

*Par e-mail*

A : **GP MOTORSPORT SERIES - Tom TURSCHWELL**  
De : FFSA - Agnès Delarue  
Date : 28 février 2024 page(s) : 1

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**OBJET: Ultimate Formula Cup 2024**

**Niveau d'enregistrement: National / Circuit**

Cher Monsieur,

Nous vous prions de bien vouloir noter que le règlement ci-dessus référencé a été enregistré par nos services sous le numéro :

***C73-2024 en date du 28/02/2024***

Ce numéro devra obligatoirement figurer d'une façon très apparente sur l'exemplaire du règlement définitif que vous voudrez bien nous faire parvenir par mail.

Il est soumis au respect du Code Sportif International de la FIA et des Prescriptions Générales de la FFSA et délivré sur la base des documents joints :

- Règlement particulier Sportif- **Ultimate Formula Cup 2024**
- Règlement particulier Technique - **Ultimate Formula Cup 2024**

Vous en souhaitant bonne réception,

Nous vous prions de croire, Cher Monsieur, en l'assurance de nos meilleures salutations.

**Agnès DELARUE**  
*Responsable Service Compétition – Pôle Sport*



**ultimate  
cup series**

— E U R O P E A N —

GALLAIS



# TECHNICAL AND SPORTING REGULATION

 **ULTIMATE  
FORMULA CUP**

# ULTIMATE FORMULA CUP

2024

## *Sporting and Technical Regulations*

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## ARTICLE 1 – ORGANISATION

### 1.1. PROMOTER – ORGANISER'S LICENCE

The National challenge titled **Challenge Ultimate Cup Series** is governed by:

- the FIA International Sporting Code and its appendices (hereinafter "the Code"),
- the sporting and technical bulletins, appendices, addenda, general regulations relating to the Circuits,
- the general regulations relating to the 'Séries Nationales'
- the general regulations and Standard Regulations for FFSA "tarmac" circuits.
- the current set of Sporting and Technical Regulations specific to the series.

The Ultimate Cup Series Challenge is comprised of the following line-up:

- Ultimate Formula Cup

All parties involved (the Promoter, the ASNs, the organisers, the competitors, the drivers and the circuits) undertake to apply and respect the rules governing the challenge.

Any driver or competitor taking part in the Ultimate Cup Series Challenge is deemed to be familiar with all the aforementioned regulations. They undertake to comply with these regulations in both form and spirit. Any amendment to these regulations must be approved by the FFSA before publication in the form of a dated and numbered addendum.

It is the competitor's responsibility (see Article 9.15.1 of the ISC) to:

- ensure that all persons and participants concerned by their participation comply in their entirety with the provisions of the Code, the General Regulations relating to Circuits, the applicable Technical Regulations, this set of Sporting and Technical Regulations and the regulations of each event.
- to ensure that all measures and decisions have been taken internally with regard to the safety of drivers and staff during the sporting event.

All competitors must appoint their representative in writing when they agree to enter the challenge. Throughout the event, the person with responsibility for a car that is entered in the event is required, together with the competitor, to ensure that these conditions are complied with at all times.

Any situation not provided for in these regulations or any need for modification, as well as any dispute that may arise with regards to their interpretation, will be judged by the Organising Committee and will be the subject of an addendum.

#### 1.1.2. PROMOTER

**GP MOTORS SPORT SERIES SA**  
**Route des Bonnefontaines, 6**  
**1700 Fribourg**  
**Suisse**  
**contact.series@ultimatecup.eu**

### 1.1.3. ASN

The governing ASN is the FFSA

**Fédération Française du sport Automobile**  
**32 avenue de New York,**  
**75781 PARIS**

### 1.1.4. ORGANISATIONAL LICENCE

These regulations have been approved by the FFSA, Visa no C73 – 2024 dated 28/02/2024

### 1.1.5. ORGANISING COMMITTEE

The Ultimate Cup Series Challenge Organising Committee is composed as follows

- The General Manager of the Series
- The Official Timekeeper of the Series
- A representative of the promoter

Depending on the circumstances, the Organising Committee may call upon the services of the following persons:

- The Technical Delegate
- The Race Director
- A Steward of the Meeting
- The driver Advisor

## 1.2. GENERAL UNDERTAKING AND CONDITIONS

**1.2.1.** The French version of these Sporting and Technical Regulations, its appendices and any addenda will constitute the definitive text to which reference will be made should any controversy or query arise as to its interpretation.

**1.2.2.** These sporting and technical regulations will come into force on 1 January 2024 and will replace all other regulations for the challenge.

**1.2.3.** All competitors entered in the **Ultimate Cup Series Challenge** will be informed of any changes to these Sporting and Technical Regulations, specifying the date that they come into effect.

**1.2.4.** Any competitor, constructor, or driver wishing to obtain clarification on a point of the Regulations between two events may contact the promoter. No interpretation made by the Promoter can override the authority of the sports officials, namely the Race Director and the FIA Stewards.

