

TROFEU PROTO 2023

Sporting and Technical regulation

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ARTICLE 1 – ORGANISATION

1.1. PROMOTER – ORGANISATION AGREEMENT

The National challenge named **Troféu Proto** is governed :

- by the FIA International Sporting Code and its appendixes (hereinafter "the Code")
- the sportive and technical bulletins, additives, the general prescriptions on the FIA circuits
- the general prescriptions on the national series
- the general prescription and standard "asphalt" circuit racing regulations of the FFSA
- the present Sporting and technical regulation specific to 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 ASN.

All the participating parties (the promoter, the ASNs, competitors, drivers and circuits) undertake to know, 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 the FFSA before broadcast in form additive dated and numbered.

Any driver or competitor participating in the **Troféu Proto** 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.

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 organizing committee and shall be subject to modification in additive regulation.

1.1.2. PROMOTER

The promoter of the Series is

MOTOR CLUBE DO ESTORIL
Av. Alfredo César Torres 2646-901
ALCABIEDECHE Portugal

1.1.3. Organization

Motor Clube do Estoril

1.2. REGULATION

1.2.1. The French version of these Sporting and Technical Regulations the appendices and its possible additives 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, 2023 and will replace any other regulation for the Series.

1.2.3. All competitors entered in the **Troféu Proto** will be notified of any changes to these Sporting and Technical Regulation 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 cannot 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, clearly stating the points on which he wishes the interpretation.

1.3. OFFICIALS

For the championship the promoter will appoint permanent officials:

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

In the specific regulation of each event, the promoter will nominate:

- Different officials per meeting according to the entries.

It's a provisional calendar. The FFSA and the promotor reserve the right to modify. Likewise, the organizer may introduce longer races which may be counted outside the championship. In this case an addendum will establish the rules.

If one or more events listed on the calendar were not organized, the promotor will study a possible alternative in collaboration with the FFSA. If the Calendar is short cut because the FFSA and the promotor cannot replace a canceled event, this will give rise to 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, 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 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.

2.1.2 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 between them.

ARTICLE 3 – COMPETITORS AND DRIVERS

3.1. ENTRIES

3.1.1. Licenses

All drivers, competitors and officials participating in the championship must hold a valid license. For pilots, the minimum required is a **National license** and, where applicable, valid licenses and / or authorizations issued by their ASN. These documents must be sent to championship 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 replace-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 in the Troféu Proto

The competitor wishing to participate in the entire Troféu Proto must send the registration application to the promoter.

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 at the latest 7 days before the first event.

3.1.3. Registration for a race of the Troféu Proto

For any entry in an event of the Troféu Proto, the competitor must send his application to the promoter no later than 7 days before the event. The price of each event will be defined on the registration form.

A driver may only enter by event on a single car of the Troféu Proto

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.

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.

The crews may be composed of two or three drivers for the 4 hours races.

For the 4 hours races :

- crews with two P4/CN/Evo Challenge Trophy pilots -> minimum driving time per driver : 1h40min
- crews with three P4/CN/Evo Challenge Trophy pilots -> minimum driving time per driver : 1h05min

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.

3.2.1 Drivers Categorization

Each crew may consist of two or three drivers.

a) Each pilot entered in LMP3, in NP02, in P4 and in CN is categorized as follows :

b) Each driver must forward his **FIA driver categorization** 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/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.

We 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) 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. Such internal categorization will be provisional and in no way constitutes an FIA categorization.

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

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

- Platinum (they will be considered the same as Gold drivers regarding the composition of the crews, penalties and others)

- Gold

- Silver

- Bronze

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

3.2.2

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 Troféu Proto Selection Committee. The answer will be communicated at the latest before the qualifying practice.

The Selection Committee made up of the Event Coordinator, 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 or on the last crossing of the timing line for the driver finishing the race.
- will start when crossing the pit exit loop for any driver who takes the wheel after a pit stop.

In case of a driver passes by the pit lane for a pit-stop without driver change, this time will not be counted in his driving time unless if it is for a penalty (drive-through or stop & go).

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 drivers of the squad concerned may have their driving times 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 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 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;
- 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 car must be presented under the following conditions:

- With the homologation form updated in paper version and his technical passport
- With the certificates of approval for the fuel tank and the roll-cage
- Without fuel
- With the possible restrictor(s), ready to be sealed, the wire to be supplied by the team
- With the possible ballast, ready to be sealed, the wire to be supplied by the team
- With engine sealed by the manufacturer, or ready to receive seals
- Identification and additional lights installed, if applicable
- With all the mandatory stickers (security, identification, partners of the series, etc.), in accordance with the graphic charter (see appendix 6)

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

- Helmet (see hereafter)
- 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 car's check.

At the end of the check each approved driver helmet will receive a validation sticker to stick outside at the left bottom of the chin location.

