

## CHALLENGE GT ULTIMATE CUP SERIES 2019

### *Sporting and Technical regulations*

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## ARTICLE 1 – ORGANISATION

### 1.1 PROMOTER –ORGANISATION AGREEMENT

The international challenge named **Challenge GT Ultimate Cup Series** is governed

- by the FIA International Sporting Code and its appendixes (hereinafter "the Code")
- the sportive and technical bulletins, additives, appendixes and balance of performance governing this Challenge
- the general prescriptions on the FIA circuits
- the general prescriptions on the International series
- the FFSA general prescription and standard regulation on "circuits Asphalt"
- the present Sporting and technical regulation specific to the Series.

All the participating parties (the promoter, the ASNs, competitors and circuits) undertake to apply as well as observe the rules governing the Series.

This regulation and its appendices may be amended or supplemented by the promoter of the series during the season, subject to approval by FFSA before broadcast in form additive dated and numbered.

Any driver or competitor participating in the Challenge GT Ultimate CUP Series is deemed to know all of the above regulations. He undertakes to respect this set of texts, in both form and spirit.

It is the competitor's responsibility (cf. Article 9.15.1 of the International Sporting Code) to :

- ensure that all persons and participants involved in their engagement observe in totality the provisions of the Code, the General Prescriptions relating to the Circuits, the applicable Technical Regulations, the present Sporting and Technical Regulations and the regulations of each event.
- to ensure that all measures and decisions have been taken internally regarding the safety of pilots and staff during the event.

Any competitor must appoint his representative in writing in the same time of his entry into the Series. Throughout the duration of the event, the person in charge of a car engaged at any time during the event is bound jointly and severally with the competitor to ensure that these provisions are respected.

Any situation not provided for in these regulations or any need for modification, as well as any dispute that may arise regarding their reading will be judged by ~~the College of Stewards designated at each Event~~ by the organizing committee and shall be subject to modification in additive regulation.

#### 1.1.2. PROMOTER

The promoter of the Series is

**SAS ULTIMATE CUP SERIES**

**Avenue du Puy de Dôme, 63360 GERZAT**

**contact.series@ultimatecup.eu**

#### 1.1.3. ASN

The supervising ASN is the FFSA (France).

#### 1.1.4. Organization agreement

These regulations have been approved by the FFSA, license organization number **IS/8 dated 30/10/2018**.

## 1.2. REGULATION

**1.2.1.** The French version of these Sporting and Technical Regulations and the appendices will constitute the final text to which reference will be made, in case of controversy and interpretation. The headings of the document are for convenience only and are not part of this Sporting and Technical Regulations.

**1.2.2.** This sporting and technical regulation will come into effect on January 1st, 2019 and will replace any other regulation for the Series.

**1.2.3.** All competitors entered in the GT Ultimate Cup Series will be notified of any changes to these Sporting and Technical Regulations specifying the effective date.

**1.2.4.** Any competitor, constructor or driver wishing to obtain a clarification between two races on a point of the Regulations may refer the matter to the promoter. Any interpretation issued by the Promoter can not be opposed to the sporting power of the Race Director and the Stewards. To do this, the competitor or driver must send to the promoter a duly motivated request to the following address: [technical@ultimatecup.eu](mailto:technical@ultimatecup.eu), clearly stating the points on which he wishes the interpretation.

## 1.3. OFFICIALS

### ~~1.2.4. OFFICIALS~~

~~In the specific regulations of each event, will be designated by the Promoter:~~

- ~~2 Stewards of the meeting including a Chairman~~
- ~~1 Race Director or FFSA Coordinator responsible for the event~~
- ~~2 Race Director assistant by discipline (could be the same for the all event)~~
- ~~1 Assitant race director~~
- ~~2 Technical Stewards~~
- ~~1 Marshal responsible for Parc ferme~~
- ~~1 Chief Doctor~~
- ~~1 Delegate marshal for the security~~
- ~~2 Stewards responsible for relations with the competitors~~
- ~~1 Timekeeping Manager~~
- ~~1 Press delegate~~
- ~~1 Starting judge~~
- ~~1 Pit lane marshals~~
- ~~1 Person in charge of penalties~~
- ~~1 Pit lane speed marshal~~

For the championship the promoter will appoint permanent officials:

- 1 Clerk of the Course and FFSA Coordinator responsible for the event
- 1 technical delegate
- 2 Stewards including 1 President

In the specific regulation of each event, the promoter will nominate different officials per meeting according to the entries.

## 1.4. CALENDAR

The Challenge GT Ultimate Cup series will take place on races from 3 to 6 hours according to the schedule below:

				Coef
March	22 - 24	ESTORIL	Portugal	2
April	26 - 28	DIJON	France	1
May	24 - 26	SLOVAKIA RING	Slovakia	2
June	28 - 30	MUGELLO	Italy	1
September	<del>13 - 15</del> 27-29	VALENCIA	Spain	1
October	18 -20	MAGNY-COURS	France	1
November	1 – 3	PAUL RICARD	France	<del>1</del> 2

It's a provisional calendar and Ultimate Cup Series reserve the right to modify.

If one or more events listed on the calendar were not organized, Ultimate Cup Series will study a possible alternative in collaboration with the FFSA. If the Calendar is ~~cut short~~ short cut because the FFSA and Ultimate Cup Series cannot replace a canceled event, this will give rise the reimbursement to the contender of sums already paid for the concerned event.

## ARTICLE 2 INSURANCE

### 2.1 - INSURANCE

**2.1.1** For each event, the promoter, Ultimate Cup Series, must take out an insurance policy to cover the civil liability of the organizer and participants but also of any person involved in the organization. This insurance must comply with the FIA Regulations and the International Sporting Code ~~in force~~ applicable in the country where the event takes place. The certificate of insurance will be annexed to the special regulations of each event and thus kept at the disposal of the competitors.

**2.1.32** The liability insurance defined above will not affect personal insurance policies held by teams, drivers or any other natural or legal person participating in the event.

The participating drivers will not be considered as third parties ~~among~~ between them.

## ARTICLE 3 – COMPETITORS AND DRIVERS

### 3.1. ENTRIES

#### 3.1.1. Licenses

All drivers, competitors and officials participating in the Ultimate Cup Series must hold a valid license. For pilots, the minimum required is an **international B-C license** and, where applicable, valid licenses and / or authorizations issued by their ASN. These documents must be sent to Ultimate Cup Series along with the entry form

The wording of the competing license presented will be the only one retained for the official documents. The sponsor's name may be added to the team name or replaced after the team agreement. Competitors or minor drivers must compulsorily declare their tutor to the Promoter, accompanied with the

application for a commitment, parental authorization. They must also provide a copy of the guardian's license, except for foreigners whose ASN does not issue this type of license.

### **3.1.2. Season registration ~~at~~ in the GT Challenge Ultimate Cup Series**

The competitor wishing to participate in the entire Challenge GT Ultimate Cup Series must send the registration application to the promoter.

**Ultimate Cup Series, Avenue du Puy de Dome, 63360 Gerzat.**

This registration must be sent to the promoter, together with the payment of registration fees, no later than one month before the week preceding the first event. Late entries may be accepted by Monday of the week preceding the first event.

### **3.1.3. Registration for a race of the GT Challenge Ultimate Cup Series**

For any entry in an event of the GT Challenge Ultimate Cup Series, the competitor must send his application to the promoter no later than the Monday of the week preceding the event (unless waived). To be taken into account this registration must be accompanied by payment to the order of Ultimate Cup Series. The price of each event will be defined on the registration form.

A driver may only enter ~~one~~ by event on a single GT Challenge Ultimate Cup car.

The entry of a competitor will be taken into account within the limits of the available places, the priority being given to the competitors registered to the full season.

A competitor entered for the full season who cannot take part in one or more events must inform Ultimate Cup Series by any means before the closing date of the entries.

In case of force majeure and on request, the deadline of an entry can be postponed until the closing of the administrative checks.

No refund will be made in case of non-participation in one or more events.

## **3.2. CREWS- DRIVING TIME**

See Appendix 4

For any event of a different duration to 4 hours, driving times will be specified in the special regulations of the event.

For all crews other than those indicated, the application will be studied by a dedicated committee composed, among others, of a representative of the organizer, the technical manager and the sporting manager of the series.

Crews including a Platinum or Gold driver will be allowed with a handicap of weight equivalent to 1.5% of the weight of the homologation of the car.

~~Each crew may consist in 2 or 3 pilots~~

~~The drivers are classified as follow :~~

~~AM = every driver without FIA classification (see article 3.2.1)~~

~~BRONZE = FIA Bronze~~

~~SILVER = FIA Silver~~

~~Only one FIA Silver driver or Gold or Platinum (see below 3.2.1) is accepted per crew.~~

~~See Annex 4: "Driving time and handicaps"~~

~~FIA Gold or FIA Platinum drivers may be admitted by the organizer. However, in accordance with their classification, they will be subject to penalties.~~

~~Any FIA Silver, FIA Gold or FIA Platinum pilot may only be associated in the crew with AM and/or FIA Bronze pilots. They will not be able to take the start which is reserved for AM and Bronze FIA drivers. See Appendix 4: "Driving time and handicaps"~~

~~For any driver aged 65 and over, the AM category is frozen.~~

~~Pilots who are not categorized must send their record list to the FIA using the link <https://private.fia.com/categorisation>~~

~~The promoter reserves the right to review the categorization of AM pilots according to their records, to change the categorization of pilots according to the results~~

### 3.2.1 Drivers Categorisation

Each crew may consist of two or three drivers.

a) Each pilot is categorized as follows :

b) Each driver must forward his **FIA driver categorization** to Ultimate before the first race he wishes to participate. This must be received by Ultimate at the latest 15 days before the event (i.e. the opening of the administrative checks)

If a driver has no FIA driver categorization

he has to use the FIA Driver Categorization form available on the FIA website: <http://www.fia.com/sport/competitors-area/fia-driver-categorisation>.

Decisions on categorizations are made under the responsibility of the FIA Drivers Categorization Committee. The list of drivers categorized according to the definitions contained in the FIA pilots' rules will be published on the FIA website.

Ultimate cup series must receive the driver categorization (from the competitor) no later than 48 hours before the start of the Event concerned (i.e. before the start of scrutineering).

At the end of each season, the FIA Driver Categorization Committee will review all the categorizations according to the performance of the race.

The list of categorizations applicable for the following season must be published before December 1st of the previous year.

c) ~~However,~~ For late application or if the answer is not received in time before the beginning of the event, the College of Stewards will provisionally categorize the driver. This driver must provide their racing records to the College of Stewards as well as the proof of the request made to the FIA. A €200 fee must be paid to the Ultimate Cup Series for any late application for categorization. Such internal categorization will be provisional and in no way constitutes an FIA categorization.

~~It can only be granted once in the season.~~

Uncategorized driver may participate in an Event only to the extent that the Regulations permit them to participate.

d) Notwithstanding the above, a dedicated committee consisting, among others, of a representative of the organizer, the technical manager and the sports manager of the series, may grant an AM classification to any FIA Bronze Driver, on the Request from the Driver or Competitor, provided that this classification:

- do not compromise track safety
- does not generate a sporting advantage in relation to other crews entered in the same category.

All requests submitted to the dedicated committee by the Driver or the Competitor shall, under penalty inadmissibility:

- contain a letter setting out the reasons for the request;
- comprise an exhaustive list of the results of the driver with a performance analysis established on the best lap and the average of the 20 best laps set under dry condition by the driver at all significant events in which the pilot has participated during the last 3 years (5 events minimum have to be provided for the application to be admissible. If the driver took part in less than 5 events in this period, he will have to provide the maximum information to determine his level.); the performance analysis should contain a direct comparison with the 5 best drivers ranked Bronze by the FIA on each Event.
- specify all information about the crew, the car, the team's results and any other useful information (tire mileage, etc.) for each event concerned
- be sent no later than 30 days before the first Event concerned.

The Driver or Competitor shall provide any additional information requested by the dedicated committee. After receiving a categorization request, the dedicated committee will determine if the driver performance is sufficiently far from the best Bronze drivers to require this categorization and if the driver performance and behavior are compatible with the conditions of security and performance of the Serie. If a competitive advantage appears in comparison to other drivers in the same category, the dedicated committee will evaluate the driver's performance based on the top 20 laps of each race and will make a comparison with the Bronze drivers of the championship. The Committee may, at any time, take any decision it considers appropriate concerning the continuation of the AM categorization given to this pilot, but a first case will normally result in a warning report to the driver and a second case is likely to result in the immediate cancellation of the AM categorization.