In order to do so, the competitor or driver must submit a duly motivated request to the promoter at the following address: GP MOTORS SPORT SERIES SA, Route des Bonnefontaines, 6 in Fribourg, Switzerland, clearly indicating the points for which they seek interpretation.

### 1.3. OFFICIALS

For the **Ultimate Cup Series Challenge**, the promoter will designate permanent officials:

- 1 Race Director responsible for the event
- 1 technical delegate
- 3 stewards, including a chairman

In the specific regulations for each event, various officials per meeting will be designated by the Promoter based on the number of participants.

### 1.4. CALENDAR

The **Ultimate Cup Series Challenge** will take place following the calendar below:

Circuit Paul Ricard	15th to 17th March 2024
Autódromo Internacional do Algarve	24th to 26th May 2024
Hockenheimring Baden-Württemberg	5th to 7th July 2024
Circuit du Mugello	6th to 8th September 2024
Circuit de Nevers Magny-Cours	11th to 13th October 2024
Circuit Paul Ricard	8th to 10th November 2024

The calendar is provisional. The FFSA and Ultimate Cup Series reserve the right to any modification. Additionally, the organizer retains the right to introduce longer-format races which may be treated independently of the championship. In this case, an addendum will establish the rules.

If one or more events listed on the calendar are not organized, Ultimate Cup Series will explore a potential replacement solution in collaboration with the FFSA. If one or more events listed on the calendar are not organized and cannot be rescheduled, the entry fee for that event will be reimbursed.

## 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 organiser and participants, as well as that of any person involved in the organisation. This insurance must comply with the FIA Regulations and the current International Sporting Code in the country where the event takes place. The insurance certificate will be annexed to the specific regulations for each event and thus made available to competitors.

**2.1.2** The insurance, to be acquired by the organizer, will not adversely affect or compromise the personal insurances of any individual or entity participating in the event (driver, team, etc.).

Drivers participating in the event are not regarded as third parties.

## ARTICLE 3 – COMPETITORS AND DRIVERS

### 3.1. CONDITIONS OF ENTRY

The Promoter may refuse entry to a competitor because the Ultimate Cup Challenge Series is an invitation-only event.

#### 3.1.1. Licences

All drivers, competitors and officials taking part in the **Ultimate Cup Series Challenge** must hold a valid licence. The minimum requirement is a National C licence (NCC) or, where applicable, valid licences and/or authorisations issued by their ASN. A 'Titre de Participation (TP) National Circuit' (refer to the ASA for conditions) is also accepted. For events held abroad, obtaining permission to participate in a national event in a foreign country is necessary. **Ultimate Cup Series Challenge** will collect proof of licences during the registration process.

The official documents will only record the licenses that are presented. It is possible for a sponsor to associate its name with that of the team, or even to replace it if the latter agrees.

In the case that a competitor is a minor, a tutor must be appointed and the organiser must be informed. A parental authorisation must be sent to the promoter for the registration to be effective. A copy of the tutor's licence must also be provided, except for foreigners whose ASN does not issue this type of licence.

#### 3.1.2. Seasonal Registration for the Challenge Ultimate Cup Series

All requests for registration for the full season of the **Ultimate Cup Series Challenge** must be sent to the promoter.

#### GP Motors Sport Series SA, Route des Bonnefontaines, 6 - 1700 Fribourg

This application must be received by the promoter, together with payment of the entry fees, no later than one month before the first event. Late entries may be accepted up to 7 days before the start of the first event.

#### 3.1.3. Registration for a Challenge Ultimate Cup Series event

To enter an **Ultimate Cup Series Challenge** event, the competitor must send his application to the promoter no later than 7 days before the start of the event.

To be considered, this application must be accompanied by payment to the order of :

**GP Motors Sport Series SA, Route des Bonnefontaines, 6 - 1700 Fribourg**

The price of each event will be indicated on the entry form.

In each event of the **Ultimate Cup Series Challenge**, a driver is allowed to participate in multiple races but is restricted to registering for only one car per race.

Applications for entry will be accepted subject to availability, with priority given to competitors registered for the season.

A competitor, who has registered for the season but cannot participate in one or more events, is required to notify the organizer through any means before the entry deadline.



No refund will be issued in the event of non-participation in one or more races.

### 3.3. PASS

Passes will only be issued to team members. Competitors are solely responsible for those accompanying them.

Each team will receive 10 passes per car (+ 1 pass per driver) and per event, as follows:

- A. 4 pit lane passes
- B. 5 paddock passes
- C. 1 driver pass
- D. 1 paddock parking pass (P1)
- E. 3 P3 parking passes

### 3.4. ADMINISTRATIVE CHECKS

Administrative checks, which are compulsory for all competitors, will be held before the start of each event. Information concerning this check will be specified in the special regulations for the event (opening dates, times & location). Each competitor must present the required documents.

### 3.5. SCRUTINEERING

Once the administrative checks have been completed, competitors will be able to access the technical scrutineering of vehicles and equipment, which will take place at each event. These checks are compulsory and will be carried out by the scrutineers appointed by the Race Director.