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

This must enable the controllers to check the conformity of the equipment (see the conditions defined by Appendix L of the International Sporting Code). No modification of the helmet and the head restraint is allowed outside of those provided by the manufacturer.

For any absence or delay in administrative and/or technical controls, penalties will be applied according to the standard "Asphalt" circuit racing regulations of the FFSA.

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 from the competitor of the conformity of his car. Competitors entered in the CN category must install the necessary equipment to read and control the data acquisitions (box, sensors, etc.).

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 sticker validating the authorization to participate in the event will be affixed at the end of the scrutineering once the cars have been accepted by the Scrutineers, the refueling facilities (if concerned) and the conformity of the equipment and facilities of the stand checked. A car cannot participate in the event without this 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 (except agreement from the college of stewards).

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, the technical passport, roll cage homologation for the concerned cars, the fuel tank homologation form.

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

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

LMP3

Prototype cars referred to below as LM P3, as defined in the applicable Technical Regulations and approved by the FIA and/or ACO in accordance with the latest applicable Technical Regulations.

They are automatically eligible as long as they comply with the latest applicable LMP3 Technical Regulations as well as with ACO technical bulletins and with their respective ACO homologation form.

LMP3 cars Balance of performance

The main objectives for these cars must be reliability, safety and low maintenance costs.

We will comply with the decisions of the ELMS committee regarding the LMP3 balance of performance.

The minimum weight is 950 kg.

According to the available places:

NP02

- Car developed by Nova Proto in the configuration as defined

The minimum weight is 840 kg.

P4 – We could accept this new generation of prototype:
o Ligier JSP4
o Etc...

This category must have lower performance than LMP3.

CN

- Sport cars (CN Group) compliant with FIA Appendix J Article 259-2020
- Any car with equivalent level to the one of CN, or likely to be, on request to the promoter

Competitors whose car is not 100% compliant with Annex J - Article 259 of the FIA must establish, or have drawn up by the car manufacturer, a homologation list listing ALL the elements not in conformity with the annex in question (chassis, aero, engine, etc.) and for which they would like to obtain a derogation. The latter

will be submitted to the Technical Delegate and the organizer for validation. For the rest, the cars must comply with the FIA CN regulations, except for the articles listed in the series regulations, in its annexes, its additives or in the balance of performance.

Depending on the registrants, different classes can be created.

A balance of performance, to be observed at all times during the competition (including private practice), will be established in order to balance the different cars with each other. The 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 reliable data. Any infringement to the above principles will be penalized by the Stewards, at any time during any Competition, post-race included.

Carbon fiber bodywork is permitted.

Evo Challenge Trophy

- Car selected by the organizer to be eligible for the Evo Challenge Trophy

Cars must remain in conformity with their original definition and any technical additives under penalty of disqualification. These cars will use a 2 liter supercharged engine. The performance of this car will be adjusted so as not to be superior to that of cars entered in the CN category.

Depending on requests, other categories may be added (Funyo, Radical, etc.) and classes could be created according to the participants.

4.2. FUEL -TYRES- EQUIPMENTS

4.2.1. Fuel

- Fuel type: Unleaded 98 minimum in accordance to article 252-9, appendix J.
- The use of fuel provided by the organizer is compulsory from the start of private practice and for the duration of the meeting. Checks will be carried out.
- Any additive is forbidden

Every fuel tank must be a rubber tank meeting or exceeding the 1999 AIF/FT3 specifications, and must meet the requirements of Annex J: Article 253-14

Fuel tank capacity (onboard fuel): according to the homologation form and to the last ACO technical bulletin for LMP3 cars.

For NP02 :

Total fuel tank capacity: 90 liters maximum.

Fuel on board: 90 liters maximum

For CN :

Total fuel tank capacity: 80 liters maximum.

Fuel on board: 80 liters maximum

4.2.2. Tyres

Tires ovens for heating tires as well as electric tire blankets are allowed for cars of categories LMP3, NP02 and P4 only. 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 recommended for private and free practices, qualifying and races.

For all cars taking part in the Troféu Proto tires slick and rain tires are allowed with the official marking of the series (one set without sticker authorized for the private practices for the first participation). Re-cut slick and re-cut wet tires are forbidden except dispensation from manufacturers.

Each competitor must use the tire dimensions and types referred for its car as specified in 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 (except authorization given by the promoter).

For private practices, the tires are not limited, they must however bear the specific marking of the series. These tires are only allowed during private practice. The tires registered for the meeting (qualification and race) can be used in private practice. Failure to comply with these rules or with the tire registration will result in penalties.

For all cars taking part in the Troféu Proto, the numbers of slicks tires are limited to:

- for the qualifying sessions and for the 4h races: 14 tires maximum for the LMP3 and CN 12 tires maximum for the Evo and 8 tires maximum for the NP02

Each tire shall be registered no later than 1 hour before the scheduled start of the first qualifying session.

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

The quantity of rain tires is not limited. The mix slicks and rain tires is forbidden.

