events**

### **7.1 Calendar of events**

#### **ADAC Racing Weekends 2021**

23. - 25. April 2021	Oschersleben
28. - 30. Mai 2021	Lausitzring
30. Juli - 01. August 2021	Nürburgring GP
27. - 29. August 2021	Assen (Niederlande)
17. - 19. September 2021	Hockenheimring

(Subject to changes)

### **7.2 Maximum number of cars authorised**

The maximum number of cars is defined in the circuit licence and listed in the Supplementary Event Regulations of the event.

### **7.3 Running of the events**

In order to be classified the driver must drive his vehicle alone with the car's engine power and without outside help.

Each GT3 driver in the GTC Race and special classification Goodyear 60 is categorized by the organizing committee. Platinum or gold drivers are not allowed to start as a PRO in combination with other platinum or gold drivers or as a single PRO driver (Platinum/Gold) to start in Race 1 GTC Race and alone in Goodyear 60. Example: platinum / platinum, platinum / gold or gold / gold is not possible.

GT3 silver drivers can apply for a solo start permit by the organizing committee.

GT3 bronze drivers alone or in combination with other drivers are allowed. Example: bronze / platinum, bronze / gold, bronze / silver or bronze / bronze is possible.

The organizing committee can determine other categorisations at any time without justification.

#### Classifications:

For GT3 there are three different classifications in the GTC Race and special classification Goodyear 60:

AM  
SemiPRO  
PRO

There is no categorization in any of the other non-GT3 classes.

#### **a) Free Practice**

For each event two free practice sessions of 45 minutes each are planned. The actual driving time is regulated in Supplementary Event Regulations of the event. The driving time per driver is not regulated.

#### **b) Qualifying**

For each event 3 qualifying practices are planned. 2 x 20 minutes for GTC and 1 x 30 minutes for Goodyear 60

If there are two registered / entered drivers on one vehicle, the team must have determined the driver and handed over the nomination to the GTC Race Organization not later than 90 minutes before the respective qualifying (according to the schedule of the race weekend).

**Goodyear 60:**

The qualifying for the special classification Goodyear 60 lasts 30 minutes.

**GT3 (class 1 and class 2):**

When registered / guest start with two drivers who have different categorizations by the GTC Race Series Organizing Committee, the qualifying time of the lower-ranked driver is decisive for the starting grid of the Goodyear 60 race.

In case of the same driver categorization by the GTC Race series organizing committee (example bronze / bronze), the team may decide who will complete the Goodyear 60 qualifying. BUT whoever the team has chosen must also drive the start of the Goodyear 60 race!

The other driver can also take part in qualifying. However, his time is not taken into account.

**GT4 and other non-GT3 classes:**

If two drivers are registered / entered, both can take part in the Goodyear 60 qualifying. The best time in qualifying determines the starting grid. The team is free to choose the driver to drive the race start.

**GTC:**

The qualifying for the sprint races of the GTC lasts 20 minutes.

Qualifying 1 determines the starting grid for race 1.

Qualifying 2 determines the starting grid for race 2.

**GT3 (class 1 and class 2):**

When registered / guest start with two drivers in a GT3 class, only the lower categorized driver is allowed to start in qualifying 1 and his fastest lap time determines the starting grid for race 1, which he must complete.

If there is a second driver registered / guest start for GT3, only this higher-rated driver is allowed to start in qualifying 2 and his fastest lap time determines the starting position for race 2, which he completes.

In case of the same driver categorization by the GTC Race series organizing committee (example bronze / bronze), the team may decide who completes qualifying 1 and qualifying 2.

**GT4 and other non-GT3 classes:**

If two drivers are registered / entered, the team is free to decide which driver takes part in qualifying 1 GTC and which driver takes part in qualifying 2 GTC. If there are two drivers, each must complete one of the two qualifying sessions. This determines his starting grid for race 1 GTC and race 2 GTC.

If, due to exceptional circumstances, a qualifying cannot take place, the starting grid will be determined according to the last standings in the drivers' standings.

Every driver who is entitled to start must complete at least 1 timed lap in training or qualifying. If proof of this is not provided, admission to the competition may be refused. The race director makes the final decision.

**c) Starting modes**

The races will be started as follows:

- Rolling start (Indianapolis start)

#### **d) Races GTC Race / Goodyear 60**

The races are generally 2 x 30 minutes and 1 x 60 minutes long.

After the scheduled time of 30 minutes or 60 minutes, the leader will be shown the chequered flag when crossing the finish line the next time. The finish line applies both on the track and in the pit lane. For the races separate tire regulations apply.

#### **Goodyear 60:**

The Goodyear 60 special classification lasts 60 minutes.

#### **GT3 (class 1 and class 2):**

If there are two registered / entered drivers, the lower categorized driver will complete the start of the Goodyear 60 race. If the categorization is the same, the driver who has been nominated by the team for qualifying and which name has been submitted to the GTC Race Organization on the nomination list and whose best time was decisive for the starting grid, will start.

#### **GT4 and other non-GT3 classes:**

If there are two registered drivers, the team is free to choose the starting driver, Goodyear 60. Not later than 90 minutes before the start of the race (according to the race weekend schedule), the team must have determined the driver and submitted it to the GTC race organization on the nomination list.

#### **GTC**

The GTC races run over two runs, each with a time of 30 minutes.

#### **GT3 (class 1 and class 2):**

If there are two registered / entered drivers, the lower-rated driver will complete race 1 GTC.

If there is a second driver registered / guest start for GT3, only this higher categorized driver is allowed to start for race 2 GTC.

In case that the categorization is the same, race 1 GTC is completed by the driver that the team submitted to the GTC race organization for qualifying on the nomination list.

#### **GT4 and other non-GT3 classes:**

If there are two registered drivers, each driver will start the respective race according to their qualifying result.

#### **Handicap weights:**

According to the GT3-categorization in AM, SemiPRO and PRO, every driver in the GTC Race receives a handicap weight in his vehicle.