The decisions of the dedicated committee on categorization are immediately applicable and are not subject to appeal of any kind. The AM categorization can in no case be attributed by the college of stewards in case of late application (less than 15 days before the event) or for unclassified drivers.

e)

The drivers involved in the series will therefore be categorized as follows:

- Platinum

- Gold

- Silver

- Bronze

- AM

Regulation on the driver's categorization: Refer to the FIA categorization rules for drivers (<http://www.fia.com/sport/competitors-area/fia-driver-categorisation>).

### **3.2.1.2**

Upon receipt of an entry mainly for non-FIA and Gold and Platinum drivers, the categorization of the drivers will be determined according to the records and confirmed to the competitor.

The list of entries will be posted on the promoter's website or sent by email a week before the event. In case of dispute, the application must be made in writing with supporting documents before the end of the administrative checks. It may be examined by the Challenge Ultimate Cup Series selection committee. The answer will be communicated at the latest before the qualifying practice.

The Committee Selection made up of the Sporting Steward, the Official Timekeeper of the series and a Promoter Representative.

The starting grid is of the form 2 x 2 in line.

The location of the pole position is mentioned in the specific regulations of each event.

Driving time

- starts at the start of the race for the driver who starts.
- take end when crossing of the pit entry loop for the driver on the track.
- will start crossing the pit exit loop for any other driver who takes the wheel after a pit stop.

In case of a driver passes by the pit lane without stopping (same driver crossing the entry and exit loop), this time will also be counted in his driving time.

In case of pit stop for long intervention, and / or long stop on the track, the competitor may report it to the race direction. The driver concerned may have his driving time adjusted by decision of the stewards.

### 3.3. ADMINISTRATIVE CHECKS

Administrative checks, mandatory for any competitor and driver, will be held before each event begins. The information regarding this control will be specified in the special rules of the event (opening dates of the control, schedules & venue). Each competitor must present the required documents. Only after having validated his administrative control, the driver will be able to participate in the qualifying free practice

### 3.4. PASSES

Passes will be awarded only to those who make up the teams.

The competitor is solely responsible for his companions.

3.4.1. Each team will receive 9 passes per car (+ 1 pass per driver) and per event, as follows:

- A. 4 pass pit lanes (some with access to the wall)
- B. 5 paddock pass
- C. 1 pass per driver
- D. 6 parking pass

### 3.5. TECHNICAL SCRUTINEERING

Once the administrative control check is completed, the competitors will be able to access the technical scrutineering of the car and equipment that will take place at each event.

These verifications are mandatory and will be carried out by the Scrutineers appointed by the Race Director.

The Scrutineers may, among other things,

- ask to check the conformity of a car at any moment during the Event;

- require a competitor or its mechanics to dismount a car during the check to verify eligibility or compliance conditions;
- require a competitor to pay the costs resulting from non-compliance and / or to provide a sample or part deemed necessary.

The technical control will be held in the technical room **or in the competitor pit** and the information relating to this control will be specified in the special regulations of the event (dates of opening of the control, schedules & location).

**The reference atmospheric pressure will be published by the technical delegate on the day of the technical checks.**

The **diver's equipment** to be presented during the inspection are the following **(at first participation of each driver):**

- Helmet
- Hans or other approved Restraint system
- Overall
- Underwear
- Boots
- Gloves

(under the conditions listed by Appendix L of the International Sporting Code).

**A driver safety equipment sheet will be completed by the driver and given during the check.**

**The team will have to fill and give a « Pit Safety Equipment » form, for the equipments of the persons in charge of refueling and other things.**

No modification of the helmet and the head restraint is allowed outside of those provided by the manufacturer

For any absence or delay in the administrative and / or technical controls, penalties will be applied (See appendix 1 and article 5 of the general FFSA regulations).

~~The entry fees for each event include a participation fee of € 30 for scrutineering.~~

The team must even ensure disassembly and reassembly following the control. Checks may be carried out on any car at any time during the event. **Generally, after the qualifying practice and the race, the 1st of each category as well as one or two cars selected at random by the technical delegate will be checked.**

The presentation of a car to the scrutineering will be considered as an implicit statement **of from** the competitor of the conformity of his car.

Competitors ~~entering Turbo-powered cars for which Turbo-pressure is limited~~ will be required to **provide** ~~install~~ the necessary equipment to read and control data acquisition (logger, sensors, etc.) **at Technical Stewards**. In case of technical non-compliance found during the year, the competitor may be excluded from the Challenge for the current year and will lose all rights.

**A compliance sticker will be affixed at the end of the scrutineering once the cars have been accepted by the Scrutineers, the control of the tire quotas carried out, the refueling facilities (if concerned) and the conformity of the equipment and facilities of the stand checked. A car can not participate in the event without this compliance sticker. It must never be removed (Penalty: Exclusion) and must remain permanently visible.**

It is the duty of each Competitor to prove to the Scrutineers and the Stewards that his car is in compliance with this regulation in its entirety at all times during the event and / or the season.

Reserve cars as defined below are not admitted.

A reserve car is a car that is not intended to take part in the Competition Event but to substitute for the one registered by the competitor as the principal race car.

## ARTICLE 4 – CARS ACCEPTED

### 4.1. CARS ACCEPTED

On invitation and after acceptance of the application by the promoter.

Any participation requires compulsory documents: homologation or technical form for car homologated, roll cage homologation for the concerned cars, the fuel tank homologation form, and eventually the ASN passport.

The Promoter can refuse the registration to a competitor as far as Ultimate Cup Series is opened by invitation.

The promoter reserves the right to change the class and/or the category of a car according to his performances.

#### UGT3

- Cars homologated in GT3 FIA et GT3 ASN before 2010 (homologation's year) with technical amendments and not in conformity with their specific regulations « GT3 article 257A ».
- Cars homologated in GT3 FIA et GT3 ASN before 2010 (homologation's year), in conformity with their specific regulations "GT3 article 257A".
- Cars homologated in GT3 FIA et GT3 ASN after 2010 (homologation's year) in conformity with their specific regulations "GT3 article 257A".
- Article 257 shall apply with the year of construction of the car.
- RS01 with GT3 kit
- ~~Phoenix~~
- any car with equivalent level to GT3, or likely to be, on request to the promoter

For GT3 Article 257A is applicable with the year of construction of the car.

The minimum weight is 1200 kilograms (unless otherwise stated in the Balance of Performance).

The technical amendments are subject to a technical file. This technical file must be given to a scrutineer and will be validated after acceptance by the scrutineer.

According to the subscribers various classes can be created. See Appendix 3 «List of the classes»

### **UGT Free**

- Cars homologated in GT1 FIA in conformity with their specific regulations.
  - Cars homologated in GT2 FIA in conformity with their specific regulations.
  - Cars homologated in LMGTE in conformity with their specific regulations
  - Cars homologated in GT3 FIA et GT3 ASN before 2010 (homologation's year) with technical amendments and not in conformity with their specific regulations « GT3 article 257A ».
  - Cars homologated in GT3 FIA et GT3 ASN before 2010 (homologation's year), in conformity with their specific regulations "GT3 article 257A".
  - Cars homologated in GT3 FIA et GT3 ASN after 2010 (homologation's year) in conformity with their specific regulations "GT3 article 257A".
  - RS01
  - Foenix
  - All other GT, on request to the promoter
- For GT3 ; Article 257 shall apply with the year of construction of the car.

The technical amendments are subject to a technical file. This technical file must be given to a scrutineer and will be validated after acceptance by the scrutineer.

According to the entries various classes can be created

### **UGTX**

- Grand Touring cars on request to the promoter.
- UGTX's cars must have lower performances than UGT3.
- The performances of UGTX cars must be lower than the ones of the UGT3.

According to the entries various classes can be created. See Appendix 3 «List of the classes»

### **UGTC**

Grand Touring cars from a brand's Cup or Challenge, based on the non-exhaustive list below, in compliance with their specific regulations. The technical Regulations of the brand's Cup or Challenge shall apply with the year of construction of the car.

- Porsche 991 ABS system authorized
- Porsche 997 ABS system and steering wheel gearshift paddles
- Ferrari 458 Challenge
- Ferrari 488 Challenge (after Ferrari 's agreement )
- Other on request

According to the entries various classes can be created

For all categories, promoter can adjust the performance of a car by modifying restrictor, weight, tank capacity and/or engine revs, the turbo pressure or any other characteristic of the car.

The Committee is entitled to ask competitors and manufacturers for any information that it would deem useful to devise equivalence systems. Competitors and manufacturers must provide accurate and honest data. Any infringement to the above principles will be penalised by the Stewards, at any time during any Competition, post-race included.

## 4.2. FUEL – TIRES- EQUIPMENTS

### 4.2.1. Fuel

- Fuel type:

SUNOCO CMR

or with promoter's derogation Unleaded 98 minimum in accordance to article 252-9, appendix J.

- For qualifying and races: only fuel provide by the promoter is allowed

- No additive is allowed

Type of fuel tanks accepted

- the original fuel tank (if conformed to the homologation form of the car or, failing that, to the FIA recommendations),

- fuel tank approved by the FIA (Appendix J – paragraph 14).

Fuel tank capacity ~~100~~ 105 litres maximum.

Carried fuel: ~~100-105~~ liters maximum

### 4.2.2. Tyres

Tires ovens for heating tires are allowed. Tires covers and tire chemical treatments are forbidden.

Systems using a type of fuel are allowed behind the garages. However, no naked flames are allowed and an extinguisher must be permanently on hand close to the equipment when it is operating.

No device for warming the tyres or keeping them up to temperature is allowed elsewhere than in the outside area situated immediately to the rear of the garage.

This means that tyres can't be covered, they must be visible by officials and in the open air at any time except in the outside area situated immediately to the rear of the garage.

Valves caps are compulsory for free practices, qualifying and race. See Appendix 1

For all cars taking part in the Challenge GT Ultimate Cup Series only MICHELIN, slick and rain tires are allowed with the official marking of the series. Re-cut slick and re-cut wet tires are forbidden except dispensation from manufacturers.

Each competitor must use the tire dimensions and types referred to for its car as specified in the regulations Appendix 2.

In case of a car not referenced in the table, the competitors must contact the operator.

No other type from the brand and other brand shall be tolerated for private and free practices, qualifying and race.

For free practices, 1 set of new slick tires is authorized and with the tires registered on prevent events.

For the first participation, an additional new slicks train is allowed. These tires are only allowed during free practice. The tires registered for the meeting (qualification and race) can be used in free practice.

For all cars taking part in the Challenge GT Ultimate Cup Series, the number of slicks tires is limited to:

~~for the qualifying session and for 3h race : 2 sets of tires.~~

- for the qualifying session and for 4h race : 3 sets of tires

- for the qualifying session and for 6h race : 4 sets of tires

Each tire shall be registered before the first qualifying session.

Competitors must fill the official form with the FIA bar code and give it to the scrutineer at the driver's briefing during the technical scrutineering of the car.

For the practices and the race, each tire will be controlled by RFID's device.

In order to obtain a safe and normal wear of tires for each race, it is strongly recommended to respect the manufacturer's recommendation (camber, pressure).

Rain tires are not limited in number. The slick/rain tires mix is forbidden on the same car.

The use of tires for a wet track may be used only after the track has been declared wet by the Clerk of the Course / the Race Director for the practice session (free practice, qualifying) and the race.

In order to obtain a safe and normal wear of tires for each race, it is strongly recommended to respect the manufacturer's recommendation (camber, pressure).

In addition, for safety reasons, promoter could allow 1 set more for free practices.

Four additional « joker » tires (front or rear) can be used during the season in case of damaged tire, after opinion of the tire supplier and validation of the technical delegate. In case of entry for a single race, only one additional tire may be allowed. This allocation will not exceed four additional tires called "joker" during the season.

Tires are to be ordered, at least 10 days maximum before the event, at:

APR – 3, rue du Pavin – Parc Logistique– 63360 GERZAT. Tel : +33 (0)4 73 24 24 24

Email : [apr-contact@apr-europe.com](mailto:apr-contact@apr-europe.com)

#### 4.2.3. Equipments

##### 4.2.3.1. Data recorder

A data recorder with sensors, homologated by the promoter, must be installed in all cars and for all events. There are of the responsibility of every team, to get itself this recorder of data, as well as the sensors, to install them, and to make sure that they work correctly. The promoter will indicate later the homologated system.

Cars without data recorder, or with a recorder out of service, will be not in conformity with the regulation and could be declared to stewards.