The 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 additional tyres for the race.

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 before the event, at:

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

Email: apr-contact@apr-europe.com

4.2.3. Equipements

4.2.3.1. Data recorder

For the competitors of the CN category, 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, without all the necessary sensors or with a recorder out of service, will be not in conformity with the regulation and could be declared to stewards. The organizer reserves the right to impose the data logger to other categories.

4.2.3.2. Exhaust

For LMP3 cars :

During practices and races, the noise generated must in no case exceed the value of 100 db appearing in article 4.2.3.1 of the FFSA Standard Rules for "Asphalt" circuits 2023. As indicated in this same article, the measurement will be made in accordance with the FIA method (see technical regulations).

For the NP02 and P4 car :

During practices and races, the noise generated must in no case exceed the value of 100 db appearing in article 4.2.3.1 of the FFSA Standard Rules for "Asphalt" circuits 2023. As indicated in this same article, the measurement will be made in accordance with the FIA method (see technical regulations).

The measurement will be taken 15 m from the edge of the track at a point defined by the Technical Delegate and validated by the College of stewards.

Checks could be carried out during scrutineering, practices and races in accordance with FFSA 02 - 2020 Noise Measurement Procedure.

For CN and Evo Challenge Trophy Cars :

During practices and races, the use of a silencer is compulsory.

The noise generated by the car in static must not exceed 100 dB (A) at three-quarter maximum revs.

This measurement will be taken at a distance of 0.5 m and at a 45 degree angle to the point of exit of the exhaust.

All measures taken to ensure that the maximum noise limits are not exceeded must be permanent in nature, and must not be cancelled out by the exhaust gas pressure.

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

In dynamics, the maximum value is 100dB measured as follows:

The noise measurement will be carried out with the sound level meter in position A and rapid response as described in number 179 (1065) "precision sound level meter" of the Commission's electronic intercom (CAI) on the characteristics of sound measuring devices.

The measurement will be taken on the side of the track at a point fixed by the controller and approved by the marshals.

Position f on the sound tester, at right angles to the center line, height: 1.30 m from the ground

A noise measurement area will be available, near the technical box, the day of the technical controls. This measure will be used to establish a database of "static measures" whose sole purpose is informative and preventive.

4.2.3.3. Transponder

Each car must be equipped during each event with a transponder : COBRA 360 Multi Pilote 12V
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.

The transponder positions will be determined by the entry form given by the competitor or, failing that, by the entry list of the event.

4.2.3.4. Ballast

In accordance with the applicable LMP3 technical regulation.

For NP02, P4, CN and Evo Challenge Trophy cars, any ballast installation must comply with the homologation of the car or, failing that, with article 4.2 of the 2023 CN Group technical regulations.

4.2.3.5 Telemetry – Radio

Data transfer by telemetry is forbidden except for LMP3 category. Radio connection between the pits and the cars are authorized.

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.

All teams must be connected to the race management messaging system.

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 (appearing on FIA list n ° 19) 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 or 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 for closed cars.

4.2.3.7. Specificity – Starting up

4.2.3.7.1 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.

4.2.3.7.2. Technical specificities

On all LMP3 cars, any anti-lock function and any brake assist function are prohibited.

4.2.3.8. 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.

4.2.3.9. 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 meters above the ground.

Air bottles must be firmly attached or anchored. 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 will be checked.

No air bottle can be found beyond the 2.5m line. Mobile bottles are only allowed in the box and on the starting grid.

4.2.3.10. Engine assistance

For cars entered in the LMP3 category, a technical and hardware support team from the engine supplier will be present at all meetings (except in cases of force majeure). It will also ensure that the engines are sealed and in compliance with current regulations to ensure fairness among competitors. It is the duty of each competitor to pay the mandatory fees inherent in the presence of this team directly to the provider.

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 the organizer.

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. The numbers will be on a black or dark background. It is the competitor's responsibility to ensure that the race numbers will be visible under all circumstances.

4.4. DRIVER'S SAFETY EQUIPMENT

According to Article 3 Chapter 3 of Annex L of the FIA

ARTICLE 5 – ADVERTISING

5.1. MANDATORY ADVERTISING

Competitors and drivers participating must affix the Organisers' advertising on their cars before scrutineering (see the sizes and locations according to the diagram). 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 ones of his partners is forbidden (except agreement given by the Promoter).

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

5.2. STICKERS INSTALLATION

Stickers installation diagram is shown in the appendix 6.

ARTICLE 6 – SITES AND INFRASTRUCTURES

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.

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

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

- At any time, drivers taking the track must respect the red or green
- A blue flashing light is lit at the exit of the pit lane when a car on the track arrives near the exit.

6.1.3. 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 "working zone"

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

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

6.2. SIGNALLING AREA

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 orange 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 are 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):

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

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

7.1. BRIEFING

Refer to the Standard "Asphalt" circuit Regulations of the FFSA, all drivers and team-managers 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. Only the driver(s) registered on the car for the meeting are authorized to take part in private practice.