The height of the handicap weight is shown in the following table of driver classifications:

<b>Classification</b>	<b>Handicap weight</b>
<b>AM</b>	0 kg
<b>SemiPRO</b>	20 kg
<b>PRO</b>	40 kg

#### **Awarding of points:**

Points are awarded in accordance with Art. 8.1.

#### **Placement Weight:**

In the GTC Race races, weights are placed in the vehicles according the positions 1, 2 and 3 in the overall result.

These weights apply to the next race weekend for the respective driver.

Example: If victory in race 1 was achieved on the second race weekend, the placement weight for qualifying 1 and race 1 of the third race weekend applies. These weights do not apply to free practice.

The height of the placement weight is shown in the following table:

Position GTC Race overall result	Placement weight
1.	30 kg
2.	20 kg
3.	10 kg

These placement weights are reallocated after each race.

The placement weights are driver-related and are transferred from the driver to other vehicles.

Annotation: Details and explanations of the weights in Part 2, Art. 1.4 "Placement weight / additional weight (ballast)"

### Goodyear 60

The special classification Goodyear 60 is over a race distance of 60 minutes.

There are approved driver pairings for GT3 vehicles and the following results are obtained from the table below:

Classification	Driver 1	Driver 2
PRO	SemiPRO	PRO
SemiPRO	SemiPRO	SemiPRO
SemiPRO	AM	SemiPRO
SemiPRO	AM	SemiPRO
SemiPRO	AM	PRO
AM	AM	AM
Not allowed	PRO	PRO

### Awarding of points::

Points are awarded in accordance with Art. 8.1.

### Approved starts:

Per vehicle the maximum of two (2) drivers is allowed to enter and participate in the special classification Goodyear 60. They must be announced with the entry/guest start.

### Handicap Weight:

According to the drivers pairing each vehicle receives a handicap weight. The height of the handicap weight is shown in the following table:

Category	PRO	SemiPRO	AM
PRO	40 kg	30 kg	20 kg
SemiPRO	30 kg	20 kg	10 kg
AM	20 kg	10 kg	0 kg

If the entire race is completed by one GT3-driver only, the handicap weight is calculated according to the table above as a driver pairing with the same classification.

GT3-Example: Driver pairing A (PRO) / B (AM) drives the Goodyear 60 together. This driver pairing results in a handicap weight of 20 kg.

Driver C (SemiPRO) starts alone in the Goodyear 60 special classification. This results in a handicap weight of 20 kg.

The organizing committee has the right to give individual drivers / vehicles (also during the event) a weight handicap.

Placement Weight:

In the Goodyear 60, weights are placed in the vehicles according the positions 1, 2 and 3 in the overall result. These weights apply to the next race weekend. Example: If victory in the race of the Goodyear 60 was achieved on the second race weekend, the placement weight applies for qualifying and the Goodyear 60 race of the third race weekend. These weights do not apply to the free practice.

The height of the placement weight is shown in the following table:

<b>Position Goodyear 60 overall result</b>	<b>Placement Weight</b>
<b>1.</b>	30 kg
<b>2.</b>	20 kg
<b>3.</b>	10 kg

See details and explanations of the placement weights (ballast) Part 2 Art. 1.6

**e) Parc Fermé-regulation**

After competition the vehicles are subject to the provisions of the Parc Fermé on the entire area. If a vehicle is parked in qualifying or the race before the end of the competition, the Parc Fermé regulation begins from this moment.

The respective steering wheel of each vehicle must be in its specified position on the handlebar. The transmission must be in neutral.

**f) Prize giving ceremony**

Immediately after each race, the prize giving ceremony of the top three drivers of the overall classification takes place. The location will be announced in the drivers briefing. On the podium, each driver has to wear a cap provided by the tire partner as a headgear.

In addition, there is a tribute to the categories' winners and, if necessary, the special classifications. The location will be announced in the drivers briefing. For each award ceremony drivers are expected to appear in a driver's overalls.

**8. Classification**

**8.1 Scale of points**

The car placed first will be the one having covered the scheduled distance with his car in the shortest time, including all eventual penalties.

In order to be classified a driver who has taken the start must have completed at least 75 % of the winner's race distance.

If a race is cancelled and not continued, the scoring is based on the moment in which the (overall) leading vehicle crossed the finish line the penultimate time before the race was interrupted or cancelled.

Every registered pilot receives points for the respective place. The points are driver and not vehicle related.

If the vehicle or team changes, the points of the respective driver are retained.

The awarding of points for the GTC Race and the Goodyear 60 special classification is listed below:

GTC

Registered as a single driver:

The best individual result in one of the two GTC sprint races is credited as the number of points for the championship.

Registered with two drivers:

Each driver receives points for their respective placement for their GTC sprint race on the race weekend. This determined number of points is credited to each of the two drivers in the championship.

Double start on two vehicles in the same class: only the best result achieved will be credited in the championship.

Goodyear 60

If a driver starts on two vehicles in the same class, only the best result achieved will be credited for the championship.

If a driver starts on a GT3 and also on another non-GT3 class, both results are used for the championship.

All GT3 vehicles of class 1 and class 2 are grouped together for the overall GT3 Trophy.

All GT4 vehicles of class 4 are grouped together for the overall GT4 Trophy.

All other vehicles are classified according to their classes.

During the season, a so-called "joker driver" may be used once per vehicle in the Goodyear 60. This "joker" can take part for a registered driver if he is cancelled, e.g. due to illness. This "joker driver" scores points for the registered driver (whom he represents), but is not named in the championship.

Points will be allocated according to the following point system:

For GT3-classes 1 and 2:

drivers in categorization	+ 0,5	-	position in categorization	
				x 10
drivers in category				

**Example:** 7 starters in the AM categorization

The starter occupies 3rd place in its classification as AM

7	+ 0,5	-	3	
				x 10 = 6,428 = 6,43 Pkt.
7				

3rd place of the AM-classifications earns 6,43 points

For non-GT3 classes:

Starter in der Klasse	+ 0,5	-	Platz in der Klasse	
<hr/>				x 10
Starter in der Klasse				

**Example:** 6 starters in the class  
The starter occupies 4th place in his class

6	+ 0,5	-	4	
<hr/>				x 10 = 4,17 Pkt.
6				

4th place of the class earns 4,17 points

The numbers are rounded to two decimal places.