##### 4.2.3.2. Exhaust

During practices and races, the use of a silencer is compulsory. Noise level for tracks in 2018 The accepted sound level will be the one defined by the standard regulation of the circuits applicable:

- Statically: the measurement must be carried out in accordance with FFSA 02 - 2019 Noise Measurement Procedure. to FFSA 2019 Technical Regulations – noise measurement method – Maximum level is 100 dB at 75% of the maximal engine revs.
- Dynamically: the maximum value is 100 dB measured as follows:

The noise measurement will be carried out with the sound tester on position A and fast answer as described in the issue 179 (1065) «precision sound tester» of the commission electronic inter (CAI) on the sound measurement devices characteristics. The measure will be taken on the track side in a point fixed by the scrutineer and approved by the Stewards of the Meeting.

Position of the sound tester:

At right angle with the track axis Height: 1,30 m from the ground

Checks ~~will~~ could be carried out during scrutineering, practices and races.

A preventing control will be available for all the entrants before qualifying sessions.

#### 4.2.3.3. Transponder

Each car must be equipped during each event ~~with a timing equipment to be confirm according to the dedicated company of timing~~ transponder TAG Heuer By Chronolec. Multi Pilotes Fil – Ref : TCTMPF

The competitor is responsible for the correct fitting of the transponder and permanent operation.

It is the Team Manager's responsibility to ensure at all times that the driver's name shown on the timing screens is the name of the driver who is inside the car. If the name displayed on the monitors is not that of the driver who is inside the car, the Team Manager must inform race control and timing immediately.

#### 4.2.3.4. Ballast

If a car use a ballast to respect the minimum weight, this ballast must be declared by the competitor and be sealed during the technical checks. The ballast must be fixed so that tools are necessary to remove it.

The possible installation of ballast must comply with the manufacturer's specifications or with the homologation of the car.

#### 4.2.3.5 Telemetry – Radio

Data transfer by telemetry is forbidden. Radio connection between the pits and the cars are authorised, each competitor must give to the promoter the frequency used during scrutineering.

Competitors must be permanently listening to the radio frequency reserved for the Race control and report any link issues.

This radio connection will be an exclusive use of the race director to communicate with teams.

Teams must be listening to the frequency 15 minutes before the beginning of each session and until the end of the session or at the opening of parc fermé, for qualifying or races.

Teams must not use this frequency for any other information.

Informations given on the race control radio frequency will be displayed on screens. All these messages, written or oral, must be respected.

#### 4.2.3.6 Lights

The standard light must keep the homologated or original configuration and can be composed of several light points (leds authorized).

The flashing tail lights and retro-reflectors are mandatory

Each car must be equipped with red LED rain lights at the rear or comply with its homologation form.

The power of the headlights and rear lights should under no circumstances dazzle.

Identification lights of cars by their garage: this light must not flash, not be rotating, because it is strictly reserved for the intervention vehicle.

The rear rain light must be illuminated at all times when a car is running on a track that has been declared as "wet", unless instructed otherwise by the race director.

In case of night race,

- Each car must have one front light point on each side and one rear light point on each side, operating at each moment of the event.

- the installation of a maximum of 4 additional high beams is allowed. Additional lights must be conform to the homologation form of the car or validated by the technical delegate if they are not part of the homologation form.
- These changes should not generate down force nor adding cooling air flow.

In case of malfunction of a car's lighting and light signalling system, whether on the track or in the pit lane, the Race Director can immediately inform the competitor, who must, in that case, remedy the situation during the next pit stop. The Race Director, for safety reasons at his own discretion, can decided to order the immediate stopping of the car in order for repairs to be carried out.

At least one windscreen wiper must work.

#### 4.2.3.7. Specificity – Starting up

**4.2.3.7.1** ~~The automatic starting up, controlled from the pilot's seat, the control being actuated solely by him, is mandatory and~~ The engine must be started by the driver alone, sitting at the wheel without outside help. It's the only way permitted for the start of the race and for later starts during the race.

Starting up with an external battery is allowed on the starting grid.

~~Engine starting up must be done exclusively by the driver.~~

#### 4.2.3.7.2. Technical specificities

For all **UGTC** cars are authorised:

- ABS brake system
- steering wheel gearshift paddles

~~Starting up with an external battery is allowed on the starting grid.~~

~~Engine starting up must be done exclusively by the driver.~~

#### 4.2.3.8. Windows and nets

**Windows:** If windows are not composed of laminated glass (except Plexiglas windows), you must use transparent and uncolored explosion-proof films on side windows and roof. Maximum thickness: 100 microns.

**Safety nets :** Safety net is compulsory for all cars on driver's side ~~GT3 (according article 14.9 appendix J-ART257A FIA)~~ and must be homologated in conformity with the standard FIA 8863-2013 (**FIA** Technical List n°48).

Safety nets must be set on the roll cage points homologated (car homologation form) and install in conformity with FIA (racing nets installation specification V6). For cars without roll cage point homologated, the installation will be done in coordination with the technical controllers.

#### 4.2.3.9. Towing ring

Each car must be equipped on front and rear with a towing ring or a towing strap in conformity with the homologation form of the car.

#### 4.2.3.10. Equipment in the pit-lane

Folding brackets, flexible supports for air or lighting must not extend beyond the outer limit of the "working area" and be situated at least 2 metres above the ground.

Air bottles must be firmly attached or anchored once their protective lid is removed. Protection around the valves and regulator must be permanently in place. The conformity of the installations and the dates of validity of the air bottles ~~may~~ will be checked ~~at any moment~~.

### *4.3. RACE NUMBERS*

A race number available for all the season will be given for each car .

The race numbers must be placed in accordance with the Stickers installation diagram defined by Ultimate cup series.

Dimensions: figure height: 23cm, figure width: 3cm, Space between two figures: 5cm.

**Color: Black numbers on a white background.**

**Font: ARIAL**

In the case of a night event, the numbers must be reflective, in order to be read at night. Each car must have eight retro-reflective stickers (3 on each side, 1 at the front, 1 at the back).

A kit of 3 sets of numbers will be available from the Promoter.

A complete "Night" kit will be available from the Promoter.

An Oled panel display (number and position) ~~will be set up by the promoter.~~ is advised

### *4.4. DRIVER'S SAFETY EQUIPMENT*

in compliance with Appendix J and to FFSA technical booklet.

## ARTICLE 5 – ADVERTISING

### 5.1. MANDATORY ADVERTISING

Competitors and drivers participating at Ultimate cup series must affix the Organisers' advertising on their cars before scrutineering (see the sizes and locations according to the diagram Ultimate cup series). Drivers can affix others advertising.

In no case the car's diagram required by promoter can be modified by drivers and/or competitors

All advertising, on the cars and race suits, by brands in competition with Ultimate Cup Series's or ones of his partners is forbidden (except agreement given by the Promoter).

Failing to respect the identification plan defined by Ultimate Cup Series will result in penalties (see appendix 1).

### 5.2. STICKERS INSTALLATION

Stickers installation diagram is shown in the appendix 7.

## ARTICLE 6 – SITES AND INFRASTRUCTURES

~~The race track road is materialized either by curbs or paint strips.~~

~~Removable markers can be put in place to reinforce the materialization of the race track road.~~

~~6.2.2.2 Only the race track road shall be used by the drivers during the entire race and test process.~~

~~At all times, cars must keep at least two wheels fully on the part of the track between the edges and/or the paint strips. Any violation of this rule constitutes a failure to comply with the race track road stated in article 8.2.~~

~~The use of side aisles, even if they can be driven on, is strictly prohibited, except in cases of force majeure.~~

~~6.2.3 It is strictly forbidden for any driver, under penalty of immediate disqualification and request for sanction from the FFSA, to drive in his vehicle in the opposite direction than the race one. This prohibition applies both during the actual races and during the test practices.~~

~~6.2.8 Any vehicle left by its driver will be considered as a give up.~~

### 6.2.10. OVERTAKING

~~Overtaking under yellow flag is prohibited. Respect for the blue flag is imperative.~~

### 6.1. PIT AREA

When the circuit permits, the pit lane is divided into three zones:

- "Fast lane": this is the closest lane to the wall of the signaling area. A car can only access the fast lane by its own means.
- "Acceleration and deceleration lane": this is the central lane.

- "Working area": this is the closest part of the stands where it is allowed to work on cars. It is marked on one side by a wall or by a line painted in front of the curtain of the stand and on the other by a line of separation with the central lane.

Unless different statement announced during the briefing, the speed on the pit lane is limited to 60 km/h. In case of non-respect, the driver will be subject to penalties.

**6.31.41.** Any pilot who has passed the place of his stopping place may only return to it with his engine, switch off, the vehicle being pushed back by hand.

**6.31.52.** At the exit of the pits, a traffic light (red - green - blue) operated by a steward is used as follows:

- During the tests, drivers taking the track must respect the red or green light, the steward giving priority to vehicles on the track.

- During the race, a blue flashing light is lit at the exit of the pit lane.

**6.31.63.** To return to the track, the driver has to use the pit lane and cross the pit exit line that delimits the stop zone known as the "pit working zone"

**6.31.74.** Any irregular use (access, speed, traffic, stop, exit) of the pit area will be subject to penalties (see Appendix 1).

**6.31.85.** Children under 16 years of age are not allowed in the pit lane outside the Pit Walk period.

## 6.2. SIGNALLING AREA

The team members and 2 persons per car will be designated so that there is a space on the side of the track to which access is authorized throughout the duration of the tests and the race. This location will be authorized by means of a duly identifiable and category-specific pass armband.

These members may give pilots useful information without, however, using emblems or flags and/or lights similar to those used by the organization only from this location.

**Penalties: see Appendix 1.**

## 6.3. PIT ALLOCATION

The Promoter is solely responsible for the allocation of pits and locations in competing parks.

**6.3.1.1** The location of the official billboard will be indicated in the specific regulations. This should only include information that has been approved by the sports stewards or the Race Director.

**6.3.1.2.** Competitors must comply with the circuit police regulations and in particular the use of sanitary facilities, electricity or water outlets, traffic in the park, and respect for local residents with regard to starting up the engines outside the prescribed hours.

As soon as the preliminaries technical scrutineering is completed, any car checked won't leave the circuit facilities without the express agreement of the Race Director.

**6.3.1.3.** The organizer of the event shall have full discretion to enforce the rules concerning the competitor's park and shall report to the College of Sports Stewards any breach of any of the rules set out above.

Any failure to comply with the rules defined by this article may result in a penalty which can lead to disqualification.

#### **6.3.2. PRIVATE CARS**

The Promoter may prohibit access to the paddock by private cars, except assistance vehicles, providing them an equipped car park located with the immediate access to the paddock

#### **6.3.3. BUSINESS OPERATIONS**

Any commercial or promotional operation must have received, in writing, the authorization of the Promoter and the Circuit Management.

## **ARTICLE 7. RUNNING OF THE EVENT**

The event begins when the administrative checks are opened.

During the whole event (tests and races):

~~The driver arriving for a pit stop may, only when the car is stopped in front of the pit stop~~

During a pit stop, it is only when the car is stopped in front of his box that the driver leaving the car:

- Remove his safety net or race net (if concerned),
- Turn off his lights,
- Turn off his engine
- Untie his harness
- Open his door.

### **7.1. BRIEFING**

Refer to the Standard Rules for Asphalt Circuits, all drivers entered at the event must attend the all Briefing or will face penalties (see Appendix 1).

### **7.2. PRACTICES - RACE**

#### **7.2.1 Private and free practices**

Private and/or free practices sessions may be organized by the Promoter at the earliest on the Thursday morning preceding the date of the qualifying practice session.

Any driver participating in private practice sessions as part of the meeting must comply with the same rules as those applied during the official practice sessions and the race.

Any driver admitted to the race must take part in at least one **official** practice session which takes place according to the program defined in the specific rules of the meeting, and this with the vehicle on which he is entered.

## 7.2.2. Night practice

A night timed practice session will be organized in case of a night race. Each pilot will have to participate and make at least one timed lap, ie two passes on the timing loop on the track side.

## 7.2.3. Qualifying practices

~~The starting grid of the race will be determined by qualifying practices of 65 minutes long (3 times 15 min + 2 times 10 minutes maximum break for the driver change).~~

~~For crews with three pilots, all three pilots must participate in the qualifying practices. The car's qualifying time is the average of each pilot's best time.~~

~~For two pilot crews, the slowest pilot's best time is doubled in the average of each pilot's best time. For this two pilot crews the qualifying practice will be only 2 times 15 min + 1 time 10 minutes break for the driver change~~

~~Driver changes can only be made in the pitlane, in front of the competitor's pit, only during the 2 10-min. or 1 10 min break periods.~~

~~Depending on the number of participants in each category, the qualifying session may be divided into two sessions. The specific regulations for each event will specify the dates and times.~~

~~Failure to respect the checkered flag at the end of any practice session will be penalised (Appendix 1)~~  
There will be one qualifying session, divided into three sessions with a break between each of them. All drivers must complete at least one lap time (i.e. two consecutive passes on the timing line) to be qualified for the race, except in case of force majeure recognized as such by the stewards.