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 except with the agreement of the college of stewards.

7.2.2. Night practice

A night timed or not practice session will be organized in case of a night race. Each pilot will have to participate and make at least one lap, i.e. two consecutive passes on the timing loop on the track side except exemption granted by the college of stewards.

7.2.3. Qualifying practices

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 composed of only two drivers will have to take part in the three qualifying sessions, in that case one of the two drivers will take part in two non-consecutive sessions (i.e. the first and the third session). For competitors in categories subject to the driver classification, if one of the two drivers is classified bronze, he must take part in two sessions. Failure to comply with either of these rules will result in the cancellation of all lap times for the car concerned and its participation in the race will be subject to the approval of the college of stewards.

Only one driver is allowed to take the wheel per session under penalty of cancellation of all lap times for that session.

Qualifying Session for all entrants will run as follow:

- 1) Q1:
The best time of each driver will be retained and will be designated as MT1.
- 2) Q2:
The best time of each driver will be selected and will be designated as MT2.
- 3) Q3:
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.

CN et Evo Challenge Trophy cars are bound to be placed behind the LMP3s and NP02 on the starting grid in the order of their average of their fastest times. If they have not completed a time lap, they will be placed at the back of the grid provided they are authorized to start by the stewards.

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 except telemetry for LMP3 cars), 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.

In the event of a tie, the classification will be established based on the first driver to achieve the time.

7.3. PIT STOPS

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

7.3.1. During the qualifying practices and the race

- Driver changes are prohibited during refuelling at the fuel pump.
- Driver and tire 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 car control officer whose primary function is to ensure the safety of pit stops and of the personnel present in the working area. This officier will supervise the pit stop, safety, stopping and releasing the car safely. He must show a lollipop 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 blue armband provided by the organizer. This is the only person allowed in the working area before the engine is shut down and after the engine has been restarted to rejoin the fast lane. Similarly, the only equipment that will be allowed in the working area before the engine is shut down will be the lollipop of the control officier and a possible stand-alone car stop board.
- 2 mechanics for mechanical interventions and/or any other actions on the car. They will have to wear a specific identification red armband provided by the organizer.
- 1 driver's aid 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 yellow armband provided by the organizer.

That is 4 people in total, not counting outgoing and incoming pilots. All other persons must be inside the For crews composed of persons with reduced mobility, a second aid to the pilot is authorized. For a wheel change or any other intervention, mechanics must:

- Bring a maximum of two wheel guns at a time into the working area,
- Take the tools and the new wheels out of the working area without help, bring them in the working area and mount the wheels on the car
- 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.
- Not throw the tools and the wheels or drop them
- Disconnect the air jacks and take the equipment and the wheels back behind the 2.5 m line before that the car leaves.

The area between the painted line in front of the stand curtain (or the wall) and the 2.5m painted line can be used to lay out the tires and tools required for these operations. No help can be provided by anyone in this area.

For cars requiring a fast lifter, it is mandatory that a person ensures that this tool remains locked in high position when the wheel change is in progress. If this person is not one of the two authorized mechanics (i.e. wearing the correct armband), he / she will not be able to get on, get off or carry the quick-lift: his / her only function will be to ensure that the tool stays in high position. An additional person to the 4 authorized persons will be able to hold this unique role.

For anything that the mechanics lose control of (wheel, wheel nut, etc.), or for any other infringement on the present article:

Penalty: at Stewards' discretion.

Safety - When a car stops in the working area, it must park at least 50 cm and maximum 1m 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 agent responsible of the stop of the car must ensure that the work area is cleared and evacuated before the car leaves.

Penalty for infringement : at the Stewards' discretion

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.

Any transport of equipment (tools, battery trolley, etc.) from or to the refueling area through the pit-lane is forbidden.

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 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).

Anyone working in the working area (included the car control officier) should be equipped as follows :

- long clothing (top and bottom, fireproof clothings recommended)
- goggles or protective mask
- helmet previously approved by the Scrutineers
- protective gloves (in exceptional circumstances, a worker may remove gloves if absolutely necessary)

All these rules will have to be applied from the private practice of the meeting.

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, storage of fuel in the box is strictly prohibited. For any handling of fuel outside the refueling area, the presence of an assistant with extinguisher will be mandatory.

During the collective 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 of the F.F.S.A. . Gasoline should be stored outside the stands, near the door on the paddock side and a fire extinguisher on the side at all times.

Refuelling will be carried out at the pumps in the refuelling area from the beginning of the free practices. Refuelling is forbidden during the qualifying sessions.

At least 1 mechanic or a maximum of 2 mechanics per car will refuel. The engine must be stopped before any intervention begins and cannot be restarted until all interventions have been completed. The car must be connected to the ground before refueling begins and for the complete duration of it.