Allocation of points															
Position in class	drivers in class														
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
1	5,00	7,50	8,33	8,75	9,00	9,17	9,29	9,38	9,44	9,50	9,55	9,58	9,62	9,64	9,67
2		2,50	5,00	6,25	7,00	7,50	7,86	8,13	8,33	8,50	8,64	8,75	8,85	8,93	9,00
3			1,67	3,75	5,00	5,83	6,43	6,88	7,23	7,50	7,73	7,92	8,08	8,32	8,33
4				1,25	3,00	4,17	5,00	5,63	6,11	6,50	6,82	7,08	7,31	7,50	7,67
5					1,00	2,50	3,57	4,38	5,00	5,50	5,91	6,25	6,54	6,79	7,00
6						0,83	2,14	3,13	3,89	4,50	5,00	5,42	5,77	6,07	6,33
7							0,71	1,88	2,78	3,50	4,09	4,58	5,00	5,36	5,67
8								0,63	1,67	2,50	3,18	3,75	4,23	4,64	5,00
9									0,56	1,50	2,27	2,92	3,46	3,93	4,33
10										0,50	1,36	2,08	2,69	3,21	3,67
11											0,45	1,25	1,92	2,50	3,00
12												0,42	1,15	1,79	2,33
13													0,38	1,07	1,67
14														0,36	1,00
15															0,33

Not registered drivers (guest drivers) are not considered for points. Following, registered participants move up in the evaluation of points.

If fewer than three drivers per class are starting, the series organizer reserves the right to combine classes.

The driver (s) whose class has been merged will receive points in the merged class, which can be transferred to their original class.

Should a driver receive a different driver classification (AM, SemiPro, PRO) by the organizing committee during the season, his points will be transferred to the new driver classification.

Drop results:

There are no drop results in GTC Race and Goodyear 60.



If a driver / entrant changes classes (except from class 1 to class 2 or vice versa) in the current season, he starts again with zero points in the new class, the previously achieved points in the other class maintain. The overall classification is not affected.

T-Car or reserve vehicles may be registered during the event. If qualification rounds were not completed in this vehicle, vehicles may start from the last place on the grid in agreement with the organizer and the race direction. Written approval must be obtained from the race director.

Only the official result lists of the respective organizers are valid regarding the allocation of points. These are only available at the respective event. Protests against the current point standings are only possible within one week after receipt / publication of the point standings by submitting the official result lists.

In cases, in which a subsequent correction needs to be carried out by the series organiser after the publication of the championship and/or series classification due to an obvious error or mistake, this can be done by the series organiser. Complaints regarding the series classification shall be addressed to the series organiser. No appeal against the decision of the series organiser will be accepted.

### **8.1.1 Special classifications and special races**

Different special classifications or special races will be held in the GTC Race.

All registered participants of the 2021 season are allowed to participate

#### **a) GT3 Goodyear 60**

The GT3 driver or drivers with the highest total number of points in his / their classification after all races in the Goodyear 60 will each receive the title:

GT3 AM winner 2021 Goodyear 60  
GT3 SemiPro winner 2021 Goodyear 60  
GT3 PRO winner 2021 Goodyear 60

#### **b) Class winner Goodyear 60**

The driver or drivers with the highest total number of points in his / their class after all races in the Goodyear 60 will each receive the title:

Class winner Goodyear 60

#### **c) GT3 GTC**

The GT3 driver with the highest total number of points in his classification after all his rated sprint races in the GTC receives the title:

AM winner GTC 2021  
SemiPRO winner GTC 2021  
PRO winner GTC 2021

#### **d) GT3 Trophy**

The driver with the highest total number of points of all GT3 vehicles in the rated sprint races of the GTC wins the GT3 Trophy.

#### **e) GT3 team classification**

Points from race 1 and race 2 of the GTC sprint race will be credited to the respective registered GT3 vehicle. The team with the highest total number of points wins the team classification.

#### **f) GT4 Trophy**

The GT4 driver with the highest total number of points from his GTC sprint race wins the GT4 Trophy.

#### **g) GT4 Junior Trophy**

The GT4 driver (16 to and including 23 years of age) with the highest total number of points from his GTC sprint race is the winner of the GT4 Junior Trophy.

#### **h) GT4 Gentlemen Trophy**

The GT4 driver (31 years of age and older) with the highest total number of points from his GTC sprint race is the winner of the GT4 Gentlemen Trophy.

#### **i) GT4 team classification**

Points from race 1 and race 2 of the GTC sprint race will be credited to the respective registered GT4 vehicle. The team with the highest total number of points wins the team classification.

### **8.2 Equality of points**

By equality of points in the final evaluation between several participants the number of 1<sup>st</sup>, then 2<sup>nd</sup> and further results is crucial (in accordance with DMSB Event Regulations).

### **9. Private practice and testing**

N/A

### **10. Administrative checks**

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

- Entrant's/sponsor's licence
- Driver's licence
- Entry confirmation
- authorisation to take part in events abroad
- Medical aptitude form

#### **10.1 Timetable administrative checks**

Will be announced with the driver information for each event.

#### **10.2 Drivers meeting/briefing**

The location of drivers meeting/briefing will be published in the Supplementary Event Regulations and will be announced with the driver information for each event.

An established non-participation or incomplete participation (according to the list of signatures) attracts a fine of 500,- Euro (without any particular penalty-procedure)

### **11. Scrutineering/Technical checks**

The drivers or their representatives must present their race car and the compulsory driver's safety equipment at scrutineering. The car must be presented in the configuration as it will be

used in the competition (incl. competition-numbers) and it must comply with the applicable technical regulations.