Crews lined up of only two drivers will have to take part to the three qualifying sessions.  
All crews have to

- respect the order of the drivers as indicated in Appendix 4,
- complete the drivers designation form
- return it during the drivers briefing (possible modification up to 1 hour after the end of the last practice session free).

This order will determinate the transponder positions to be used for each driver.

For crews with two pilots, the pilot who will take part in the 1st session will be designated as "Pilot 1".

The driver taking part in the 3rd session will be designated as "Pilot 2".

Qualifying Session will run as follow:

- 1) Q1: All cars must be driven by "Pilot 1".  
The best time of each driver will be retained and will be designated as MT1.
- 2) Q2: All cars must be driven by the pilot designated by the driver designation form for the second session.  
The best time of each driver will be selected and will be designated as MT2.
- 3) Q3: All cars must be driven by the pilot designated by the driver designation form for the third session.  
The best time of each driver will be selected and will be designated as MT3.

For cars that have completed at least one lap time in each session, their qualifying time will be the average of the best rounds MT1, MT2 and MT3 and their qualifying rank will be 1 (RQ1).

For cars that have completed at least one lap time in each session,

their qualifying time will be the average of the best laps, i.e. MT1+MT2+ MT3 /3  
their qualifying rank will be 1 (RQ1).

For cars that have not completed one lap time in one of the sessions,  
the qualifying time selected will be the average of the two best times remaining  
their qualifying rank will be 2 (RQ2).  
they will be classified behind all the cars with RQ1.

For cars that have not achieved one lap time in two of the three sessions,  
the qualifying time chosen will be the best remaining time (MT1 or MT2 or MT3)  
their qualifying rank will be 3 (RQ3).  
they will be classified behind cars with RQ2.

For cars that have not completed one lap time,  
their qualification rank will be 4 (RQ4)  
their participation in the race will be subject to the approval of the stewards who will also determine  
their starting order. In all cases they will be classified behind cars with RQ3.

The result of the qualifying session and the position on the starting grid will be determined  
firstly by the order of the RQ (RQ1, then RQ2, then RQ3 then RQ4)  
then by the ranking (from best to worst) of the time of qualification retained as indicated above.

In the case where two or more cars have the same RQ and an identical qualifying time,  
their order will be determined by the absolute best time achieved by these cars  
during the qualifying session (Q1, Q2 or Q3).

If that is not enough, the priority will be given to the one who made it first.

During the session, the following principles will apply:

- The cars must be in the pit-lane from the moment the light is green at the beginning of the Q1 until the checkered flag at the end of Q3.
- Any car that has returned to his pit box during this period will have all his time canceled and will not be allowed to take part in the rest of the session.
- Refueling or emptying are not allowed
- During this period, it is not allowed to connect a computer to the car (including wireless), or to add or remove a data or video recording medium (USB stick, SD card or other).
- It will, however, be permitted to cut off the camera recording at the end of the session if it does not against the parc fermé rules.
- At the end of Q3, the cars will be immediately placed under parc fermé conditions.

### 7.3. PIT STOPS

Before any intervention on the car the engine have to be switched off.

#### 7.3.1. During the qualifying practices and the race

- pilot changes are prohibited during refuelling at the fuel pump.
- Driver and tyre changes must be made on the pitlane in front of the competitor's pit.

#### 7.3.2 For these interventions in front of the pits, only the following are authorized:

~~1 team manager or 1 agent to stop and restart the car safely (using a panel displaying the car number).~~ 1 car control officer whose primary function is to ensure the safety of pit stops and of the personnel present in the working area. This officer will supervise the pit stop, safety, stopping and releasing the car safely. He must show a sign with the number of the car concerned and he cannot be positioned in line with the longitudinal

axis of the car. During the stop, this person may have other functions other than standstill monitoring. He will have to wear a specific identification armband provided by the organizer.

- 2 mechanics for mechanical interventions and/or any other actions on the car. They will have to wear a specific identification armband provided by the organizer.

- 1 driver's aid ~~or~~ and the driver leaving the car who can only help his teammate to get into the car and strap himself up. He will have to wear a specific identification armband provided by the organizer.

That is 4 people in total, not counting outgoing and incoming pilots. All other persons must be inside the stand box.

For crews composed of persons with reduced mobility, a second aid to the pilot is authorized.

For a wheel change, mechanics must:

- Use a maximum of two wheel guns into the working area,

- Carry at all times the detached wheels when they are outside the garage. However, in order to facilitate the wheel changes, it is possible to lay them flat on the ground near the car

- Not throw the wheels or drop them

For any wheel that the mechanics lose control of, or for any other infringement on the present article:

Penalty: at Stewards' discretion.

~~That is 4 people in total, not counting outgoing and incoming pilots. All other persons must be inside the stand box.~~

Safety - When a car stops in the working area, it must park at least 50 cm from the wall or from the line outlining the working area (the 2.5m line). The car should be parked parallel to the above-mentioned line/wall. The ~~team manager~~ the agent responsible of the stop of the car must ensure that the work area is cleared and evacuated from the acceleration lane before the car leaves.

Penalty for infringement: at the Stewards' discretion

The ~~team manager~~ the agent responsible of the stop of the car is responsible for ensuring that a car is released from the working area only when it is safe to do so. Cars in the fast lane have priority over those leaving the working area.

Penalty: at the Stewards' discretion.

The number of mechanics working on the car is not limited when the car is inside the pit

In case of intervention inside the stand, the car must be pushed by a maximum of 4 mechanics to enter and exit the stand, the engine stopped and positioned ~~perpendicularly~~ parallel to the pitlane in front of its stand before ~~entering or~~ leaving.

Signalling area: maximum 2 people per car. (see Article 6.2)

Failure to comply with these rules will result in penalties (see Appendix 1).

### 7.3.3 Stand access :

During practices and the race:

a) The pit shutter (on the track side) must remain completely open;

b) Visibility towards the inside of the garage must remain free of any obstruction of any kind whatsoever (bodywork parts, covers, piles of tyres, trolleys, etc.);

c) Officials must have free access to the inside of the garage.

Penalty: at the Stewards' discretion.

## 7.4. REFUELLING

### 7.4.1 Refuelling

For safety reasons, the presence storage of petrol fuel in the stands box is strictly prohibited.

During the private tests, refuelling must be carried out in accordance with §7.5.1 of the Technical Requirements for the Filling Device of the General Asphalt Circuit Regulations FFSA 2018 2019. Gasoline should be stored outside the stands, near the door on the paddock side and a fire extinguisher on the side at all times.

~~For each event, to be able to participate in the qualifying practice, competitors must first take a minimum of 25 litres of fuel from the service provider.~~

Refuelling will be carried out at the pumps in the refuelling area from the beginning of the ~~Private~~/free practices.

Refuelling is forbidden during the qualifying session.

~~The maximum volume per refuelling during the race must not exceed 98 litres, as indicated on the meter of the calibrated petrol pump.~~

At least 1 mechanic or a maximum of 2 mechanics per car will refuel. The car must be connected to the ground and the engine turned off before refueling begins.

In the event of non-compliance with these rules, penalties will be imposed (see Appendix 1).

These employees will be equipped with:

- FIA 8856-2000 standards suit
- fireproof hood,
- ~~protective glasses,~~
- FIA Helmet in accordance with FIA standards in force
- non-flammable gloves in accordance with FIA standards in force
- non-flammable shoes and socks
- non-flammable underwear

The wearing and use of

- headlamp,
- mobile phones
- radios

is prohibited in the refueling area, except for equipment in accordance with hazardous areas. Failure to comply with these rules will result in penalties (see Appendix 1).

- Access to the refueling station will mainly be via the pitlane

- If a car breaks down in the refueling area, it will be pushed to the intervention area by only two refuelling attendants present in the area. Then, from the level the exit of this area to the pit, 4 team members are allowed to push the car.

For each car entered, each competitor must send a provision for fuel costs to the fuel supplier chosen by the promoter.

In case of lack of space at the available at the pumps, cars must return to the track without parking at the entrance of the refuelling area.

All vehicles must be able to refuel directly with a commercial type hose as used in usual service stations. Cars with a quick-filler (ATL, Staubli, etc.) must be refueled via a filler bottle complying with Appendix J FIA 2019, Article 252, drawings 252-1 or 252-2 and 252-5. This one must be empty before being connected to the car. Otherwise a report will be sent to the stewards.

Nevertheless, competitors will have the opportunity to adapt the orifice(s) of the for this operation (installation of Aero filler cap, hinged cap or other). These orifices must be easily accessible manually with the fuel pistol and not without the aid of tools. Once opened, it must remain firmly attached to the car (cable, steel wire, hinge, ...). The installation of a non-return valve (FIA Technical List n ° 18) is highly recommended. In the event that the adaptation derogates from the homologation form of the car, the installation must be validated by the technical delegate. A document detailing the installation proposal for this filler cap must be sent no later than 15 days before the start of the event to the following email address: [jeanmichelpialot@gmail.com](mailto:jeanmichelpialot@gmail.com).

For cars with the fuel-inlet on the side, it must be installed on the side the closest possible to the fuel pump if possible.

The use of any adaptors is strictly forbidden. The use of extra ventilation during refuelling is only allowed in conjunction with a vent-bottle complying with Appendix J FIA 2019, Article 252, drawings 252-1 or 252-2.

Please make sure your fuel-inlet (inlet, design, hoses) is capable of refuelling with 60 litres per minute with the pistol easily.

For safety reasons, the fuel flow automatically stops as soon as there is any obstruction and/or fuel flows against inlet-pipe or hose.

For crews composed of pilots with reduced mobility, an adjustment to these rules can be made.

## 7.5. RACE

The driver who will start the race must be appointed by his team at the latest 1 hour after the end of the qualifying tests, by completing the appropriate form. ~~A Silver driver cannot start even from the pit lane.~~

Penalty: at the discretion of the panel stewards or See Appendix 1.

It will no longer be possible to change the driver at the start, except in cases of force majeure.

### 7.5.1. Duration

The duration of the races will be ~~3~~, 4 or 6 hours depending on the circuits.

### 7.5.2. Launched start

#### 7.5.2.1. Departure procedures

The start grid will be displayed 30 minutes after the publication of the official test results.

The starting grid shall be in the form of a 2 x 2-line grid (Pole position defined in the specific regulations for each event). ~~in accordance with article 3.2.~~

In the event of an equality during qualifying, priority will be given to the car that has achieved the time in first.

**The rolling start procedure will be used.**

#### DEPARTURE:

~~H-45mn~~ Spiking of cars in front of the pits

~~H-30mn~~ Opening of the pit lane – Long horn

~~H-15mn~~ Closing of the pit lane – Long horn. During this period, cars will make one or more laps of the circuit through the pit lane for grid setting.

~~H-5mn~~ Start of the launch lap behind the pilot car

~~H-Start~~ launched if green light is on.

- If yellow flashing light with red light, one more formation lap, under-direction of the car **in** pole position and/or safety car.

- If a car is in trouble, and cannot leave at H-5 **min**, it will be pushed to the pits, from where it will start after the last car, at the green light.

- Any car in the stands at the time of departure will only leave after having received the authorisation given by the green light at the exit of the pit lane.

#### **- CASES OF MODIFICATION TO THE PROCEDURE**

If for an unforeseen reason or because the amount of water makes it unsafe to start, the Race Director will delay the start by presenting a "start delayed" board.

As soon as the Race Director considers the conditions are safe and a start can take place, information will be displayed on the timing monitors, with the new time of the start of the formation lap.

This information will always be displayed at least 10 minutes before the start of the formation lap.

#### **7.5.2.2. On the starting grid,**

Any intervention on cars is prohibited except as follows:

- Removing and replacing the steering wheel
- Using the radio and controls
- Tire pressure measurement and adjustment
- Tire temperature measurement
- Tightening the wheels
- Access to engine management and data acquisition systems
- Installation and removal of sun or rain protection
- Placing or removing adhesives on the bodywork and air inlets
- Connecting and disconnecting an auxiliary battery

**"5 minutes" board : no further work allowed on the cars except closing doors of closed cars.**

The change of wheels on the starting grid can only be done to mount rain tires between H-15 min and H-5 min. The rain tires can only be fitted if the track is declared wet by the race direction.

Any other intervention is prohibited without the express authorization of the officials, including:

- Opening the covers

~~Changing wheels~~

It is strictly prohibited to start the engine of car with wheels on the starting grid if nobody is at the steering wheel.

**7.5.2.3.** If one or more cars have to be removed from the grid, the intervals will not be filled.

#### **7.5.2.4. Case of substitute drivers**

1. A withdrawal is officially validated when the competitor or team manager of the team comes to declare it in writing (withdrawal form) to the race direction.