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,
- 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). A tolerance will be granted for the radios not respecting these rules but that will be completely concealed in the overall of the assistants (no element composing the radio equipment will be tolerated outside).

- 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 refueling attendants present in the area. Then, from 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.

- One of the two authorized mechanics will have to tell the car where to stop and when to start again. Anyone on the team near the car will be considered as working on the car.

In case of lack of available 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 2023, 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 tank for this operation (installation of Aero filler cap, hinged cap or other). These orifices must be easily accessible manually with the fuel pistol and 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:

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 2023, Article 252, drawings 252-1 or 252-2. This one must be empty before being connected to the car. Otherwise a report will be sent to the stewards.

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.

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.

The driver declared at the start must be always the driver behind the wheel from the start of the start procedure until the moment the race is started.

7.5.1. Duration

The duration of the races will be 4 hours.

Long races can be organized, possibly outside the championship, the specific rules will be published in an addendum.

7.5.2. Launched start

7.5.2.1. Start 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).

The rolling start procedure will be used. The race begins (possibility of overtaking, etc.) when the red lights go out (detailed procedure presented during the driver briefing).

START:

- During the opening period of the pit lane, cars will leave their pits to cover one or more reconnaissance lap(s). At the end of the reconnaissance lap(s), the cars must take up their place on the starting grid, the drivers remaining under the marshals' orders.

If a car covers several reconnaissance laps, between each lap and the next it must use the pit lane without exceeding the maximum authorized speed. It is prohibited to use the grid.

Penalty: at the discretion of the Stewards. Any car which does not complete the reconnaissance lap and does not reach the starting grid or the pit lane by its own power will not be allowed to start the race from the grid.

- 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 authorization 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 wheel change 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

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. The simple fact of becoming a substitute does not allow you to score points.

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).

Under no circumstances may the driver push his car, including in the pit lane (Penalty: exclusion of the competitor).

Any replenishment of fuel, water, oil, etc. on the track is prohibited (Penalty: exclusion of the competitor).

7.7. MINIMUM PIT STOP TIME

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 "pit entry loop" to the "pit exit loop" (presented during the briefing) and the calculated standard times for stopping, restarting and tire and driver changing.

For 4 hours races :

The Minimum Pit Stop Time will be used for 4 pit stops that occur during the races irrelevant of the works done at the time of the pit stop. This time will not include the time spent in the refueling area.

Competitors have to perform 4 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 4, the car will receive a STOP & GO penalty + the missing time by pit-stop 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.

A stop made under the Safety-Car or FCY procedure cannot be counted among the validated compulsory pit stops. The FCY regime will be considered active from the moment the race director declares the imminent implementation of a FCY ("Full Course Yellow in 30s" for example). In the case of the Safety-Car or the FCY, it is the passage on the "pit entry loop" line that will prevail:

- If crossing the "pit entry loop" line before the implementation of an SC or the declaration of an FCY: the stop may be considered as one of the mandatory stops
- If crossing the "pit entry loop" line after the implementation of an SC or the declaration of an FCY: the stop cannot be considered as one of the mandatory stops. However, it is still authorized to change the driver, to intervene on the car, etc.

At the end of a Safety-Car period, any car returning to the pits with the aim of making one of its mandatory stops must have imperatively crossed the timing line on the track side during the re-entry lap of the Safety-Car. Otherwise the stop will not be validated as one of the mandatory stops. If the car was already in the pit lane (at the petrol station for example) when the Safety-Car re-entered, it must imperatively return to the track before being able to make one of its mandatory pit stops.

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

According to article 2.10 of Annexe H of the FIA

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 and maintain the speed announced during the driver briefing 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 organizer according to their ranking (podium, parc fermé, etc.). During this lap, overtaking will not be allowed, except to overtake a very slow or stopped car. 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 unless the College of Stewards gives permission.

The parc-fermé will not apply after the presentation of the checkered flag for the breaks between Q1 and Q2 and between Q2 and Q3.

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.

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

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

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 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 and/or the Race Director, or the Promoter, to investigate any incident.

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 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 white 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 STOP and GO (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 resulting from the infringement - Appendix 1

The STOP AND GO penalty will be done in front of the competitor pit box under 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 notification 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, 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. 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 practices 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 ALLOCATION

To score points in the general classification of the category, a car must have covered at least 75% of the distance from the 1st in the general classification of the category, the latter having itself covered at least 50% of the distance from the 1st of the race.

To score points in its class, a car must have covered at least 75% of the distance from the 1st in its class, the latter having itself covered at least 75% of the distance from the 1st in the general classification of the category. In the case where a car is the only starter in its category, to score points, it must have covered at least 50% of the distance from the 1st of the race.

In the case where a car is the only starter in its class, to score points, it must have covered at least 75% of the distance from the 1st in the general classification of the category.