The scrutineers may, among other things, ask to check the eligibility of a car at any time; require a competitor or his teams to dismantle a car to make sure that the conditions of eligibility or conformity are fully satisfied; require a competitor to pay the costs resulting from a non-conformity and/or to provide a sample or part deemed necessary. The competitor must carry out any dismantling and reassembling after the inspection.

Scrutineering will take place in the technical facilities or, if appropriate, in the competitor's pit garage. Information concerning this scrutineering will be specified in the special regulations for the event (opening dates, times & location).

The car must be presented in the following conditions:

- With an up-to-date paper homologation form and technical passport
- With a homologation form for the fuel tank and roll bar
- With an empty fuel tank
- With any restrictor(s) ready to be sealed, the wire is to be supplied by the team.
- With any ballast, ready to be sealed, the wire is to be supplied by the team.
- With the engine sealed by the manufacturer, or ready to receive seals
- Identification and additional lights installed, if required
- With all the compulsory stickers (safety, identification, challenge partners, etc.), in accordance with the brand's Graphic Charter.

The driver's clothing to be presented at the inspection is as follows (for the first entry of each driver):

- Helmet (please see below)
- FHR System

- Race suit
- Underwear
- Racing Boots
- Gloves

A driver safety equipment sheet must be completed by the driver and provided when the car is inspected. At the end of the inspection, each approved driver's helmet will receive a validation sticker to be fixed to the outside of the helmet in the bottom left of the chin area.

A "Pit Safety Equipment" form must be completed and supplied for the equipment of the crew involved (pits, refuelling).

Penalties will be applied for any absence or delay at administrative and/or technical checks.

Checks may be carried out on any car at any time during the event. Generally, after each official session, the first placed car in each category and one or two cars chosen at random by the technical delegate will be checked.

The presentation of a car at scrutineering will be considered as an implicit declaration by the competitor of the conformity of his car.

In the event of technical non-conformity during the year, the competitor may be excluded from the Challenge for the current year and will lose all rights.

An authorisation sticker validating the right to take part in the event will be affixed at the end of scrutineering once the cars have been accepted by the scrutineers, the refuelling facilities (if applicable) and the conformity of the pit equipment and facilities has been checked. A car may not take part in the event without this authorisation sticker. It must never be removed (penalty: decision of stewards) and must remain visible at all times.

It is the duty of each Competitor to prove to the Scrutineers and Stewards that their car complies with these regulations in their entirety at all and any time during the event and/or the season.

Spare cars, as defined hereafter, are not permitted (except with the agreement of the Stewards). A reserve car is any car which is not intended to take part in the event but to substitute for the main car entered by the competitor.

## ARTICLE 4 - FORMAT

The Ultimate Formula Cup is reserved for the following format:

- A twenty minutes qualifying session
- Three twenty minutes races

## ARTICLE 5 – ELIGIBLE CARS

*By invitation only and after acceptance of the entry application by the promoter.*

The Ultimate Formula Cup is open to the following categories :

### Regional F3

- Tatuus F3 T-318 in its basic configuration.
- Tatuus F3 T-318 in its « Ultimate Cup Series » configuration (Renault Sport engine, specific wheels, etc.). A document defining the points of variation from the basic model will be issued.

### Formula Renault FR 2.0

2 Classes :

- Classe A : Formula Renault 2.0 from 2010 to 2018
- Classe B : Formula Renault 2.0 up to 2009

### F4 new evo

- All F4 or Formula 4 vehicles of the latest generation in their original configuration. In case of discrepancies, to ensure fairness among all cars in the category, the configuration will be detailed in a specific document.

### F4 old evo

- All F4 or Formula 4 vehicles of the older generation in their original configuration. In case of discrepancies, to ensure fairness among all cars in the category, the configuration will be detailed in a specific document.

### Wolf Thunder GB08

- Cars from the Wolf Thunder GB08 championships complying with their original regulations.

All other applications of cars outside of the above categories will be considered by the organisers. Depending on the decision, the car may be entered in a "guest" category. In this case, the points allocation will be made completely clear.

For all categories, the compulsory documents are :

- A homologation form or technical passport for FIA approved cars.
- An ASN passport.
- An approval form for the roll bar for the cars concerned.

### **Race number**

A race number valid for the whole season will be allocated to each car. It must be positioned according to the identification plan.

Numbers must be placed in accordance with the identification plan defined by Ultimate Cup Series.

Dimensions : Number height : 19cm, Number width : 11cm, Space between 2 numbers : 3cm.

**Colour : White or black numbers**

**Font : SF TRANS ROBOTICS**

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

The numbers must be placed on the car. It is the competitor's responsibility to ensure that the race numbers are visible in all circumstances.

## ARTICLE 6 – FUEL - EQUIPMENT

### 6.1. FUEL

- Type of fuel: Super Unleaded 98 minimum in accordance with Article 252-9 Annex J
- The use of fuel supplied by the organiser is mandatory from the start of private practice and for the duration of the meeting. Checks will be carried out.
- All additives are banned.