The following car documents must be submitted:

- Technical passport or registration document/motor vehicle registration certificate Part I
- Homologation form
- Certificate for rollover structure

a) The homologation status and any homologation extensions of the vehicle must be communicated in writing during the technical acceptance.

b) The applicant must be able to provide the Technical Commissioner with the tires marked for the event at all times.

c) After coordination with the Technical Commissioner, vehicles or components of the vehicle can also be checked after an event by the Technical Commissioner or persons commissioned by the DMSB outside the event area. The result remains provisional until the stewards have been informed of the result of the review. The stewards then make their decision.

d) The applicant pays the costs for disassembly and assembly, both during and after the event.

e) If a vehicle loses parts during a qualifying session or a race it is up to the Technical Commissioner whether and which lost part is taken into account during weighing.

f) Control measures on the vehicles can be carried out by the technical commissioners at any time. For this, the applicants have to consider and manage appropriate time periods.

### **11.1 Repair, sealing and marking of vehicle parts**

N/A

### **11.2 Timetable Scrutineering/ Technical checks**

See relevant Supplementary Event Regulations, driver information or official notice board.

## **12. Race**

### **12.1 Use of tyres**

#### **a) Rain tyres**

Only tires from the series partner Goodyear that are marked on-site are permitted. The number is optional.

Rain tyres may only be used during a training session, a qualifying session or a competition if the session has been declared “wet practice” / “wet race” / “wet track” by the race director.

#### **b) Slick tyres**

For the respective event all slick tyres must be nominated for the respective part of the competition. A bulletin will provide details of the exact process of nomination and control.

For unambiguous identification of the slick tyres, they must have a label (FIA barcode label) inserted in the production process. The tyres must be nominated by email not later than 2.5 hours before the pit lights for the respective race (timed practice or race) are switched to green. There is a ready-made template for this in the download section of the GTC Race website

(www.gtc-race.de). This template must be filled in with the respective barcodes and sent to technik@GTC-Race.de.

The following applies here:

- All newly registered tyres must come from the tyre supplier's warehouse at the venue.
- Nominated tyres may not be taken back by the tyre supplier.
- The participants will receive tyre reports with sufficient advance, on which the tyres they have nominated are listed by means of barcodes. These tyre logs must be checked by the participant and, if they are correct, they must be signed and handed over to the scrutineers not later than 1.5 hours before the pit lights for the race (timed practice or race) are switched to green.
- Discrepancies in the tyre logs must be reported to the scrutineers immediately.
- According to the slick tyre limit, only three (3) sets of tyres may be nominated.

Unused slick tyres can be nominated again at one of the next race weekends. The technical commissioners are to be informed after they have not been used and may allow a nomination for the next event. The technical commissioners must be informed during the weekend during which the tyres were nominated and not used.

The following limits of slick tyres apply per race weekend:

One (1) set allowed for Qualifying and race Goodyear 60

Two (2) sets allowed for both qualifying and both sprint races GTC

(1 set = 2 front and 2 rear tyres)

Any number of tyres can be used in the free training sessions of 45 minutes each.

**c) Access to the track:**

Access to the pre-start and from the pre-start into the pit lane is permitted with unmarked working or rain tyres. The team is responsible for planning a sufficient time window which allows changing to marked tyres. Starting with qualifying the exit from the pit lane onto the track it is only permitted with tyres marked for the respective session.

For further descriptions of tires, see Part 2 Technical Regulations 2.7

## **12.2 Maximum number of persons working on a car and safety equipment**

Applying for all GTC Race races and the special classification Goodyear 60: Only two (2) auxiliaries per vehicle. Additionally for the Goodyear 60 the first driver is allowed to assist the second driver with entering / fastening seat belts. Optional three auxiliaries are allowed if the driver gets out of the car quickly and withdraws clearly visible from the car without working on it.

## **12.3 Pit stop safety and competitor's responsibility when starting from the pit area**

Each auxiliary must wear a yellow or orange coloured high-visibility vest in the pit lane. The vests have to be supplied by the teams themselves.

## **12.4 Mandatory pit stop**

The special classification Goodyear 60 is interrupted by a mandatory pit stop between the 25th and 35th minute (not before 25 min 00 sec 000 and not after 34 min 59 sec 999) of the race. Entering before the 25th minute or after the 35th minute does not count as a mandatory pit stop. Failure to comply with this requirement will result in penalization.

A change of tyres during the mandatory pit stop is not permitted.

Length mandatory pit stop:

The mandatory pit stop between entering and exiting the pit lane is 120 seconds. The exact locations of the measuring points are specified in the respective event announcements or will be communicated in the obligatory driver briefing.

Ignoring of mandatory pit stop:

Ignoring the mandatory pit stop: Replacement penalty of 240 seconds

Undercutting the time of the mandatory pit stop:

For each missing second, five seconds penalty. Example: 115 seconds between entering and leaving the pits. 5 seconds undercutting = 25 seconds penalty added on the final result.

Allowed people at the car during mandatory pit stop: according to Art. 12.2

### **13. Title, prize money and trophies**

#### **13.1 Title overall winner**

After all races of the GTC Race (without Goodyear 60) the driver with the highest score of points is awarded with the title:

#### **Winner GTC Race 2021**

#### **13.2 Prize money and trophies championship**

Prize money is not envisioned at present.

In-kind rewards for 1<sup>st</sup> through 3<sup>rd</sup> place of the championship are paid out.

Cups for 1<sup>st</sup> through 3<sup>rd</sup> place are awarded.

### **14. Protests and appeals**

The FIA International Sporting Code as well as, for series which are not international, the DMSB Legal System and Code of Procedure are applicable.

Protest deposit - payable to the relevant ASN:

International / National status: will be published in the Supplementary Regulations of the relevant event

Appeal deposit – payable to the DMSB:

Status National A 1,000.00 €

Appeal to the FIA – payable to the FIA: 6,000.00 €

(acc. to FIA Judicial and Disciplinary Rules)

An additional fee of 3,000.00 € charged by the DMSB shall become due for an international appeal (FIA).

(Protest and appeal deposits are exempt from VAT)

### **15. Exclusion of jurisdiction of a court and limitation of liability**

- (1) The jurisdiction of a court is excluded for decisions of the FIA, the DMSB, their jurisdictions, the stewards, the series organiser or the organiser as judge in terms of § 661 German Civil Code.
- (2) No claim for compensation of whatever kind may be derived from actions and decisions of the DMSB or its jurisdiction as well as of DMSB representatives or the series organiser, except in the case of a damage caused on purpose or by gross negligence.