9.4. CLASSIFICATION BY RACE.

It will be established per race

- a general classification for each category (LMP3 – NP02 – P4 – CN – Evo Challenge Trophy - ...).
- a classification by class in each category (depending on the type of car engaged in each category)
- an "Ultimate AM" ranking by category for 100% Bronze crews (or for crews whose average age is equal or over 50 for the Evo Challenge Trophy category)

If during the season a crew loses its "Ultimate AM" designation due to the evolution of the drivers' category or of the crew, 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 according to the scale below

Troféu Proto	
Classement Classification	<i>Général</i> <i>par Category</i> <i>Overall</i> <i>by Category</i>
1 st	25
2 nd	18
3 rd	15
4 th	12
5 th	10
6 th	8
7 th	6
8 th	4
9 th	2
10 th	1
Au-delà / over	0.5

In addition, a general “Ultimate AM” classification will be established by category and by race according to the same scale as the one used for the general category classification (1st “Ultimate AM”: 25 points, 2nd “Ultimate AM”: 18 points, 3rd “Ultimate AM”: 15 points, etc.).

9.6. THE CHALLENGE FINAL RANKING

All races on the Troféu Proto mentioned in the Challenge calendar count towards the final challenge ranking. However, if long races were added, they could be counted outside the championship or in a separate challenge. Each driver of a crew will add the points obtained in the classification of each race (general category classification + class classification if needed) which will be multiplied by the coefficient defined in article 1.4.

There will be a winner per category and a winner of the overall challenge. For this one, the following table will be taken into account and there will be no count down. The points are to be multiplied by the coefficient defined in article 1.4.. All the races entered in the Troféu Proto calendar count for the general classification of the challenge. There will be no prize giving after each race for this classification.

During the season, the organizing committee will meet and add, or not, points to each competitor, up to a maximum of 37.5 points. For this he will base himself on the overall performance of the competitor, his state of mind, the presentation of the team and the cars or any other criterion he deems useful. The organizer will publish a count of these points and include them in the published rankings.

For the drivers of a car, to be able to score points during the last meeting, a car must have taken part in at least 2 of the first 4 meetings (the category and the entry number being taken as proof).

Classement Classification	<i>Général de la course Overall of the race</i>
1 ^{er}	25
2 ^{ème}	18
3 ^{ème}	15
4 ^{ème}	12
5 ^{ème}	10
6 ^{ème}	8
7 ^{ème}	6
8 ^{ème}	4
9 ^{ème}	2
10 ^{ème}	1
Au-delà / over	0.5

9.7. EXAEQUO

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 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.

9.8. TEAM RANKING

The "Team" ranking will reward the team with the highest number of points, considering the results obtained by the car having scored the most points of each team in each race, regardless of the category in which this car obtained its points. If the category had fewer than 4 entries, only 50% of the points will be counted in the calculation. Any class points will not be taken into account in the calculation.

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.

There will be one "ULTIMATE AM" podium for the crews composed only by Bronze drivers for LMP3, NP02, P4 and CN (or for crews whose average age is equal or over 50 for the Evo Challenge Trophy categories

10.1.1 After each race, will be awarded :

- the crews of the first three cars in each category of the Troféu Proto
- the three first crews "Ultimate 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.

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 for the race (rounded to the lower round for odd-numbered races) or the number of laps completed by the winner of the category for the real-time 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 – Tyres type and sizes

APPENDIX 3 - Categories list

APPENDIX 4 - Teams handicap and crews

APPENDIX 5 – Race stop and restart

APPENDIX 6 – Stickers installation

APPENDIX 1 – Penalties Page 1/6

Regulations	DESIGNATION	INFRACTION	Clerk of race	STEWARDS
3.2	Teams - Driving time See Appendix 4	Failure to respect the minimum driving time	Penalty applied to the final result: deletion of 1 lap and addition to the race time of 10s per missing lap Number of missing laps = missing driving time / best time in the car race (rounded up)	
		Exceeding the maximum driving time	Penalty applied to the final result: deletion of 1 lap and addition to the race time of 10s per extra laps Number of extra laps = extra driving time / best time in the race of the car (rounded up)	
3.5	Technical Scrutineering	Late arrival at the assigned scrutineering slot		Report to Stewards
4.2.1	Cars and equipments Fuel	Technical non compliance		Report to Stewards
		Type of fuel non compliance		Report to Stewards
		Additive in the fuel		Report to Stewards
4.2.1	Fuel tank	Improper fuel tank	Compliance or not allowed to start	
7.4.1	Refuelling	Presence of fuel in the pits		Report to Stewards
		No use of authorized and/or homologated filling material		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 person not in compliance + one STOP & GO penalty for each extra person	

APPENDIX 1 - Penalties Page 2/6

Regulations	DESIGNATION	INFRACTION	Clerk of race	STEWARDS
7.4.1	Refuelling	Participation in private, free and qualifying practices 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	Tires	Use of not allowed systems to heat tyres, as well as any chemical treatment on tyres		Report to Stewards
		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 private and/or free practice, qualifying practice and race	Car stopped	Report to Stewards