2. If a team has several cars, after the official withdrawal of one of them from the race management, the drivers may become substitutes on another team car.

Only in case of force majeure may they replace a driver within the limit of the number of drivers entered and their categorization on the car (article 3.2).

Request to be formulated and validated with the race management.

## 7.6. BREAKDOWN – RUNWAY EXCURSION

In the event of a runway excursion or breakdown on the circuit during the event, repairs must be carried out by the driver alone with the tools carried in the car. **During the race, if a car stops, the engine must be restarted with the starter by the driver alone** : Starting aid by stroller is prohibited.

The car must be towed to the pit, by any means from the circuit's breakdown service, under the control of the stewards, in order to resume the race after repairs and inspection by the technical stewards.

**Any car presenting a potential danger (excessive deterioration or deterioration of a safety component) must be stopped for repairs. The car may not rejoin the race without the consent of the Scrutineers.**

In the event of a breakdown or problem in the pit lane, requiring reverse gear, the driver will have to switch off the engine and then can be pushed back in front of his pit by his mechanics **A maximum of 4 people are authorised to push a car as far as its pit. Any car going to the end of the pit area while awaiting the green light must go there under its own power (Penalty: at the Stewards' discretion).**

Any reverse with the engine on the pit lane or upside down from the pit lane will be penalized.  
(see Appendix 1).

## 7.7. ~~DRIVE THROUGH HANDICAP~~ **MINIMUM PIT STOP TIME**

~~During the Race, to guarantee the greatest fairness due to the composition of the crews, a driving time scale per pilot category and a penalty scale may be implemented.~~

~~After consultation with the sports stewards, these penalties shall be:~~

~~– either by a minimum downtime when changing pilots,~~

~~– or by a scale of Drive Through Handicap – DTH.~~

~~A number of cars will then have to use the pit lane without stopping.~~

~~The categorization of pilots required to perform DTHs and their number will be confirmed by additives.~~

~~DTHs will not be counted if they are performed:~~

~~– by the wrong pilot classification~~

~~– during the 1st lap (start) without crossing the full track timing line (green light)~~

~~– during the last lap without crossing the full track timing line (checkered flag)~~

~~– when restarting the Safety Car without crossing the full track timing line (green light)~~

~~See appendix 4~~

At each Event for each race, a Minimum Pit Stop Time will be established, taking into account the time driven with a max. speed of 60 kph in the pit lane from the entry timing loop to the exit timing loop and the calculated standard times for stopping, restarting and tire and driver changing.

The "Minimum Pit Stop Time" will be published in the Briefing Notes of each Competition Event.

The pit stop must be carried out in front of the designated pit or area of each team under the responsibility of the designated Team Manager.

The Minimum Pit Stop Time will be used for 3 pit stops that occur during the races irrelevant of the works done at the time of the pit stop. This time will not included the time spent in the refueling area.

Competitors have to perform 3 mandatory pit stops with a time greater or equal to the Minimum Pit Stop Time.

The mandatory Pit Stops must be carried out within 3 hours and 45 minutes from the start of the race.

At the latest, for the last mandatory pit stop, the car must cross the pit entry loop before 3h44 minutes and 59.999 seconds of race time elapsed.

In the case where, during this period, the number of pit stops respecting the « Minimum Pit Stop Time » is less than 3, the car will receive a STOP & GO penalty + the missing time compare to the « minimum pit stop time rounded up to the upper second.

It is during each of these three compulsory stops that the cars entered will have to respect the possible time penalties allowing the balance of the crews (see appendix 4). They must be added to the minimum pit stop time.

For any event of a duration different from 4 hours, the time penalties will be specified in the special rules of the event.

For crews composed of persons with reduced mobility, the minimum stopping time will be adjusted.

After stopping at the pits, driving at an abnormally low speed and or, behavior being considered as an obstruction to other drivers may be punished with a "Stop & Go".

## 7.8. SAFETY CAR

See Article 7.3.3 of the standard regulations for FFSA "asphalt" circuits.

There may be one ~~or more~~ safety cars on each event depending on the circuit and the decision of the coordinator, race director.

## 7.9. FULL COURSE YELLOW « FCY »

The Race Director may declare a Full Course Yellow period if he deems it necessary for safety reasons.

The FCY message will be displayed on the monitors and the Full Course Yellow instruction will be announced to the competitors by the Race Direction radio after a countdown.

Once the message Full Course Yellow is displayed on the monitors, all cars must immediately slow down to 80km/h and maintain this maximum speed throughout the FCY, in a single line, and maintain the distance between them and the front and rear cars.

All steward positions will have a waved yellow flag and a sign indicating FCY.

It is strictly forbidden to pass under FCY, except in the case of a stopped car, a car with a technical problem, a car entering or leaving the pit lane.

Any car driven unnecessarily slowly, erratically or deemed potentially dangerous to other drivers at any time when the FCY is being used, will be reported to the Sports Stewards. This will apply whether the car is driven on the track, in the pit entrance, pit lane or pit exit.

## 7.10. ARRIVAL

The checkered flag will be presented to the leading car crossing the finish line as soon as the race time has elapsed. (See article 9.1).

If for any reason the chequered flag is shown before the scheduled time for the race has elapsed , the race will be deemed to have finished when the leading car crossed the finish line for the last time before the chequered flag was shown.

If for any reason the chequered flag is shown late, the race will be deemed to have finished at the scheduled time.

After receiving the signal, all drivers must complete one lap of the circuit and take the exit indicated to them by the organiser according to their ranking (podium, parc fermé, etc.). The Race Director may waive this additional lap for drivers crossing the finish line at a very slow pace.

## 7.11. PARC FERME

**7.11.1.** The parc fermé regime is the one under which the cars are placed at the end of a qualifying session, as soon as the checkered flag or a red flag is presented.

If it is due to a red flag, the cars will be immobilized in front of their pits without any mechanical intervention.

During the race, in the event of interruption of the race following the presentation of the red flag, competitors are also under the parc fermé regime and must comply with the instructions of the Race Director and/or his assistants.

**7.11.2.** At the finish of the race, all vehicles are, as soon as the flag is lowered, placed under the parc fermé regime. The Race Director and/or the College of Sports Stewards may place the cars of their choice in a parc fermé.

**7.11.3.** Vehicles remain in a parc fermé for 30 minutes from the posting of the provisional official classification, unless otherwise specified by the officials. Failure to comply with this rule will result in the exclusion of the offender.

**7.11.4.** When the cars are in a parc fermé, any intervention is prohibited on the cars except as follows:

By the pilot:

- Remove and rest the steering wheel,
- Use of radio and controls,
- Electrical circuit breakage.

By team technicians or tire manufacturers:

- Tire pressure measurement,
- Tire temperature measurement.

Any other intervention is prohibited without the express authorization of the officials responsible for monitoring the application of the parc fermé regime.

This concerns in particular:

- Opening the covers
- Changing the wheels
- Access to engine management and data acquisition systems, including in wireless mode
- Removing the video card

**7.11.5.** No person shall be allowed inside the "parc fermé" unless expressly authorized by the officials in charge of controlling the parc fermé.

## ARTICLE 8. CLAIM - APPEAL

Penalties: See Appendix 1 - Penalty Summary Ultimate Cup Series

Complaints and appeals - see Article 7 and 8 of the FFSA General Prescriptions.

The panel Stewards may impose additional penalties in Appendix 1 for any offense that does not comply with this Regulation, even if these offenses are not listed in **Schedule Appendix 1**.

### 8.1. INCIDENTS

An "incident" means a fact or series of events involving one or more pilots, or any action of a pilot, which is reported to the Stewards by the race director (or noted by the Stewards and reported to the race director for investigation), and who has:

- obliged a suspension of a race pursuant to Article 150;
- violated these Sporting Regulations or the Code;
- carried out a false start ;
- caused a collision;
- has pushed out of the track another pilot;
- Illegally prevented a legitimate overtaking maneuver by a pilot;
- illegally hindered another pilot during a passing maneuver.

Unless it is absolutely clear that a pilot is behind one of the above cases, any incident involving more than one car will usually be investigated after the race.

The decision to put under investigation will be communicated to the competitor by screen and / or by the Competitor Relations Officer. The driver involved can not leave the circuit without having been heard by the College of Stewards.

## 8.2. ON BOARD CAMERA

The on board camera is mandatory and must be mounted so that it films the race track forward. The data from the indoor camera system may be used by the stewards of the meeting, the Stewards, and/or the Race Director, or the Promoter, to investigate any incident.

~~All data from the indoor camera system is the property of the Promoter and will be returned to the team after the Event.~~

The Brand and type of camera are free.

The camera must be installed before the technical checks. Only mechanical and rigid mounts are allowed. The assembly will be validated by the technical scrutineers. The indoor on board camera must always be activated and set to recording mode when the car is on the track or in the pit lane. Any failure to do so may result in a penalty.

Any outdoor camera installation is prohibited.

## 8.3. PENALTIES

The following penalties may be applied

### 8.3.1. During the practice sessions

Presentation of a black panel with letters STOP and GO (dimensions 60 x 40 cm) with the number of the car/ pilot concerned:

- For non-compliance with the flags,
- For anti-sport drive,
- For non-compliance with safety instructions in the pit lane and signaling zone,

And also:

- Cancellation of the lap time during which this infringement was detected, for failure to comply with the race road,
- Cancellation of the best time of the practice session for non-compliance with the flags, the penalty may be increased according to the seriousness of the offence,
- Cancellation of the times realized in the session concerned for anti-sport drive.

These decisions will be communicated as soon as possible to the competitor or its representative.

### 8.3.2. During the race

**8.3.2.1.** Presentation of a black panel with white letters Drive Through (dimensions 60 x 40 cm) and the number of the car/ pilot concerned, for:

- early departure,
- starting simulation during the formation tour,
- no respect the distances imposed during the formation lap before the start, or no respect the line

- overtaking during the formation lap start the start launched or under the Safety Car procedure,
- non-compliance with the race road,
- anti-sport drive,
- non-compliance with the flags,
- non-compliance with safety instructions in the pit lane and signaling zone.

A Drive Through penalty notified to a competitor during the last three laps by the Race Director will be automatically transformed into a 30 second penalty in the race ranking.

**8.3.2.2.** Presentation of a black panel with white letters Drive Through (dimensions 60 x 40 cm) and the number of the car/ pilot concerned, for non-compliance with the driving time defined in Appendix. 4

The duration of the penalty will be that resulting from the infringement - Appendix 1

The STOP AND GO penalty will be done in front of the competitor pit box under of the team manager's responsibility.

**8.3.2.3.** Upon presentation of one of the panels above, accompanied by the number of the car/driver concerned, the penalty must be applied within 3 laps of the Race Director's report of the infringement. This penalty cannot be done during a "full course yellow" or a "safety car" session

**8.3.2.4.** The presentation of one of the above panels will be made to the car/driver, if necessary, during three successive laps in front of the Race Direction (except in case of FCY or SC). If this repeated presentation has no effect, the panel Stewards shall summon the pilot concerned and take any penalties it deems appropriate according to the gravity and repetitiveness of the infringement.

**8.3.2.5.** Upon the report or request of the Race Director, it shall be up to the Stewards of the meeting to decide whether one or more drivers involved in an incident should be penalized. The Stewards may impose on any driver involved in an incident, in addition to the existing penalties, a reduction in the number of places on the starting grid for a subsequent race entered by the driver. This penalty should only be applied in the event of unsporting attitude. If a penalty specified in Articles 8.1., 8.3.1., 8.3.1., 8.3.2.1 must be imposed and notified after the end of the race, Articles 8.3.2.1. and 8.3.2.2. shall not apply and a time penalty of 30 seconds in the case of Article 8.3.2.1 and 40 seconds in the case of Article 8.3.2.2 (+ the eventual time of the Stop and Go penalty) shall be added to the race time performed by the car concerned.

**8.3.3.** The penalties of Drive Through, Stop and Go and withdrawal of places on the starting grid, are not subject to any complaint or appeal.

## 8.4. EXCLUSION

Any decision to disqualify a driver taken by the Stewards during the practice or the race will be notified by the Race Director after presentation of a black flag by a reasoned written note given to the driver.

**8.4.1.** In case of a driver's exclusion, the Stewards College shall decide whether or not the drivers immediately following him will move up a place.

~~**8.4.2.** If the excluded driver has set the fastest time on a lap, and if the rules provide for points, prizes or awards for that best time, the College will decide whether the excluded driver retains these benefits, whether they are carried over to the driver who made the second best lap, or whether they are cancelled.~~

**8.4.32** A Steward shall note the offences for which recidivism is likely to increase the penalty, the College of Stewards being the only body empowered to determine the notion of recidivism....