## **16. TV rights/ Advertising and television rights**

All the copyright and picture rights lie with Driving Mobility GmbH & Co. KG, including the pictures which are adopted by television broadcasts on the GTC Race.

All television rights of the GTC Race, including terrestrial broadcast as well as cable and satellite television broadcast, all video rights and all rights on the use of the complete electronic media, including internet, lie with Driving Mobility GmbH & Co. KG.

Any kind of recording, broadcast, repetition or reproduction for commercial purpose without written agreement of the Driving Mobility GmbH & Co. KG is prohibited.

The participant accepts, that all the copyright and picture rights, which go along with the entry into the GTC Race, can be used free of charge by the series organiser beyond the year 2021 for promotional purposes of the series.

## **17. Specific regulations**

There are no additional Specific Series Regulations.

## **Part 2 Technical Regulations**

### **1. Technical Series Regulations**

#### **1.1 Summary of the eligible groups/ classes**

Eligible to participate in the GTC Race are only vehicles which fully comply with the technical prescriptions in these Regulations.

Eligible cars and division into classes

##### **Class 1 GT3**

Group GT3

##### **Class 2**

Group GT3 predecessor models

GT3-017 Audi R8 LMS ultra

GT3-023 BMW E89 Z4

GT3-024 Lamborghini LP560-4

GT3-025 Porsche 911 GT3 R

GT3-026 Corvette Callaway Z06 R GT3,

GT3-028 Mercedes SLS AMG GT3

GT3-029 Ferrari 458 Italia GT3

GT3-031 McLaren MP4-12C

GT3-032 Aston Martin V12 Vantage GT3

GT3-035 Bentley Continental GT3

##### **Class 3**

Porsche 991 GT3 Cup

Porsche Carrera Cup Deutschland 2014 bis 2021

3a) Porsche 991 GT3 Cup Generation 1

3b) Porsche 991 GT3 Cup Generation 2

##### **Class 4**

SRO GT4

##### **Class 5**

Lamborghini Huracan Super Trofeo Evo 2018

##### **Class 6**

FIA-Gruppe E1,

FIA-Gruppe E2-SH and

FIA-Gruppe E2-SC

##### **Klasse 7**

Porsche Cayman GT4 Clubsport (Typ 981)

Porsche 718 Cayman GT4 Clubsport (Typ 982)

Vehicles in accordance with the technical regulations of the Porsche Carrera Cup Deutschland are not eligible to start in class 6 and must start according to their categorization in class 3.

#### **1.2 Principles of the Technical Regulations in conformity with**

- Art. 251, 257 A, 277 of the Appendix J (FIA ISC)
- Art. 257 of the Appendix J (FIA ISC) 2011
- Art. 262 of the Appendix J (FIA ISC) 2002
- General regulations, definitions and clarifications with regard to technical

regulations (DMSB Yearbook, blue part), see also article 1.11 concerning safety equipment in events abroad

- This Technical Regulations
- Technical special Regulation for groups:
  - Porsche Carrera Cup Deutschland 2014 bis 2021
  - Lamborghini Huracan Super Trofeo Evo according to Regl. of the year 2018
  - SRO GT4
  - Manthey Racing Cayman CS

### **1.3 General/Preamble**

Anything which is not specifically allowed by the present regulations is prohibited.

Permitted modifications must not result in any illegal modifications or infringements of the regulations.

### **1.4 Driver's equipment**

The wearing of overalls homologated to the FIA 8856-2000 or FIA 8856-2018 standard as well as underwear (with long sleeves and legs), balaclava, socks, shoes and gloves in compliance with the FIA prescriptions is compulsory.

Furthermore, the wearing of a helmet in compliance with the FIA regulations (Appendix L of the ISC) is compulsory.

Furthermore, the use of the FIA-head restraint (e.g. HANS®) is compulsory.

### **1.5 General, Permitted modifications and installations**

The only work which may be carried out on the cars is that necessary for its normal servicing, or for the replacements of parts worn through use or accident.

The limits of the modifications and installations allowed are specified hereinafter. Any part worn through use or accident may only be replaced by an original part identical to the damaged one.

Throughout the car, the attachment standard parts such as: nuts, bolts, washers, lock washers, spring washer, splint pins may be replaced comparable standard parts complying with the original shape. With regard to screw threads, thread type, size and pitch (e.g. M8 x 1.25) must be retained.

### **1.6 Minimum weights and ballast**

(Weight, determination, reference scales if applicable, attachment of ballast)

Classes 1-7: according to specific technical Regulations of the group concerned.

At certain times each participant has the opportunity to weigh his car in order to ensure its correct weight.

#### DMSB Note:

The DMSB guidelines for vehicle weighing (including calibration or calibration of balances) needs to be respected by the series organizer. According to the guidelines, mobile scales must be inspected, at least annually, by the weighing machine manufacturer. In exceptional cases,



a calibration / verification by a state calibration authority is permitted. The scale must be calibrated at least every two (2) years by the manufacturer.

### **Handicap weight / Placement weight / additional weight (ballast)**

This ballast must consist of solid and unitary blocks with a maximum size of 50 x 50 cm, fastened securely to the floor of the passenger compartment by means of tools using five (5) M12 screws. Please note ISG Annex J article 257A.4.2

If the installation space for attaching the handicap weight and placement weight is not sufficient, attachment to alternatives to the above position is only permitted after inspection and approval by the Technical Commissioner.

### **1.6.1 Driver pairing weights and the weighing process**

The required minimum weight of the vehicle is specified in the Balance of Performance (BoP). This consists of the vehicle WITH the driver and driver equipment, without refilling and draining fuel or other liquids.