4.2.3.2	Exhaust	Failure to observe the maximum allowed or tolerated noise	Compliance or start refused	Report to Stewards

APPENDIX 1 - Penalties Page 3/6

Regulations	DESIGNATION	INFRACTION	Clerk of race	STEWARDS
4.2.3.3	Transponder	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 if not declared	
-Article 7	Racing nets	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	Telemetry & scrutineers	Data transfer via telemetry		Report to Stewards
4.2.3.6	Lighting	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.	
	Wiper	Wiper absent or not working	Car stopped by presentation of black flag with orange circle and brought into conformity.	
4.2.3.7	Specificities Starting up	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	
		Starting aid by pushing unauthorized	Car stopped by presentation of black flag with orange circle and brought into conformity.	Rapport could be sent to the Stewards

		Non-compliance with the number of valid pit-stops (article 7.7)	1 STOP & GO + missing time compared to the "minimum pit-stop time" rounded up to the next higher second If penalty not carried out, add. 40" + missing time
		Non-compliance with rules governing the use of stands	STOP & GO
		Non-compliance with the pit-stop window (article 7.7)	STOP & GO penalty + time difference between the actual entry time and the low limit or high limit of the stop window rounded up to the next second. If penalty not carried out, add. 40" + time difference

APPENDIX 1 - Penalties Page 4/6

Regulations	DESIGNATION	INFRACTION	Clerk of race	STEWARDS
		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	<i>Towing ring</i>	Absence or non respect of conformity	Compliance or start refused	Rapport could be sent to the Stewards
4.3	<i>Race Number</i>	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	<i>Compulsory advertising</i>	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	Pit lane	Speeding in the pit lane	STOP & GO of 5 seconds per Km / h higher during the race, 50 € per additional km/ h during the practice sessions	Rapport could be sent to the Stewards
6.3.7		Irregular use of the pit area (access, speed, traffic, stop, exit, etc.)	one STOP & GO penalty	Rapport could be sent to the Stewards
6.4	Trackside support	Failure to identify signalers	1 DRIVE THROUGH for each concerned person	
7.1	Briefing	Absence or late arrival at briefing		Report to Stewards
7.2	Practices	Failure to follow the procedure in practices		Report to Stewards
7.5	Race	Failure to hand in the starting driver declaration form	1 DRIVE THROUGH	Rapport could be sent to the Stewards
7.5.2.1	Starting procedure	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	Substitutes	No declaration of retirement		Report to Stewards
7.10	Finish	Several passing under the checkered flag		Report to Stewards
7.11	Parc fermé	Failure of the parc fermé rules		Report to Stewards

APPENDIX 1 - Penalties Page 5/6

Regulations	DESIGNATION	INFRACTION	Clerk of race	STEWARDS
8	Driver who:	<ul style="list-style-type: none"> > caused the suspension of a race under 150 article > 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. 	<p>STOP & GO</p> <p>Investigation Penalty automatically transformed into a 40-second penalty in the last three rounds</p>	<p>Rapport could be sent to the Stewards OU Other sanction on the following event(s)</p>
8.3.1	and/or During practices	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

Regulations	DESIGNATION	INFRACTION	Clerk of race	COMMISSAIRES SPORTIFS
8.3.2	<i>and/or During practices</i>	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		
10	<i>Prize-giving</i>	Non attendance at the podium at the end of the race race.		Report to Stewards
		Unsporting behavior on the podium		

APPENDIX 2

Tyres type and sizes

Appendix 2- Troféu Proto									
Voiture /Car			ANNEE / YEAR	Pneu avant/front tyre			Pneu Arrière/rear tyre		
				Dimension	Slick	Pluie / Rain	Dimension	Slick	Pluie / Rain
LMP3				30/65 18	S8M RFID	P2L	31/71 18	S9M RFID	P2L
JSP4				27/65 18	S8L / S8M	P2L	30/68 18	S9M RFID	P2L
CN	LIGIER / NORMA / WOLF GB08			20/54-13	S510	P412	24/57-13	S510	P412
CN	WOLF	GB08 Tornado		24/57-13	S412	P412	32/66-13	S412	P412
	EVO			24/64-18	S8L	P2L	25/64-18 ou 27/65-18	S8L/ S9L	P2L
NP02		Nova Proto		27/65 18	S8L / S8M	P2L	30/68 18	S9M RFID	P2L

APPENDIX 3 : Categories LIST

Ref. ARTICLE 4 - 4.1. Cars accepted

LMP3

Prototype cars referred to below as LMP3, as defined in the applicable Technical Regulations and approved by the FIA and/or ACO in accordance with latest applicable Technical Regulations. They are automatically eligible as long as they comply with the latest LMP3 Technical Regulations in force as well as ACO technical bulletins and their respective ACO homologation form.

