

DECISION No: 77

From: The Stewards
To: Winward Racing

Date: 28 August 2026
Time: 20:00 hrs

The Stewards, having received a report from the Organizer, having summoned and heard from the competitor's representative, have considered the following matter and determine the following:

No.: 48

Competitor: Winward Racing

Time (fact): End of Race 2

Session: Race 2

Fact: The post-race inspection showed that the wheel bearing is not in compliance

Offence: Breach of Articles 507.1 and 507.2 of the GT World Challenge Europe powered by AWS Sporting Regulations and Article 1.12 of the Balance of Performance for 2026 Misano

Decision: **Disqualification from Race 2.**

As a consequence of this Decision, all cars classified behind car 48 will be moved up by one position.

Reason:

1. The physical finding is established on independent, documented evidence and is not contested by the Team Representatives: the sealing lips of the wheel bearing fitted to Car 48 were cut on both sides.
2. The hearing, which opened at 09h30, was suspended on two occasions specifically to enable the Technical Director to provide clarification on the matters raised by the Team Representatives, resuming first at 15h00 and again at 17h15. The Stewards consider it appropriate to record this, since the explanations obtained from the Technical Director during these interruptions bear directly on the findings below.
3. During the hearing, the Team Representatives argued that they could not have known the wheel bearing was covered by the regulations based on the fact that the word "bearing" does not appear in Article 1.12 of the Misano Balance of Performance document, and that it does appear in the Balance of Performance document issued for the Brands Hatch round. This argument does not withstand the wording of the very Article the Team Representatives rely on. Article 1.12 does not direct Competitors to satisfy themselves solely from the BOP document's own list of words; it expressly instructs Competitors to check with their manufacturer. Following the interruptions of the hearing, the Technical Director explained that the terminology used in Article 1.12 ("axle, steering, suspension") was deliberately adopted, at the request of the manufacturers, to align with the heading of Article 6 ("Axle, Steering and Suspension") of the FIA GT3 Homologation Form and of the DTM GT3 Homologation Form - under which the wheel bearing is listed as Article 6.3 - corroborating that the terminology used in Article 1.12 tracks the structure of the homologation documentation available to the manufacturer. The Stewards accept this explanation as consistent with the terms of Article 1.12 itself and find that the absence of the word "bearing" from the Misano document, set against its presence in the Brands Hatch document, does not establish the ambiguity the Team Representatives contend for.
4. The duty placed on Competitors by Article 1.12 to check with the manufacturer is not a formality. Having put their state of knowledge in issue as their principal defence, the Team Representatives bore the burden of showing that the Competitor had taken the step the Regulations required of it. Asked directly whether the Team had consulted the

manufacturer, the Team Representatives gave an evasive answer ("maybe yes, maybe no") and produced no evidence of any enquiry made or response received. In the absence of any such evidence, the Stewards are not satisfied that the Competitor discharged the duty Article 1.12 places on it and accordingly do not accept that the Competitor held a reasonable, diligently formed belief that the alteration was permitted.

5. For these reasons, the Stewards find the infringement of Article 1.12 established, and do not find sufficient mitigating circumstance in the explanation advanced by the Team Representatives to depart from the consequence that follows from a breach of this nature and decide to apply the above penalty. Therefore, the Stewards decide to apply the above penalty.

6. Pursuant to Article 15.4.2.b of the International Sporting Code, the Stewards decide to set the time limit for notification of an intention to appeal at 14h00 on 29/08/2026. The Stewards consider this extension appropriate given that the Competitor is currently engaged at the Nürburgring Event and requires time both to attend to its commitments at that Event and to properly consider and prepare its position with respect to this Decision, before the standard notification period would otherwise expire.

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

RECEIPT TO BE CONFIRMED ELECTRONICALLY BY THE COMPETITOR

Luis ROBY
Steward (Chair)

George ANDREEV
International Steward

Wim COOLS
International Steward

Paolo CUARANTA
ASN Steward



Luis Roby
Chair-Steward
PT26-0509
28/08/2026, 20:02:07



George Andreev
Steward
A25-107
28/08/2026, 20:02:07



Wim Cools
Steward
RACB 3841
28/08/2026, 20:02:08



Paolo Quaranta
Steward
ACI 17667
28/08/2026, 20:02:08