The vehicles are weighed as follows:

Driver and driver pairing weight

- a) All drivers with driver equipment (helmet, overall, etc.) are weighed immediately after the free practice. The drivers have to go to the specified weighing area immediately after the end of the session. The weighing result is communicated to the driver and is considered accepted as soon as the driver leaves the weighing area.
- b) If a vehicle is occupied by two drivers for Goodyear 60, both drivers must appear for the weighing. For driver pairings, an average weight is also determined and rounded up to the next full value.
- c) After the free practice session, an overview will be published for each participant, which shows the determined driver weights.

Weighing after the qualifyings and races

During the technical scrutineering, the vehicle is weighed without a driver. The total weight is determined from the vehicle weight and the published driver or driver pairing weight. The driver pairing weight is only included in qualifying sessions and races in which two drivers are registered for the race (Goodyear 60). A measurement tolerance of 2 kg is taken into account for the total weight determined. The weighing result is a factual decision.

If the minimum weight is found to be below the applicable minimum weight during the weighing process, the vehicle concerned is weighed a second and a third time immediately in the unchanged condition and on the same scale. The actual result is the maximum value of these three weighings.

### **1.7 Equivalence formula for supercharged engines**

N/A

### **1.8 Exhaust prescriptions**

The current DMSB exhaust prescriptions (see DMSB Manual, blue part) must be respected.

The cars must be equipped with a catalytic converter in compliance with the DMSB exhaust prescriptions.

The cars must be equipped with a DMSB homologated particle filter (applicable for Diesel cars)

## **1.9 Noise regulations**

The maximum permitted noise limits are 132 dB(A) measured in compliance with the LWA procedure and 100 dB(A) in compliance with the LP procedure.

This noise level will be determined in compliance with the DMSB pass-by measuring method (mandatory for all circuit events)

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

For individual racetracks other noise limits may apply. These are specified in the respective event announcements and are communicated by the driver information

The use of exhaust equipment which does not conform with standards of homologation is only allowed to meet the noise regulations and need the approval of the technical commissioner during the Scrutineering / technical checks.

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

The current FIA/DMSB prescriptions for advertising on the driver's equipment/on the race car and start numbers must be respected (see DMSB Yearbook, blue part). This applies to guest starters, too.

**ATTENTION:** Any variations of the FIA/DMSB Regulations are subject to a special waiver issued by the DMSB.

In compliance with the FIA / DMSB 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 ("Stickers").

The series organizer is entitled to prohibit advertising for products and companies that compete with series partners.

For vehicles that do not have a surface for the front or rear license plate, an area of approx. 50 x 12 cm in the immediate vicinity of the license plate or an extra plate with screws or rivets must be attached where the advertising stickers can be attached.

The stickers are provided by the series organizer and are available from the series organization during the respective race weekend.

The correct installation on all vehicles is checked during the scrutineering.

For the driver's equipment the following promotion regulations apply:

Two (2) patches in the left chest area 5 cm below the collarbone. See Appendix 2 ("Driver's equipment").

The patches are provided by the series organizer and are available from the series organization during the respective race weekend.

## 1.11 Safety equipment

The vehicles must comply with the following safety equipment.  
The article numbers refer to the current Appendix J ISC, unless stated otherwise.

### Groups Porsche 991 GT3 Cup 2014 – 2021, GT4, Lamborghini Huracan Super Trofeo Evo

- 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
- Fire extinguishing system in compliance with Art. 253.7.2 and accordingly Art. 275.14.1
- Safety cage in compliance with Art. 253.8
- Safety cage in compliance with Art. 277
- Rear view mirror in compliance with 253.9 and accordingly Art. 275.14.3
- Towing-eye/device 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 with the 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 for group Super Touring Cars
- 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 pressure control valves in compliance with Art. 253.17
- Article 277
- In compliance with the Appendix K to the ISG

### **Group GT3**

- Article 257 A of Appendix J to ISG

### **Group E1, E2-SH, E2-SC**

- Article 277 of Appendix J to ISG

Note:

For events abroad, the series organizer is responsible for observing and implementing deviating or additional safety regulations of the respective ASN.

## **1.12 Fuel and if applicable 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, or Diesel fuel in compliance with Art. 252.9 and DIN EN 590. Any additive other than air or lubricant for two-stroke engines is prohibited.

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

The following single fuel must be used:

N/A

Information about the purchase of fuel will be specified in a bulletin prior to the event.

### **1.12.1 Fuel controls**

At any time during the events the Technical scrutineer may extract fuel samples. The DMSB fuel regulations incl. remaining quantity of fuel (DMSB Yearbook, blue part).

### **1.12.2 Refuelling, Refuelling installations and control**

The vehicle can only be refuelled during the competition with an additional assistant with a suitable fire extinguisher.

Refuelling is not permitted in the pre-start, pit lane or starting grid.

## **1.13 Technical definitions**

In addition to the definitions in compliance with the present Article, the "General regulations, definitions and clarifications to the Technical Regulations" (DMSB Yearbook, blue part) as well as the definitions according to Art. 251 of the Appendix J (ISC) are applicable.

## **1.14 Cameras**

The Installation of cameras is allowed in all vehicle categories and all sorts of competitions within the inner cockpit area. The Installation of maximum two cameras on the exterior body work – for example in the roof – is permitted. The mounting of the cameras must be approved by the technical scrutineering before the beginning of the event. A mount by suction pad – inside or outside – only is not sufficient.

If using a suction pad another mounting system, e.g. cable, chain or clip is necessary. The technical stewards decide whether the cameras are fixed properly. 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 organiser reserves the right to install its own cameras in the vehicles (film and TV recordings, live streams, etc).

## **1.15 Bodywork**

It is forbidden to seal gaps, connection points and openings of the bodywork, i.e. parts of the vehicle that are in contact with the external air flow, with tape, silicone or other materials.

This does not include the openings for brake cooling, water cooling and gear cooling, which can be closed for temperature regulation up to 50% of their area. The area calculation applies to each opening separately.

The use of tape for bodywork repairs may be approved by the technical commissioner.

### **1.16 Data Logger**

Each vehicle must have a working and ready for use datalogger incl. sensors.. The removal of data or similar after the sessions is not permitted until the end of the Parc Fermé.