LMP3 cars Balance of performance

The main objectives for these cars must be reliability, safety and a low cost of maintenance.

The organiser will comply with the decisions of the ELMS committee regarding the LMP3 balance of performance.

The minimum weight is 950 kg

NP02

- Car developed by Nova Proto in the configuration as defined for the Organiser

The minimum weight is 840 kg

P4 - We could accept this new generation of prototype:
o Ligier JSP4
o Etc...

This category must have lower performance than LMP3.

CN

- Sport cars (CN Group) compliant with FIA Appendix J Article 259-2020
- Any car with equivalent level to the one of CN, or likely to be, on request to the promoter

Competitors whose car is not 100% compliant with Annex J - Article 259 of the FIA must establish, or have drawn up by the car manufacturer, a homologation list listing ALL the elements not in conformity with the annex in question (chassis, aero, engine, etc.) and for which they would like to obtain a derogation. The latter will be submitted to the Technical Delegate and the organizer for validation. For the rest, the cars must comply with the FIA CN regulations, except for the articles listed in the series regulations, in its annexes, its additives or in the balance of performance.

Depending on the registrants, different classes can be created.

A balance of performance, to be observed at all times during the competition (including private practice), will be established in order to balance the different cars with each other. The 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 penalized by the Stewards, at any time during any Competition, post-race included.

Carbon fiber bodywork is permitted.

Evo Challenge Trophy

- Car selected by the organizer to be eligible for the Evo Challenge Trophy

The Evo Challenge Trophy is a monotype category specific to the championship. Cars must remain in conformity with their original definition and any technical additives under penalty of disqualification. These cars will use a 2 liter supercharged engine. The performance of this car will be adjusted so as not to be superior to that of cars entered in the CN category.

Depending on requests, other categories may be added (Funyo, Radical, etc.) and classes could be created according to the participants.

APPENDIX 4
DRIVING TIME FOR A 4-HOURS RACE
(LMP3 and NP02)

Addendum at the end of the document

	Composition	Platinum/gold	Silver	Bronze
2 drivers	bronze + silver		maxi 1h40/mini 1h	
	bronze + bronze			mini 1h40min/pilote
	silver + silver		max 2h/pilote	
	gold + bronze	mini 1h05min/maxi 2h		
3 drivers	gold + silver + bronze	mini 50min/max 1h	mini 50min	mini 1h30
	silver + silver + bronze		mini 50min	mini 1h30
	silver + silver + silver		mini 1h/pilote	
	gold + bronze + bronze	mini 50min / max 1h		mini 50min/pilote
	silver + bronze + bronze		mini 50min / max 1h10min	mini 50min/pilote
	bronze + bronze + bronze			mini 50min/pilote

BALANCE PENALTIES FOR A 4-HOURS RACE (LMP3 and NP02)

	Composition	Penalty to be respected during each mandatory pit-stop
2 drivers	bronze + silver	25s
	bronze + bronze	0s
	silver + silver	71s
	gold + bronze	38s
3 drivers	gold + silver + bronze	38s
	silver + silver + bronze	34s
	silver + silver + silver	71s
	gold + bronze + bronze	19s
	silver + bronze + bronze	17s
	bronze + bronze + bronze	0s

BALANCE PENALTIES FOR A 4-HOURS RACE (P4 and CN)

	Composition	Penalty to be respected during each mandatory pit-stop
2 drivers	bronze + silver	31s
	bronze + bronze	0s
	silver + silver	71s
	gold + bronze	40s
3 drivers	gold + silver + bronze	46s
	silver + silver + bronze	40s
	silver + silver + silver	71s
	gold + bronze + bronze	30s
	silver + bronze + bronze	23s
	bronze + bronze + bronze	0s

BALANCE PENALTIES (Evo Challenge Trophy)

There will be no balance penalty or driver classification requirement applicable to competitors entered in the Evo Challenge Trophy

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.

The college of stewards will be able to adjust the distance according to the available track time. Driving times and the number of mandatory stops may be adjusted accordingly.

APPENDIX 7 - LMP3 et NP02

TEMPS DE CONDUITE POUR UNE COURSE DE 4 HEURES

	Composition	Platinum/gold	Silver	Bronze
2 pilotes	bronze + silver		maxi 1h40 2H00/mini 1h	
	bronze + bronze			mini 1h40min/pilote
	silver + silver		max 2h/pilote	
	gold + bronze	mini 1h05min/mini 2h 1H40		
3 pilotes	gold + silver + bronze	mini 50min/max 1h	mini 50min	mini 1h30
	silver + silver + bronze		mini 50min	mini 1h30
	silver + silver + silver		mini 1h/pilote	
	gold + bronze + bronze	mini 50min / max 1h		mini 50min/pilote
	silver + bronze + bronze		mini 50min / max 1h10min	mini 50min/pilote
	bronze + bronze + bronze			mini 50min/pilote