Type of tanks accepted :

- Either, the original fuel tank (if it complies with the car's homologation),
- or an FIA-approved fuel tank (Appendix J - paragraph 14).

### 6.2. EQUIPMENT

#### 6.2.1. Exhaust

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

The noise generated by a stationary car must not exceed 100dB (A) at three-quarters of maximum revs.

This measurement is taken at a distance of 0.5 m and at an angle of 45° to the exhaust outlet.

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

Checks may be carried out during scrutineering, practice and the races.

A noise measurement area will be available near the technical facilities on the day of the scrutineering. This measurement will be used to establish a "stationary measurements" database, the sole purpose of which will be informative and preventive.

#### 6.2.2. Transponder / Data Logger

Each car must be fitted with a COBRA 360 transponder for each event.

The competitor is responsible for the correct installation of the system and for ensuring that it operates correctly at all times.

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

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

#### 6.2.3. Ballast

When a vehicle is fitted with ballast in order to comply with the weight regulations, this ballast must be declared by the competitor and sealed at scrutineering. The ballast must be fixed in such a way that tools are required to remove it.

Any installation of the ballast must comply with the homologation of the car or, failing that, with article 252-2-2 of appendix J FIA.

#### 6.2.4. Telemetry – Transmission

Telemetry data transfer is permitted. Radio links are permitted on the cars.

Teams are strongly advised to have a radio tuned to the race directors' frequency. It may be made compulsory if conditions so require.

This radio will be used by the race director to communicate with the teams. Teams may not use this frequency for any other information. Information given on the race director's radio frequency will also be displayed on the screens. All these messages, whether written or verbal, must be respected. All teams must be connected to the race direction's messaging system.

#### 6.2.6. Specificities – Starting Engines

The engine must be started by the driver alone, seated at the wheel with no outside assistance. This is the only procedure allowed for the start of the race and for subsequent starts during the race.

Starting using an additional jump battery is permitted on the starting grid.

#### 6.2.8. Tow hook

All cars must be fitted at the front and rear with a towing ring or strap in accordance with the car's homologation form.

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

Folding arms, supports for air or lighting hoses must not extend beyond the outer boundary of the "work area" and must be at least 2 metres above the ground.

Air cylinders must be securely attached or anchored. A protection around valves and regulators must be in place at all times. Air cylinders will be checked for conformity and validity dates.

No air cylinders will be allowed beyond the 2.5m line. Mobile cylinders are only permitted in the box and on the starting grid.

## ARTICLE 7 – TYRES

[TBC] for the 13" tyres and Michelin for the 17" tyres are the sole tyre suppliers, while APR will be responsible for distribution and on-track fitting.

All vehicles must be fitted with [TBC] or Michelin tyres (slick & wet weather) ordered and/or purchased from APR. All tyre orders must be placed at least 10 days before the event exclusively with the company:

#### APR

3, rue du Pavin Parc logistique 63360 GERZAT / FRANCE

Tel : +33 (0) 4 73 24 24 24 Fax : +33 (0) 4 73 25 57 70

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

Wheel dimensions must comply with the technical standards for each vehicle. Tyres will be identifiable by a specific marking system.

Each competitor must use the tyre size and type specified for his car referenced in the table in Appendix 8 of the regulations.

Any competitor entering a car not listed in the table must contact the Promoter.

No other type of tyre and/or brand will be tolerated, whether in private practice, free practice, qualifying or during the race. During these sessions, all tyres used (slick or rain) must bear the specific sticker of the series (unless an exemption is granted by the promoter). Failure to comply with this rule will result in penalties.

Any system for heating tyres (heating blankets or other) or providing any kind of chemical treatment is prohibited.

Valve caps are recommended during private practice, free practice, qualifying and races.

The number of slick tyres is limited to: 4 fronts and 4 rears per event (including qualifying practice and races) with a single compound hardness.

There is no limit to the number of rain tyres. Slick/rain combinations are not permitted.

Wet weather tyres may only be used if the track has been declared wet by the Clerk of the Course / Race Director for the practice session (free practice, qualifying) or the race.

A specific marking (bar code) will identify these tyres. Each of these tyres must be registered at least 1 hour before the start of the 1st qualifying session. Failure to do so may result in a penalty being imposed by the Stewards.

Four additional "joker" tyres (front or rear) may be used during the season if a tyre is damaged, subject to the opinion of the tyre supplier and the approval of the scrutineer. If the race is in progress, only one additional tyre may be allowed. This allocation may not exceed four additional "joker" tyres during the season.

## ARTICLE 8 – ADVERTISING

### 8.1. COMPULSORY ADVERTISING

Competitors and drivers taking part in the **Ultimate Cup Series Challenge** must display the advertising stipulated by the Promoter on their vehicles for each event before the start of scrutineering (see sizes and locations in the Ultimate Cup Series identification plan in Appendix 4). Drivers may place other advertising.