## ARTICLE 9. CLASSIFICATION

### 9.1. WINNER

The first in the ranking will be the one who, after crossing the finish line, has covered the imposed distance in the minimum time or the maximum distance in the time allowed for real time races. Only the timing times made by the official timekeepers licensed by the FFSA are valid and are used to rank the trials and races.

### 9.2 ORDER OF ARRIVAL

Drivers who have crossed the finish line are ranked according to the number of full laps of the circuit they have completed and, for those who have completed the same number of laps, according to the order of their last crossing on the finish line.

### 9.3 POINTS

To score points in the general classification, a car must have covered 75% of the distance from the 1st in the general classification of the category.

To score points in its category, a car must have covered at least 75% of the distance from the 1st in its category, the latter having itself covered 75% of the distance from the 1st in the general classification.

In the case where a car is the only starter in its category, to score points, it must have covered the minimum distance chosen in the case mentioned above.

### 9.4. CLASSIFICATION BY RACE

It will be established per race

- a general classification for each category (UGT3 – UGT Free- UGTX - UGTC).
- a classification by class in each category (depending on the type of car engaged in each category)
- an "Ultimate" ranking by category for 100% Bronze and/or AM crews

If during the season a crew loses its Ultimate designation due to the evolution of the drivers' category, it will no longer have the possibility to accumulate points in this classification.

### 9.5. POINT ALLOCATION\*

Points will be awarded to the general classification by category and class according to the scale below

Challenge GT Ultimate Cup series			
Classement Classification	Général par catégorie Overall by Category	Par classe / By class	
		mini 4 partants at least 4 starters	moins de 4 partants less than 4 starters
1 <sup>st</sup>	25	12	6
2 <sup>nd</sup>	18	9	4
3 <sup>rd</sup>	15	7	3
4 <sup>th</sup>	12	6	
5 <sup>th</sup>	10	5	
6 <sup>th</sup>	8	4	
7 <sup>th</sup>	6	3	
8 <sup>th</sup>	4	2	
9 <sup>th</sup>	2	1	
10 <sup>th</sup>	1		
Au-delà / over	0.5		

\* By category, cumulative points "general classification by category + class".

### 9.6. FINAL RANKING OF THE CHALLENGE

All races on the Challenge GT Ultimate Cup Series mentioned in the Challenge calendar count towards the final challenge ranking. Each driver of a crew will add the points obtained in the classification of each race, general category classification + class classification.

At the end of the season a race will be counted from the final result.

There will be a winner of the challenge by category.

In the event of downgrading or exclusion from a race by the stewards and/or the ASN for any reason whatsoever, the race will not be included in the final ranking. However, this result cannot be deducted from the final ranking.

~~9.6.1 In case of downgrading or exclusion from a race by the Stewards and/or the ASN, what so ever the reason, the race shall not be counted towards the final classification.~~

~~At the end of the season a race where a driver has the worse result will be counted down, except in case of~~  
~~9.6.1~~

### 9.7. EX AEQUO

Drivers who, as two or three, have formed a permanent crew throughout the Series season, will all score the same number of points and, if applicable, may all be awarded the Drivers' title. However, two or more drivers of different crews will If two or more drivers finish the season with the same number of points, the highest place will be awarded to the Challenge:

- (a) the holder of the highest number of first places,

- (b) if the number of first places is the same, to the holder of the largest number of second places,
- (c) if the number of second places is the same, to the holder of the greatest number of third places, and so on until a winner emerges.

## ARTICLE 10. PRIZE

### 10.1. PRIZE PER EVENT

~~The prize-giving ceremony will take place during the podium, after the finish of the race.  
There will be one podium per category class  
the crews of the first three cars in each category class of the GT challenge Ultimate Cup series  
There will be an "ULTIMATE" podium  
for the first 3 crews classified "Ultimate" (100% AM + Bronze) in each category class  
the crews of the class winners. (Depending on the number of classes)~~

~~After the arrival of the race, the awards ceremony will take place during the podium,  
There will be a podium  
scratch for the 3 first crews, any class  
by class, 3 first of each class  
the "Ultimate" (100% AM and Bronze) winning crews of each class~~

The prize-giving ceremony will take place during the podium, after the finish of the race.  
There will be one podium per category.  
There will be one "ULTIMATE" podium for the crews composed only by Bronze and /or AM drivers.

#### 10.1.1 After each race, will be awarded :

- the crews of the first three cars in each category of the GT challenge Ultimate Cup series
- the three first crews winning the "Ultimate" (100% Bronze and/or AM) of each category (if more than 4 cars entered at the start of the race)
- the crews of the class winners. (Depending of the number of classes)

For categories with less than 4 starters only the first one will be called on the podium.  
Any driver applying for the podium must present himself in a suit identified in accordance with the identification plan of the Challenge Ultimate Cup series.

**10.1.2.** The prizes at the finish, indicated in the category rules or in the special competition rules, are awarded to the competitor or the person designated by him/her on the entry form.

**10.1.3.** Only drivers who have completed at least 75% of the number of laps completed by the winner for the races will be eligible for the prizes awarded

The promoter may allocate lots at its convenience.

### 10.2. TROPHIES

Trophies will be distributed to each driver competing for the podium of each race and the end of season ranking.

## SPORTING AND TECHNICAL REGULATIONS APPENDIX

*APPENDIX 1 - Summary of penalties*

*APPENDIX 2 - Michelin tyres type and sizes*

*APPENDIX 3 - Classes list*

*APPENDIX 4 - Teams handicap*

*APPENDIX 5 – Race stop and restart*

*APPENDIX 6 – Specific regulations*

*APPENDIX 7 – Stickers installation*

## APPENDIX 1 – Penalties Page 1/6

Ultimate Cup Séries regulations	DESIGNATION	INFRACTION	Clerk of race	STEWARDS
<b>3.2</b>	<b>Teams - Driving time See Appendix 4</b>	Failure to respect the rest time	STOP & GO 1' for each missing minute. If penalty not carried out, add. 40" + 1' for each missing minute & removing 1 lap.	
		Failure to respect the minimum driving time	STOP & GO 1' for each missing minute If penalty not carried out, add. 40" + 1' for each missing minute & removing 1 lap	
		Exceeding the maximum driving time	STOP & GO 1' for each missing minute If penalty not carried out, add. 40" + 1' for each missing minute & removing 1 lap	
<b>3.5</b>	<b>Technical Scrutineering</b>	Late arrival at the assigned scrutineering slot		Report to Stewards
<b>4.2.1</b>	<b>Cars and equipments Fuel</b>	Technical non compliance		Report to Stewards
		Type of fuel non compliance		Report to Stewards
		Additive in the fuel		Report to Stewards
<b>4.2.1</b>	<b>Fuel tank</b>	Improper fuel tank	Mise en conformité ou refus de départ- Compliance or refusal of departure	
<b>7.4.1</b>	<b>Refuelling</b>	Presence of fuel in the pits		Report to Stewards
		Failure to comply with the rule: taking mini of 25 liters of fuel at organization pumps to take part in qualifying practice	Start in qualifying practice refused or times in qualifying practice canceled.	Report to Stewards
		No use of filling material (Racecan) private and free practice		Report to Stewards
		Refuelling outside authorized area		Report to Stewards
		Exceeding the authorized litrage	STOP & GO + 10 seconds for each extra liter	
		Failure to comply the number of mechanics and/or people involved in the refuelling area	1 drive through if one extra people + one STOP & GO penalty for each extra people	
		Failure to comply the equipment of people involved in the refueling area	1 drive through if one extra people + one STOP & GO penalty for each extra people	

## APPENDIX 1 - Penalties Page 2/6

Ultimate Cup Séries regulations	DESIGNATION	INFRACTION	Clerk of race	STEWARDS
7.4.1	<b>Refuelling</b>	Participation in qualifying practice with fuel not provided by the service provider	Car stopped	Cancellation of all practice times
		Failure to follow the procedure for access to the pumps	STOP & GO	Rapport could be sent to the Stewards
		Failure to follow the procedure for exit the fuel station	STOP & GO	Rapport could be sent to the Stewards
		Unauthorized intervention on the car in the refuelling area	STOP & GO	Rapport could be sent to the Stewards
		Non compliance with rules of deposit for fuel costs		Report to Stewards
4.2.2	<b>Tyres</b>	Use of heating blankets and/or other systems to heat tyres, as well as any chemical treatment on tyres		Report to Stewards
		No valve cap	STOP & GO - 10 Secondes for each missing cap	
		Failure of the mark, size and type of tyre referenced for the car in Table Appendix 2 of Regulations	Car stopped	Report to Stewards
		Use of tyres unmarked and/or unreported for qualifying practice and race	Car stopped	Report to Stewards
4.2.3.2	<b>Exhaust</b>	Initial scrutineering Exceeding the noise level in static measurement	Compliance or start refused	
		Practice & race Exceeding the noise level in dynamic measurement: > 100 dB	Down 2 places on the grid for each additional DB	Rapport could be sent to the Stewards
		Exceeding the noise level in dynamic > 110 dB	Stop the car by presentation of black flag with orange disc. Cancellation of all practice times or exclusion from the event.	Rapport could be sent to the Stewards

## APPENDIX 1 - Penalties Page 3/6

Ultimate Cup Séries regulations	DESIGNATION	INFRACTION	Clerk of race	STEWARDS
4.2.3.3	<b>Transponder</b>	Transponder default	Stop the car by presentation of black flag with orange disc. and brought into conformity.	
		Wrong Identification of the driver in the car	Stop the car by presentation of black flag with orange disc. and brought into conformity. Qualifying: All of misidentified driver's lap times are cancelled	
4.2.3.8	<b>Racing nets</b>	Non-compliance with rules regarding the positioning of nets in practices and races	Car stopped by presentation of black flag with orange circle and brought into conformity.	
4.2.3.5	<b>Telemetry &amp; scrutineers</b>	Data transfer via telemetry		Report to Stewards
		No statement to the scrutineers of frequencies used for radio links by car		Report to Stewards
4.2.3.6	<b>Lighting</b>	Total or partial absence of lighting and/or signaling, or non-conformity	Car stopped by presentation of black flag with orange circle and brought into conformity.	
	<b>Wiper</b>	Wiper absent or not working	Car stopped by presentation of black flag with orange circle and brought into conformity.	
4.2.3.7	<b>Specificities Starting up</b>	Failure to follow the procedure in case of breakdown on the track		Rapport could be sent to the Stewards
		Failure of the procedure in the pit lane	STOP & GO	Rapport could be sent to the Stewards
		Starting aid by pushing unauthorized	Car stopped by presentation of black flag with orange circle and brought into conformity.	
		Non-compliance with the minimum number of required drive through the pit lane	1 STOP & GO for each missing passage If penalty not carried out, add. 40" and removing 1 lap, for each missing passage.	
		Non-compliance with rules governing the use of stands	STOP & GO	
		Driver change during a refueling	Exclusion	Rapport could be sent to the Stewards
		Driver change inside the stands	STOP & GO	Rapport could be sent to the Stewards
		Tyre change inside the stands	STOP & GO	

## APPENDIX 1 - Penalties Page 4/6

Ultimate Cup Séries regulations	DESIGNATION	INFRACTION	Clerk of race	STEWARDS
4.2.3.7	<b>Specificities Starting up</b>	Exceeding the number of people working on a car in front of the pits	1 drive through if one extra people + one STOP & GO penalty for each extra people	
		Exceeding the number of people per car in the signalling area	1 drive through if one extra people + one STOP & GO penalty for each extra people	
4.2.3.9	<b>Towing ring</b>	Absence or non respect of conformity	Compliance or start refused	Rapport could be sent to the Stewards
4.3	<b>Race Number</b>	Failure of compliance and readability of race number on the car	Car stopped by presentation of black flag with orange circle and brought into conformity	
5.1	<b>Compulsory advertising</b>	Non-compliance with the advertising identification plan	Start refused and/or car stopped by presentation of black flag with orange circle and brought into conformity	
		Non-compliance with the opposition advertising rules		Report to Stewards
6.3	<b>Pit lane</b>	Speeding in the pit lane	STOP & GO of 5 seconds per Km/ h higher during the race, 50 € per additional km/ h iduring the practice sessions	Rapport could be sent to the Stewards
6.3.7		Regular use of the pit area (access, speed, traffic, stop, exit, etc.)	1 drive through if one extra people + one STOP & GO penalty for each extra people	Rapport could be sent to the Stewards
6.4	<b>Trackside support</b>	Failure to identify signalers	1 DRIVE THROUGH for each concerned person	
7.1	<b>Briefing</b>	Absence or late arrival at briefing		Report to Stewards
7.2	<b>Practices</b>	Failure to follow the procedure in practices		Report to Stewards
7.3	<b>Race</b>	Failure to hand in the starting driver declaration form	1 DRIVE THROUGH	Rapport could be sent to the Stewards
7.5.2.1	<b>Starting procedure</b>	Failure to respect the line up of cars in planned schedule	STOP & GO	
7.5.2.2		Unauthorized intervention on the car on the start grid	Start from the pit lane	Rapport could be sent to the Stewards
7.5.2.4	<b>Substitutes</b>	No declaration of retirement		Report to Stewards
7.10	<b>Finish</b>	Several passing under the checkered flag		Report to Stewards
7.11	<b>Parc fermé</b>	Failure of the parc fermé rules		Report to Stewards