The costs of the datalogger are charged to the participant.

The dataloggers can be ordered from "memotec Messtechnik" (75031 Eppingen-Elsenz).

Furthermore, every vehicle with two drivers must be equipped with a system for driver identification (driver ID).

### **1.17 Air Restrictor**

According to the FIA/DMSB specifications each car of class 1, class 2 and class 4 has to be equipped with one or two air restrictors.

### **1.18 Test pin**

It is mandatory that teams with cars of class 1, class 2 and class 4 prepare and present a test pin during the technical check.

### **1.19 Balance of Performance (BoP)**

At the beginning and during the season, the air restrictors are set or changed. This also includes vehicle weights.

The exact provisions of the BoP are determined by respective bulletins in coordination with the DMSB.

## **2. Specific technical Regulations of the series**

### **2.1 General**

In addition to the Technical Regulations according Part 2 in these Regulations, the following specific technical regulations are applicable.

**Anything which is not specifically allowed by the present regulations is prohibited.**

**Permitted modifications must not result in any illegal modifications or infringements of the regulations.**

### **Art. 2.2 – 2.5**

N/A

### **2.6 Suspension**

The use of springs and shock absorbers which do not conform with standards of homologation, has to be announced to the technical commissioner in written form prior to the season. The use requires approval of the technical commissioner and is binding for the rest of the season.

The approval may be withdrawn by the technical commissioner not later than one week before the start of the respective event.

The standard number and fastenings of shock absorbers and springs must be retained.

## **2.7 Tyres**

a) Starting from qualifying of the GTC Race only tires of partner Goodyear must be driven.

b) Damage to tires that is not due to own failure must be presented to the technical commissioners and can be exchanged after his approval.

c) It is not allowed to modify or cut the tire pattern or tread. Furthermore, the tires must not be treated thermal or chemically.

d) Failure to comply with the rules for mandatory tires will result in disqualification.

e) It is not allowed to cover the tires on the grid.

f) The marked tires from the Goodyear Dunlop Tires Gemy GmbH group from Appendix 3 (tyre specification) are mandatory for qualifying and races of GTC Race and Goodyear 60.

## **Art. 2.8 – 2.14**

N/A

## **2.15 Innovative techniques**

### **a) General**

Each participant / entrant / manufacturer / company can use innovative techniques that are not included in the vehicle homologation. Each of these techniques must undergo a detailed examination and approval by the DMSB and must be registered in the vehicle passport of the respective vehicle.

### **b) Steer-by-wire**

The "Steer-by-wire" system, based on the "Space Drive II" system from the manufacturer Schaeffler-Paravan, is an innovative technology in which a racing car is used without a mechanical connection between the steering unit and steering gear.

Only systems that have been installed by an ISO 9001 certified company with regard to the installation of steer-by-wire systems may be used. Every vehicle equipped with this system starts in the original vehicle class and is classified there.

The installation of such a system must be approved by an expert commissioned by the DMSB and it has to be registered in the DMSB car pass.

The driver must undergo a safety briefing before starting.

A completed safety checklist must be submitted to the DMSB by the team of the vehicle. The checklist needs the signatures from both, the responsible technical commissioner and the responsible team leader / race engineer.

## **2.16 Special regulations for Porsche 911 GT3 Cup Type 991 I and II Class 3**

In class 3, the Porsche 991 GT3 Cup are divided into two different classifications. Class 3a for Porsche 991 GT3 Cup I and class 3b for Porsche 991 GT3 Cup II. The start corresponds with the current technical regulations of the Porsche Carrera Cup Germany with the exception that ABS is permitted.

The series organizer reserves the right to combine these two classes without performance compensation.

The engines of the registered vehicles must be checked and sealed by Porsche AG before the start of the season. The seals must be checked for integrity by the technical commissioners prior to each event. Vehicles with damaged or nonexistent seals are not eligible to start.

Damaged seals may only be renewed after inspection by Porsche AG.

Only the programmed and sealed Bosch Motronic ECUs are permitted for the entire event period.

The Motronic ECU including the entire cable harness must not be changed.

The series organizer or the technical commissioner have the right to have the software status checked at any time.

The minimum vehicle weight for all Porsche 911 GT3 Cup vehicles is 1,320 kg including the driver.

The series organizer reserves the right to change the minimum vehicle weight at any time via a bulletin.

## **2.17 Special regulations for Porsche Cayman GT4 Clubsport (type 981 and Porsche 718 Cayman GT4 Clubsport (type 982) of class 7**

In class 7 only Porsche Cayman GT4 Clubsport (type 981) and Porsche 718 Cayman GT4 Clubsport (type 982) are admitted.

The ground clearance of the vehicles is free.

It is allowed to add ballast weight. See part 2 point 1.6. The manufacturer of the ballast weight is optional.

Only transponder / data logger / radio systems or cameras which are described in this regulation are allowed.

The cars must be equipped with two standard catalytic converters with the following specification:

Type 981: HJS catalytic according to DMSB homologation DMSB-CAT-1-09 / -15

Type 982: HJS catalytic according to DMSB homologation DMSB-CAT-1-27 / -18

The vehicles minimum weights are as follows:

- 1.325 kg Porsche Cayman GT4 Clubsport (type 981)
- 1.315 kg Porsche 718 Cayman GT4 Clubsport (type 982)

## Part 3 Attachments/Drawings

### Attachment 1: Stickers



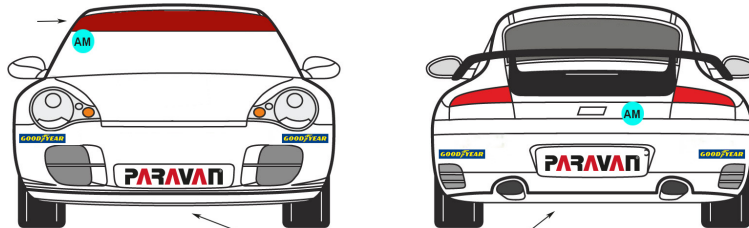
# Sticker

## Instructions for provides stickers

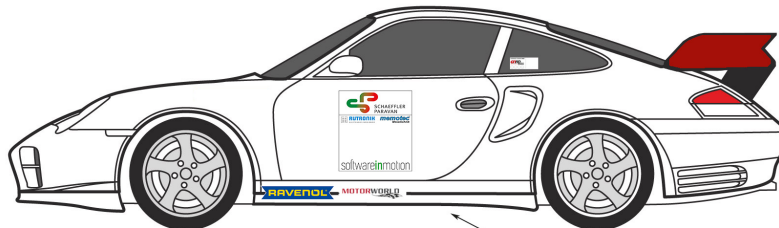
Controlling of the correct attachment during scrutineering.