Under no circumstances may the identification of the cars defined by the Promoter be modified by the drivers and/or competitors.

Any advertising for events or companies (etc.) that are in competition with the **Ultimate Cup Series Challenge** or one of its partners is forbidden on cars and racing suits (except if agreed with the Promoter).

Penalties will be imposed for failure to comply with the identification plan defined by the Ultimate Cup Series (see appendix 6).

### 8.2. LIVERY

The rules regarding livery are detailed in Appendix 5.

## ARTICLE 9 – FACILITIES AND INFRASTRUCTURE

### 9.1. PIT LANE

Wherever possible, the pit lane will be divided into three zones:

- "Fast Lane": This is the lane closest to the signalling zone wall. A car can only access the fast lane by its own means.
- "Acceleration and deceleration lane": This is the centre lane.
- "Working area": this is the area closest to the pits where it is permitted to work on the cars. It is marked on one side by a wall or by a line painted in front of the pit garage shutter and on the other by a dividing line with the central lane.

Unless a special provision is announced at the briefing, the speed limit in the pit lane is 60 km/h, exceeding this limit will result in a penalty.

**9.1.1.** Any driver who has driven beyond his pit box may only return to it with the engine stopped and the vehicle pushed by hand.

**9.1.2.** At the pit lane exit, a traffic light (red - green - blue) operated by a steward is used as follows:

- At all times, drivers using the track must obey the red or green light.
- A blue flashing light is switched on at the pit lane exit when a car on the track is approaching the exit.

**9.1.3.** To return to the track, the driver will immediately return to the race route, which is the pit lane, by crossing the continuous line that delimits the stop zone known as the "work zone".

**9.1.4.** Any irregular use (access, speed, erratic movements, stopping, exiting) of the pit area will be subject to penalties (see appendix 3).

**9.1.5** Children under the age of 16 are not allowed in the pit lane except during the designated Pit-Walk period.

### 9.2. SIGNALLING ZONE

2 individuals per car will be allocated a position at the trackside to which they will have authorised access throughout practice and the race. This location will be authorised by means of a clearly identifiable orange armband that is specific to the category.

These team members will be able to give the drivers useful information from this location only, without however using emblems or flags and/or lights similar to those used by the race organisers.

Penalties: see Annexe 6

### 9.3. PIT-LANE, PIT GARAGES ALLOCATION – THE PADDOCK

The Promoter is solely responsible for the allocation pits and spaces in the paddock.

**9.3.1** The location of the official notice board will be indicated in the Supplementary Regulations. It should only contain information that has been approved by the Stewards or the Race Director. In addition to the notice board, results and important information will be communicated via the WHATSAPP chat channel.

**9.3.2.** Competitors must comply with the track's police regulations, in particular with regard to the use of sanitary facilities, electricity and water connections, driving in the paddock and respecting local residents with regard to starting their engines outside the stipulated times.

Once the preliminary scrutineering has been completed, any inspected car may not leave the circuit without the express agreement of the Race Director.

**9.3.3.** The event organiser will be free to enforce the rules concerning the paddock and must report any breach of any of the above rules to the Stewards.

Any breach of the rules set out in this article may result in a penalty up to and including disqualification.

#### **9.3.4. PERSONAL VEHICLES**

The Promoter may prohibit access to the paddock by private cars, with the exception of assistance vehicles, on condition that they provide them with a car park located in the immediate vicinity of the paddock.

#### **9.3.5. COMMERCIAL OPERATIONS**

Any commercial or promotional operation must be authorised in writing by the Race Track Management.

## **ARTICLE 10. RACE PROCEDURE**

The race begins when the administrative checks start.

Throughout the event (practice and races) :

During a pit stop, it is only when the car is stopped in front of its garage that the driver getting out of the car can :

- Stop the engine
- Release their harness
- Unattach their helmet

### *10.1. BRIEFING*

Please refer to the FFSA regulations. All drivers and team managers taking part in the event must be present for the duration the Briefing, failure to do so will result in penalties.



## 10.2. TESTING - RACE

### 10.2.1 Private Practice - Free Practice

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

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

Any driver eligible to take part in the race is obliged to take part in at least one official practice session in the vehicle in which they are competing, following the programme set out in the special regulations for the meeting, unless otherwise agreed by the Stewards.

### 10.2.2. Qualifying

There will be one 20-minute qualifying session.

The best time set by each driver in qualifying determines the starting grid for the first race.

The second-fastest time set by each driver in qualifying determines the starting grid for the second race.

In the event of two or more drivers qualifying with the same time, the grid order will be established based on the first driver to set the time.

The starting grid order for race 3 will be determined by adding up the finishing positions of races 1 and 2.