## APPENDIX 1 - Penalties Page 5/6

Ultimate Cup Séries regulations	DESIGNATION	INFRACTION	DIRECTEUR DE COURSE	STEWARDS
8	<b>Driver who:</b>	> caused the suspension of a race under 150 article	STOP & GO Investigation Penalty automatically transformed into a 40-second penalty in the last three rounds	Rapport could be sent to the Stewards OU Other sanction on the following event(s)
		> breached these Sporting Regulations or the Code		
		> fait prendre un faux départ à une ou plusieurs voitures		
		> caused a collision		
		> forced a driver off the track		
		➤ illegitimately prevented a legitimate overtaking move by a driver		
		> illegitimately impeded another driver during overtaking.		
8.3.1	<b>and/or During practices</b>	Non respect of safety instructions in the pit lane and signaling area	STOP & GO	
		Non respect of flags signals	Cancellation of the time of the round during which the infringement was detected	
		Repeat offense		Report to Stewards
		Non respect of flags signals	STOP & GO and cancellation of the best time of the test session	Rapport could be sent to the Stewards
		Unsporting behavior	STOP & GO	Rapport could be sent to the Stewards

## APPENDIX 1 – Penalties Page 6/6

Ultimate Cup Séries regulations	DESIGNATION	INFRACTION	DIRECTEUR DE COURSE	COMMISSAIRES SPORTIFS
8.3.2	<b>and/or During practices</b>	Jump start	DRIVE THROUGH Penalty automatically converted to a 30-second penalty in the last three rounds	
		Start simulation during the formation lap		
		Failure of the gap imposed during the rolling start or under Safety Car procedure		
		Overtaking during the formation lap before the rolling start or under Safety Car procedure,		
		Failure to respect position on the starting grid		
		Failure of the racing line		
		Unsporting behavior		
		Failure of flags signals		
		Non respect of safety instructions in the pit lane signalisation and signaling area		
10	<b>Prize-giving</b>	Non attendance at the podium at the end of the race race.		Report to Stewards
		Unsporting behavior on the podium		

APPENDIX 2- CHALLENGE GT ULTIMATE CUP SERIES 2019 Page 1/2									
Voiture /Car			ANNEE / YEAR	Pneu avant/front tyre			Pneu Arrière/rear tyre		
				Dimension	Slick	Pluie / Rain	Dimension	Slick	Pluie / Rain
Aston Martin	Vantage N24			27/65-18	S9L	P2L	27/65 18	S9L	P2L
Aston Martin	DBRS9	GT3		30/65 18	S9M RFID	P2L	31/71 18	S9M RFID	P2L
Aston Martin	DBRS9	GT3	2013/2014	30/68 18	S9M RFID	P2L	31/71 18	S9M RFID	P2L
Aston Martin		GT3	2016	30/68 18	S9M RFID	P2L	31/71 18	S9M RFID	P2L
Audi	R8 LMS	LMS		27/65-18	S9L	P2L	31/71 18	S9M RFID	P2L
Audi	R8 LMS ULTRA	GT3		30/65 18	S9M RFID	P2L	31/71 18	S9M RFID	P2L
Audi	R8	GT3	2016	30/68 18	S9M RFID	P2L	31/71 18	S9M RFID	P2L
Bentley	GT3			31/71 18	S9M RFID	P2L	31/71 18	S9M RFID	P2L
BMW	M3			25/64-18	S9L	P2L	27/65 18	S9L	P2L
BMW	M3			27/65-18	S9L	P2L	30/68 18	S9M RFID	P2L
BMW	Z4	GT3		30/68 18	S9M RFID	P2L	31/71 18	S9M RFID	P2L
BMW	M6	GT3	2016	31/71 18	S9M RFID	P2L	31/71 18	S9M RFID	P2L
Chevrolet	Camaro	GT3		31/71 19	S9M RFID	P2L	31/71 19	S9M RFID	P2L
Chevrolet	Camaro	GT3	2016	31/71 19	S9M RFID	P2L	31/71 19	S9M RFID	P2L
Chrysler	Viper	GT1		30/65 18	S9M RFID	P2L	31/71 18	S9M RFID	P2L
Chrysler	Viper	GT3		30/65 18	S9M RFID	P2L	31/71 18	S9M RFID	P2L
Corvette	Z06	GT 3		30/65 18	S9M RFID	P2L	31/71 18	S9M RFID	P2L
Corvette	Z06	GT 3	2014	30/68 18	S9M RFID	P2L	31/71 18	S9M RFID	P2L
Corvette C7R	C7R	GT3	2016	30/68 18	S9M RFID	P2L	31/71 18	S9M RFID	P2L
Ferrari	F458	Challenge		24/65 19	S8L	P2G	28/69 19	S9A	P2G
Ferrari	F355	Challenge		25/64 18	N2	P2L	27/68 18	N2	P2L
Ferrari	F360	Modena		25/64 18	N2	P2L	27/68 18	N2	P2L
Ferrari	F458	GT 3	Avant 2013	30/65 18	S9M RFID	P2L	31/71 19	S9M RFID	P2L
Ferrari	F458	GT 2		30/68 18	S9M RFID	P2L	31/71 18	S9M RFID	P2L
Ferrari	F488	GT3	2016	30/68 18	S9M RFID	P2L	31/71 18	S9M RFID	P2L
Ferrari	F458	GT 3	2013/2014	30/68 18	S9M RFID	P2L	31/71 19	S9M RFID	P2L
Ford	Mustang	FR 500/GT3		30/65 18	S9M RFID	P2L	31/71 18	S9M RFID	P2L
Ford	GT	GT3		30/65 18	S9M RFID	P2L	31/71 18	S9M RFID	P2L
GC	10	V8	(option 1)	25/64-18	S9L	P2L	30/68 18	S9M RFID	P2L
GC	10	V8	(option 2)	27/68 18	N2	P2L	31/71 18	N2	P2L
Ginetta	G55	Cup		25/64 18	S8L	P2L	27/65 18	S9L	P2L
Ginetta	G50			25/64-18	S9L	P2L	27/65 18	S9L	P2L
Ginetta	G57		2016	30/65 18	S9M RFID	P2L	31/71 18	S9M RFID	P2L
Ginetta	G55	GT3		30/68 18	S9M RFID	P2L	31/71 18	S9M RFID	P2L
Lamborghini	Super	Trofeo		27/65-18	S9L	P2L	30/65-18	S9M RFID	P2L
Lamborghini	Gallardo	GT3		30/65 18	S9M RFID	P2L	31/71 18	S9M RFID	P2L

APPENDIX 2- CHALLENGE GT ULTIMATE CUP SERIES 2019 Page 2/2

Voiture /Car			ANNEE / YEAR	Pneu avant/front tyre			Pneu Arrière/rear tyre		
				Dimension	Slick	Pluie / Rain	Dimension	Slick	Pluie / Rain
Lamborghini	Gallardo	GT3	2016	30/65 18	S9M RFID	P2L	31/71 18	S9M RFID	P2L
Lamborghini	LP560			30/65 18	S9M RFID	P2L	31/71 18	S9M RFID	P2L
Lamborghini	LP600			30/65 18	S9M RFID	P2L	31/71 18	S9M RFID	P2L
Lamborghini	HURRACAN		2016	30/68 18	S9M RFID	P2L	31/71 18	S9M RFID	P2L
Maserati	Coupé	GSL/GT 3 (opt2)		27/65-18	S9L	P2L	30/65-18	S9M RFID	P2L
Maserati	MC 3	GT3		30/68 18	S9M RFID	P2L	31/71 18	S9M RFID	P2L
McLaren	...	GT3	Avant 2014	30/65 18	S9M RFID	P2L	31/71 18	S9M RFID	P2L
Mercedes	SLS	GT3		30/68 18	S9M RFID	P2L	31/71 18	S9M RFID	P2L
Mercedes	AMG	GT3	2016	30/68 18	S9M RFID	P2L	31/71 18	S9M RFID	P2L
Mosler	MT	900		30/65 18	S9M RFID	P2L	31/71 18	S9M RFID	P2L
Nissan	GT-R	GT3		31/71 18	S9M RFID	P2L	31/71 18	S9M RFID	P2L
Porsche	997	R-GT3		30/65 18	S9M RFID	P2L	31/71 18	S9M RFID	P2L
Porsche	Cayman	S-Cup		25/64-18	S9L	P2L	27/65 18	S9L	P2L
Porsche	997	RS/GT de série		25/64-18	S9L	P2L	31/71 18	S9M RFID	P2L
Porsche	997	Cup	2010	25/64-18	S9L	P2L	30/68 18	S9M RFID	P2L
Porsche	996	Cup		25/64 18	N2	P2L	27/68 18	N2	P2L
Porsche	997	Cup		25/64 18	N2	P2L	27/68 18	N2	P2L
Porsche	964	RS,RSR		25/64 18	N2	P2L	27/68 18	N2	P2L
Porsche	Cayman			25/64 18	N2	P2L	27/68 18	N2	P2L
Porsche	996	bi-Turbo GT2		27/65-18	S9L	P2L	31/71 18	S9M RFID	P2L
Porsche	991	Cup		27/65-18	S9L	P2L	31/71 18	S9M RFID	P2L
Porsche	997	Cup S		27/65-18	S9L	P2L	31/71 18	S9M RFID	P2L
Porsche	996	RS,RSR		27/65-18	S9L	P2L	31/71 18	S9M RFID	P2L
Porsche	997	RSR		27/65-18	S9L	P2L	31/71 18	S9M RFID	P2L
Porsche	993	Turbo GT2		27/65-18	S9L	P2L	31/71 18	S9M RFID	P2L
Porsche	911	Turbo		27/65-18	S9L	P2L	31/71 18	S9M RFID	P2L
Porsche	996	R		27/68 18	N2	P2L	31/71 18	N2	P2L
Porsche	911	GT3 R	2013/2014	30/65 18	S9M RFID	P2L	31/71 18	S9M RFID	P2L
Porsche	911	GT3 R	2016	30/65 18	S9M RFID	P2L	31/71 18	S9M RFID	P2L
Porsche	997	RSR	(2010-2012)	30/65 18	S9M RFID	P2L	31/71 18	S9M RFID	P2L
Porsche	996	Turbo GT2		30/65 18	S9M RFID	P2L	31/71 18	S9M RFID	P2L
Renault	RS01	Trophy		30/68 18	S9M RFID	P2L	31/71 18	S9M RFID	P2L
Saleen				30/65 18	S9M RFID	P2L	31/71 18	S9M RFID	P2L
SF	V8			27/68 18	N2	P2L	31/71 18	N2	P2L
SF	FOENIX			30/68 18	S9M	P2L	31/71 18	S9M RFID	P2L
Vortex		S1	2016	30/68 18	S9M	P2L	31/71 18	S9M RFID	P2L

## APPENDIX 3

### Classes list

#### Ref. ARTICLE 4 - 4.1. Cars accepted

The UGT Free category mainly includes GT cars without BOP.

The UGT3 category mainly includes GT3 cars with a minimum weight of 1200 kg (unless otherwise stated in the Balance of Performance).

The UGTX category includes any GT whose performance must not exceed that of the UGT3 category.

The UGTC category includes Grand Touring cars that have participated in Brand Cups or Challenges.

Depending on the number of competitors entered in one or other of these categories, several classes may be created, relating to Article 1.2 of Annex J FIA 2018, art. 251

## APPENDIX 4

### DRIVING TIME AND HANDICAP

#### Ref. Article 3.2 Crews and driving time

Due to the creation of the Challenge GT Ultimate Series in 2019, the Promoter cannot know the number of drivers likely to participate, nor their FIA categorization.

Therefore, it is only possible to list the composition of crews eligible to participate in the GT Ultimate Cup Series Challenge GT and to consider driving times according to the pilot classification. (Subject to change)

As a reminder, the categorization of pilots is:

AM BRONZE FIA SILVER FIA and exceptionally on request GOLD FIA PLATINUM FIA

The composition of the Crews can be 2 or 3 drivers as defined below for example for a 4 hour race. This table will be updated for races of a different duration.