Appendix 1

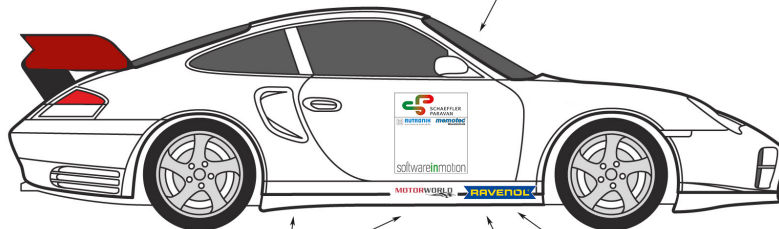
tba: ca. 145 x 15 cm



2 x Paravan: ca. 52 x 11 cm

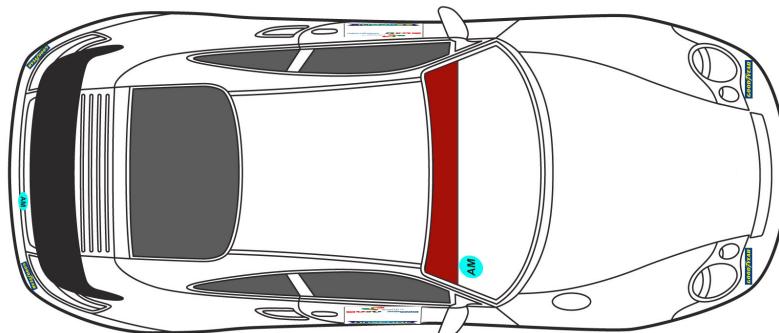


2 x start numbers: ca. 41 x 45 cm



2 x Motorworld: ca. 30 x 5,6 cm    2 x Ravenol: ca. 30 x 5,6 cm

2 x Goodyear:  
ca. 25 x 5 cm



2 x Goodyear:  
ca. 25 x 5 cm

- 2 x start numbers: ca. 41 x 45 cm
- 1 x Technical Control: ca. 18,5 x 7,5 cm
- 2 x Ravenol: ca. 30 x 5,6 cm
- 2 x Motorworld: ca. 30 x 5,6 cm
- 2 x Paravan: ca. 52 x 11 cm
- 1 x tba: ca. 145 x 25 cm
- 4 x Goodyear: ca. 25 x 5 cm
- 2 x Flap (right & left)

Drivers Categorisation:  
AM, SP und PRO green, yellow, red  
ca. 10 x 10 cm





Attachment 2: Driver's equipment



# Driver Overall

Correct attachment is checked during the technical scrutineering.  
Patches will be provided.



The material for attaching the patches  
(e.g. Nomex yarn) has to be fire resistant.

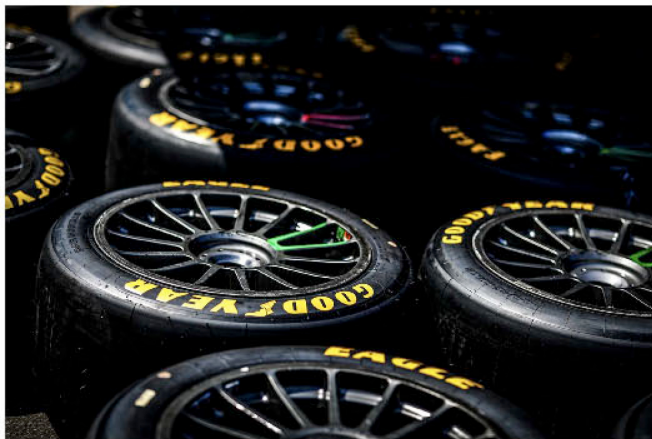
Without correct attachment no approval for the respective session.

**Attachment 3**



# Tyre Specs

For the qualifyings and races GTC Race and Goodyear 60 the marked tyres from Goodyear Tyres Germany GmbH according to the list on the right are mandatory.



245/650R18	G76D CM004
245/650R18	B92W BC497
245/650R18	B92W BC497
245/650R18	TC 01C1
245/650R18	TC 01W3
245/650R18	TC 02B3
245/650R18	TC 02C2
265/660R18	G76D CM004
265/660R18	G76W BC497
265/660R18	J27D CM863
265/660R18	TC 01A2
265/660R18	TC 02B3
265/660R18	TC 02W3
285/660R18	G76D CM004
285/660R18	G76D CM008
285/660R18	G76W BC497
285/660R18	GT 01C1
285/660R18	GT 01C2
285/660R18	GT 01W3
285/680R18	GT 01C1
285/680R18	GT 01C2
285/680R18	GT 01W2
285/680R18	GT 01W3
305/660R18	GT 01B2
305/660R18	GT 01C1
305/660R18	GT 01W3
305/660R18	H96D CM004
305/660R18	J14W BC497
305/680R18	GT 01B2
305/680R18	GT 01C1
305/680R18	GT 01C2
305/680R18	GT 01W2
310/710R18	GT 01W2
305/680R18	GT 01W3
305/680R18	H96D CM004
305/680R18	H96D CM008
305/680R18	H96DTF CM116
305/680R18	J14W BC497
310/710R18	GT 01B2
310/710R18	GT 01C1
310/710R18	GT 01C2
310/710R18	GT 01W3
310/710R18	GT 02B2
310/710R18	GT 02C1
310/710R18	GT 02C2
310/710R18	GT 02W2