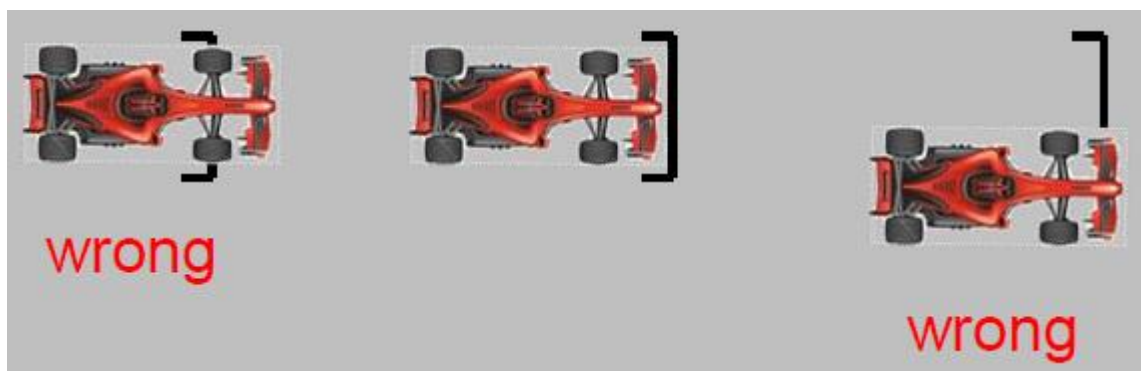
In the event of a tie, the order will be established on based on the fastest lap completed during races 1 and 2. If this is not enough to break the tie, priority will be given to the rider who set the fastest lap time first.

### 10.2.3 Race

The start procedure is a standing start.

The starting grid is staggered and will be established based on the results of the qualifying session, unless otherwise instructed by the race director.

When positioning the car on the grid, no part of the car should extend beyond the start box in (painted location on the ground).



On the starting grid, it is forbidden to carry out any work on the cars, with the exception of the following:

- Removing and refitting the steering wheel,
- Using the radio and controls,
- Measuring and adjusting tyre pressure,
- Measuring tyre temperature
- Tightening the wheels
- Accessing engine management and data acquisition systems,
- Fitting and removing sun or rain protection
- Applying or removing adhesive to the bodywork and air intakes,
- Connecting and disconnecting a jump battery

Any other intervention is forbidden without the express authorisation of the officials. This applies in particular to :

- opening bonnets,
- changing wheels.

### 10.3. SAFETY CAR

As per article 2.10 of FIA Annex H

### 10.4. FULL COURSE YELLOW "FCY"

The Clerk of the Course / Race Director may declare a Full Race 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 Director's radio after a countdown.

Once the Full Course Yellow message is displayed on the monitors, all cars must immediately slow down and maintain the speed announced during the driver briefing for the duration of the FCY, in one single line, maintaining the distance separating them from the car in front and the one behind.

All the marshals' posts will display a waving yellow flag and a sign indicating FCY.

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

Any car which is driven in an unnecessarily slow or erratic manner, or which is deemed to be potentially dangerous for other drivers at any time when the FCY is in use, will be reported to the Stewards. This will apply whether the car is being driven on the track, in the pit entrance or in the pit exit lane.

### 10.5. FINISH

The chequered flag will be presented to the leading car crossing the finish line as soon as the race time has elapsed.

If the race-ending signal is issued for any reason before the prescribed time elapsed, the race will be deemed concluded when the leading car crossed the line for the final time prior to the signal.

If the end-of-race signal is delayed for any reason, the race will be considered as having concluded at the moment it should have ended.

After receiving the signal, all drivers must complete one lap of the circuit and take the exit indicated by the organizer based on their ranking (podium, parc fermé, etc.). During this lap, overtaking is not allowed, except

to pass a very slow or stopped car. The Race Director may exempt drivers who cross the finish line at a very slow pace from this additional lap.

## 10.6. PARC FERME

**10.6.1.** The parc fermé procedure is the one under which the cars are located at the end of a qualifying session, starting from the presentation of the checkered flag or a red flag.

If it is due to a red flag, the cars will be immobilized in front of their pit without any mechanical intervention allowed, except if authorized by the Stewards.

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

**10.6.2.** Upon race completion, all vehicles are placed under the parc fermé procedure as soon as the chequered flag is lowered.

**10.6.3.** The vehicles remain in the parc fermé procedure for 30 minutes from the display of the provisional official ranking, unless otherwise notified by the officials. Non-compliance with this rule will result in the exclusion of the offender.

**10.6.4.** When the cars are under the parc fermé procedure, any intervention on the cars is prohibited, except for the following:

By the driver:

- Removal and replacement of the steering wheel,
- Use of the radio and controls,
- Disconnection of electrical circuits.

By team mechanics or tyre manufacturers:

- Measurement of tyre pressure,
- Measurement of tyre temperature.

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

This specifically includes:

- Opening bonnets (hoods)
- Changing wheels
- Accessing engine management systems and acquiring data in any way, including wirelessly.
- Removal of the video card.

**10.6.5.** No individuals are permitted within the 'parc fermé' area, unless expressly authorized by the officials overseeing the parc fermé.