ENDURANCE 4 H			
Temps de conduite Driving Time	MINI	MAXI	
	par PILOTE per DRIVER	BRONZE	SILVER
3 drivers crews			
3 AM	1h00	=	=
2 AM + 1 BRONZE	1h00	1h25	=
1 AM + 2 BRONZE	1h00	1h25	=
2 AM + 1 SILVER	1h00	=	1h15
3 BRONZE	1h00	1h25	=
1 AM + 1 BRONZE + 1 SILVER	1h00	1h25	1h15
2 BRONZE + 1 SILVER	1h00	1h25	1h15
2 drivers crews			
2 AM	1h00	=	=
1 AM + 1 BRONZE	1h00	2h00	=
2 BRONZE	1h00	=	=
1 AM + 1 SILVER	1h00	=	2h00
1 BRONZE + 1 SILVER	1h00	=	2h00

Each pilot must observe a minimum rest period of 1 hour between each relay.

To guarantee the best equity between crews of different compositions, a scale of penalties may be implemented. After consultation with the Panel of Stewards, it will be either by a minimum stopping time when changing drivers, or by a DTH (Drive Through Handicap) scale.

## DRIVING TIME

	Composition	platinum/gold	silver	bronze	AM
2 drivers	AM + AM				mini 1h30/pilote
	bronze + bronze			mini 1h30/pilote	
	bronze + AM			mini 1h30	mini 1h30
	silver + AM		maxi 2h		
	silver + bronze		maxi 2h		
	gold + AM	maxi 2h			
	gold + bronze	maxi 2h			
3 drivers	gold + AM + AM	max 1h30			mini 1h/pilote
	gold + bronze + bronze	max 1h15		mini 1h/pilote	
	gold + bronze + AM	max 1h15		mini 1h	mini 1h
	silver + AM + AM		max 1h30		mini 1h/pilote
	silver + bronze + bronze		max 1h15	mini 1h/pilote	
	silver + bronze + AM		max 1h15	mini 1h	mini 1h
	silver + silver + bronze		max 1h15/pilote		
	silver + silver + AM		max 1h15/pilote		
	bronze + bronze + bronze			mini 1h/pilote	
	AM + AM + AM				mini 1h/pilote
	bronze + AM + AM			mini 1h	mini 1h/pilote
	bronze + bronze + AM			mini 1h/pilote	mini 1h

## QUALIFICATION ORDER

	Composition	Q1	Q2	Q3
2 drivers	AM + AM	AM 1	au choix	AM 2
	bronze + bronze	bronze 1	au choix	bronze 2
	bronze + AM	AM	au choix	bronze
	silver + AM	AM	AM	silver
	silver + bronze	bronze	bronze	silver
	gold + AM	AM	AM	gold
	gold + bronze	bronze	bronze	gold
3 drivers	gold + AM + AM	AM 1	AM 2	gold
	gold + bronze + bronze	bronze 1	bronze 2	gold
	gold + bronze + AM	AM	bronze	gold
	silver + AM + AM	AM 1	AM 2	silver
	silver + bronze + bronze	bronze 1	bronze 2	silver
	silver + bronze + AM	AM	bronze	silver
	silver + silver + bronze	bronze	silver 1	silver 2
	silver + silver + AM	AM	silver 1	silver 2
	bronze + bronze + bronze	bronze 1	bronze 2	bronze 3
	AM + AM + AM	AM 1	AM 2	AM 3
	bronze + AM + AM	AM 1	AM 2	bronze
	bronze + bronze + AM	AM	bronze 1	bronze 2

## BALANCE PENALTIES

	Composition	Penaltie to be respected to each of the 3 mandatory pit-stops
2 drivers	AM + AM	0s
	bronze + bronze	51s
	bronze + AM	3s
	silver + AM	34s
	silver + bronze	91s
	gold + AM	34s
	gold + bronze	91s
3 drivers	gold + AM + AM	0s
	gold + bronze + bronze	67s
	gold + bronze + AM	35s
	silver + AM + AM	0s
	silver + bronze + bronze	67s
	silver + bronze + AM	35s
	silver + silver + bronze	92s
	silver + silver + AM	51s
	bronze + bronze + bronze	43s
	AM + AM + AM	0s
	bronze + AM + AM	0s
	bronze + bronze + AM	10s

## APPENDIX 5

# RACE STOP AND RESTART

STOP OF THE RACE	POSITION OF THE CARS AFTER STOPPING	PROCEDURE TO BE FOLLOWED	DISTANCE	GRID	RANKING POINTS AWARDED
Less than 2 laps	On the grid	New start	Original distance less than two laps, or total time less than 4 minutes	Original	All points awarded
More than two laps and less than 75% of the plan distance or time	On the grid	New start for a second part of the race.	Second part calculated to complete the original distance less than 2 laps, or the total time less than 4 minutes	Realised according to the lap ranking preceding the end of the race	Classification established by adding laps and time (regional events : classification established according to the finish of the second part of the race). All points awarded.  If it is impossible to give a new start : 50% of the points are awarded.
More than 75% of the plan distance or time.	Parc fermé	Race finished			Classification established in the round preceding the end of the race. All points awarded.

## APPENDIX 6

### Specific regulation

The specific rules for each event of the Ultimate Cup Series GT Challenge will meet the requirements of Article 11, will be detailed according to the diagram below and published before each meeting.

#### PART A

- 1) Name and address of the National Sports Authority (ASN).
- 2) Name and address of the Organiser.
- 3) Date and Place of the Event.
- 4) Year and Expiry Date of the Circuit Licence
- 5) Timetables for administrative and technical scrutineering.
- 6) Complete official meeting schedule.
- 7) Postal address, e-mail, telephone and fax to which requests can be addressed.
- 8) Details on the circuit, including:
  - location and how to get there,
  - Length of a lap, direction  
(clockwise or anti-clockwise)
  - location of pit exit in relation to  
Line.
- 9) Precise location on the circuit of the:
  - Stewards' office,
  - Official Sports Supervisor's office
  - Race Director's office,
  - Local administrative checks,
  - scrutineering, flat area and weighing,
  - Parc fermé,
  - Briefing of drivers and competitors,
  - official notice board.,
  - Press Point Room for the winners.
- 10) List of additional trophies and special awards.
- 11) Names of the race officials, designated by the ASN:
  - Steward of the meeting,
  - Secretary of the college,
  - Secretary of the meeting,
  - Technical Commissioners
  - Closed Park Commissioner
  - Deputy Commissioner for Security
  - Chief Medical Officer.
- 12) Any other specific element.

**PARTIE B**

**1: ORGANISATION OF EVENTS**

**2: OFFICIALS AND DELEGATES:**

- Official Sports Supervisor
- Race Director
- Assistant Race Director
- Steward of the meeting Chairman
- Technical Delegate
- Chief Timekeeper
- Officials Pit Lane
- Safety car driver
- Leading car driver
- Advisor driver
- Media-Press Manager

**3: Sport Committee for the Event**

**4: Claim appeal and other promoter's communication**

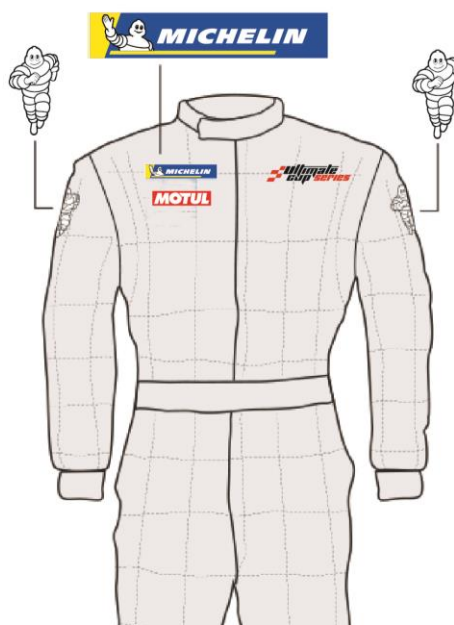
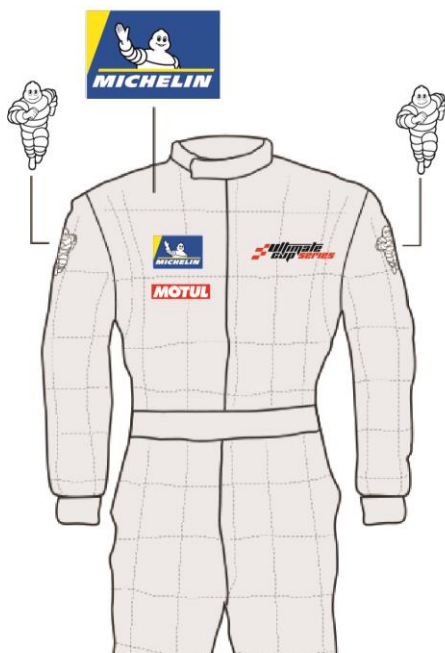
**PARTIE C – Detailed schedule**

**PARTIE D – Insurance certificate**

## APPENDIX 7 Page 1/2

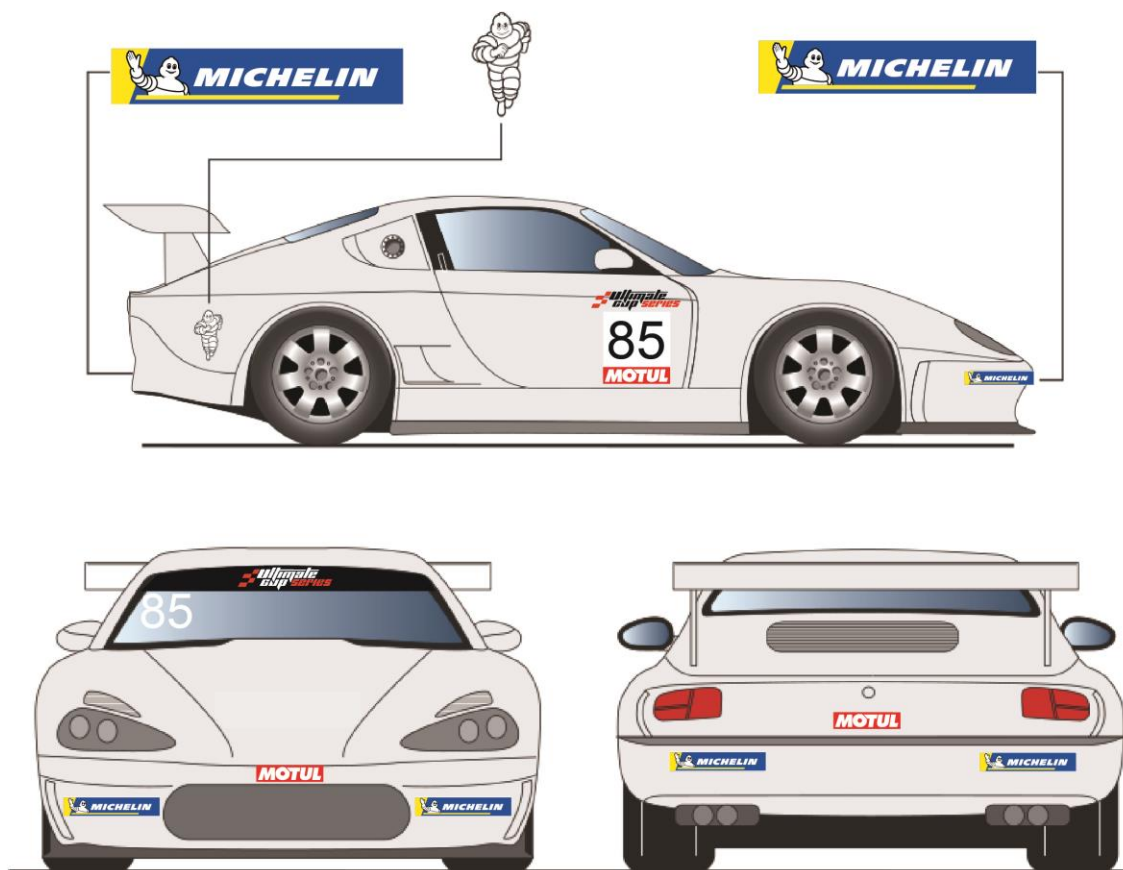
# Mandatory Stickers installation diagram 2019

## Racing Suit



## APPENDIX 7 Page 2/2

### GT



Nombre d'emplacements : 4  
Number of logos : 4

Avant / Front	qté 2	35 cm
Arrières / Rear	qté 2	35 cm



Nombre d'emplacements : 2  
Number of logos : 2

Arrières / Rear	qté 2	20 cm
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