Penalties: Summary of penalties for the **Ultimate Cup Series Challenge**

Complaints and Appeals – consult Articles VII and VIII of the FFSA General Regulations.

The Stewards may impose additional penalties beyond those listed in Appendix 3 for any violation that does not comply with the current regulations, even if these violations are not listed in Appendix 3.

## 11.1. INCIDENTS

An 'incident' refers to an event or a series of events involving one or more drivers, or any action by a driver, reported to the Stewards by the event director (or noted by the Stewards and reported to the event director for investigation), and which:

- Resulted in the suspension of a race in accordance with Article 150;
- Violated the current Sporting Regulations or the Code;
- Caused one or more cars to false start;
- Caused a collision;
- Forced a driver off the track;
- Unfairly prevented a legitimate overtaking manoeuvre by a driver;
- Illegitimately obstructed another driver during an overtaking manoeuvre.

Unless it is entirely clear that a driver is responsible for one of the aforementioned cases, any incident involving more than one car will generally be subject to an investigation after the race. The decision to conduct an investigation will be communicated to the competitor via screen and/or by the Competitor Relations Officer. The implicated driver cannot leave the circuit without being spoke to by the Stewards.

## 11.2. ONBOARD CAMERA

The onboard camera is mandatory and must be mounted facing forward so that it can film the track in front of the car. The data from the in-car camera system may be used by the sports commissioners, the Official Sporting Supervisor, and/or the Race Director, or the Promoter, to investigate any incident. Neither the brand nor type of camera are regulated.

The camera must be installed before technical inspections without exception. Only mechanical and rigid mounts are permitted. The installation must be approved by the scrutineers. The in-car 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 comply may result in a penalty. External camera installations are strictly prohibited.

## 11.3. PENALTIES

The following penalties can be applied.

### 11.3.1. During Practice and Qualification

Presentation of a panel with a black background and the letters "STOP" and "GO" (dimensions 60 x 40 cm), accompanied by the driver in question's number:

- For not respecting flags,
- For unsportsmanlike driving,
- For not adhering to safety instructions in the pit lane and signalling area,

And equally :

- For deviating from the pre-defined race track route, cancellation of the lap time during which this infraction was observed,
- For not respecting flags, cancellation of the best lap time of the practice session, with the penalty potentially being increased based on the severity of the infraction.
- Cancellation of lap times achieved in the session in question for unsportsmanlike conduct.

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

### 11.3.2. During the race

**11.3.2.1.** Presentation of a panel with a black background and in white letters "Drive Through" (dimensions 60 x 40 cm) accompanied by the number of the driver in question :

- For a false start,
- For simulating a start during the formation lap,
- For not respecting the imposed distances during the formation lap at the start, or for not respecting the line.
- For overtaking during the formation lap before a rolling start or under Safety Car protocol,
- For deviating from the designated race track route,
- For unsportsmanlike driving,
- For not respecting flags,
- For not adhering to safety instructions in the pit lane and signaling area.

If a Drive Through penalty is communicated to a competitor within the final three laps by the Race Direction, it will be automatically converted to a 30-second penalty in the race results.

**11.3.2.2.** Presentation of a panel with a black background, white letters "STOP and GO" (dimensions 60 x 40 cm), accompanied by the driver in question's number.

- For exceeding the maximum driving time.

The penalty duration will be based on the nature of the offense.

The STOP AND GO will be executed in front of the team's box, and the team manager will be responsible for overseeing the procedure.

**11.3.2.3.** Upon the display of any of the aforementioned panels, along with the driver's number, the penalty must be executed within the 3 laps following the notification of the infraction by the Race Director. The penalty should not be executed during a Full Course Yellow (FCY) or under safety car conditions.

**11.3.2.4.** The presentation of any of the above panels will be done, if necessary, during three consecutive passages (excluding Full Course Yellow or Safety Car) of the vehicle in front of the Race Director. If this repeated action is not successful, the College of Sports Commissioners will summon the concerned driver and impose any penalties deemed necessary based on the severity and repetitiveness of the infraction.

**11.3.2.5.** Upon report or request from the Race Director, it will be the responsibility of the sports commissioners to decide whether one or more driver(s) involved in an incident should be penalized.

The Sports Commissioners may impose upon any driver involved in an incident, in addition to existing penalties, a grid position penalty for a subsequent race contested by the driver. This penalty should only be applied in the case of unsportsmanlike conduct.

**11.3.3.** The Drive Through and Stop and Go penalties cannot be contested or appealed.

**11.3.4.** Financial penalties are to be paid to Ultimate Cup Series. The collected amounts will be allocated to one or more charitable associations chosen by the promoter.

## 11.4. DISQUALIFICATION

Any decision to disqualify a driver made by the Stewards during the practice or race session will be communicated by the Race Director after the presentation of a black flag through a written notice provided to the driver with proper justification.

**11.4.1.** If a driver is disqualified, the panel of the stewards will determine whether the drivers immediately ranked after them move up by one position or not.

**11.4.2** A Steward will note all infractions where repeat offenses lead to stronger penalties, with the Stewards having exclusive authority to define the concept of recurrence.

## ARTICLE 12. CLASSIFICATION

### 12.1. WINNER

The first placed driver will be the one who, after crossing the finish line, has covered the required distance in the least amount of time or the maximum distance fastest within the allotted time for real-time races. Only the timing recorded by the official timers licensed by the FFSA is valid and used for the rankings of practice sessions and races.

### 12.2. ORDER

The drivers who have crossed the finish line are ranked based on the number of complete laps they have completed, and for those who have completed the same number of laps, based on the order of their last passage across the finish line.

### 12.3. POINTS

To earn points in the overall standings of the category, a car must have covered a minimum of 75% of the distance covered by the 1st placed driver in the overall standings of the category, as well as driving a minimum of 50% of the distance driven by the 1st place car in the race.

To earn points in their class, a car must have covered a minimum of 75% of the distance covered by the 1st placed driver in its class as well as driving a minimum of 75% of the distance driven by the 1st placed car in the overall category.

In the event that a car is the sole participant in its category, to earn points, it must have covered a minimum of 50% of the distance driven by the 1st placed car in the race.

In the event that a car is the sole participant in its class, to earn points, it must have covered a minimum of 75% of the distance from the 1st placed car in the overall category.

### 12.4. CLASSIFICATION BY RACE

#### 12.4.1. Points scale

In the race standings, all cars that start and are on the official list authorized to participate in the event are taken included.

To earn 100% of the points in the overall standings of the category, a car must have covered a minimum of 75% of the distance covered by the 1st placed driver in the overall standings of the category, as well as driving a minimum of 50% of the distance driven by the 1st place car in the race.

To earn 50% of the points in the overall standings of the category, a car must have covered a minimum of 75% of the distance covered by the 1st placed driver in the overall standings of the category, as well as driving a minimum of 50% of the distance driven by the 1st place car in the race.

If a car has covered less than 50% of the distance covered by the 1st placed car in the overall standings, it will not score any points.

If the leader in the overall standings of a category has covered less than 50% of the distance covered by the 1st place in the race, no car in that category will score any points.

The points in the overall category standings will be calculated based on the following scale:

1 <sup>st</sup> place : 28 points	12 <sup>th</sup> place : 9 points
2 <sup>nd</sup> place : 24 points	13 <sup>th</sup> place : 8 points
3 <sup>rd</sup> place : 20 points	14 <sup>th</sup> place : 7 points
4 <sup>th</sup> place : 17 points	15 <sup>th</sup> place : 6 points
5 <sup>th</sup> place : 16 points	16 <sup>th</sup> place : 5 points
6 <sup>th</sup> place : 15 points	17 <sup>th</sup> place : 4 points
7 <sup>th</sup> place : 14 points	18 <sup>th</sup> place : 3 points
8 <sup>th</sup> place : 13 points	19 <sup>th</sup> place : 2 points
9 <sup>th</sup> place : 12 points	20 <sup>th</sup> place : 1 point
10 <sup>th</sup> place : 11 points	
11 <sup>th</sup> place : 10 points	

Additionally, a general Gentleman ranking will be established by category and by race (drivers aged 40 and above, not categorized or categorized no better than Bronze by the FIA) using the same scale as that used for the overall category ranking (1st Gentleman: 28 points, 2nd Gentleman: 24 points, 3rd Gentleman: 20 points, etc.).

#### 12.4.2. Starters

All drivers will be considered as starting as long as they appear on the official list of those authorized to participate in the race.

#### 12.4.3. Final Standings of the Challenge

There will be a final classification by category. Each driver will accumulate the points obtained in the ranking of their category (and possibly their class) for each race, which will be multiplied by the competition coefficient if applicable. Similarly, a general Gentleman ranking will be established by category for drivers aged 40 and over (not categorized or categorized no better than Bronze by the FIA) during the first race of the season.

For a driver to score points in the last meeting, they must have participated in at least 2 of the first 4 meetings in the same category.

#### 12.4.4. Dead heat

In case of a dead heat between competitors, the higher position in the Challenge will be awarded:

- 1) to the competitor with the greatest number of first places,
- 2) if the number of first places is identical, to the competitor with the greatest number of

second places,

3) if the number of second places is the same, to the competitor with the greatest number of third places, and so on until a winner emerges.

## ARTICLE 13. PRIZES

### 13.1. PRIZES PER RACE

At the end of the race, a podium ceremony will be conducted for the top 3 drivers in the following categories:

- General Classification for each category
- Classification for each class
- Classification of Gentleman drivers in each category

A podium ceremony will be held for classes and categories with at least 4 participating cars. Drivers must present themselves in a race suit conforming to the identification plan established by Ultimate Cup Series.

### 13.2. END OF SEASON PRIZES

At the end of the season, prizes will be given on the same basis as mentioned earlier. General classification of each category: accumulation of category points + possibly Class.

Ranking of Gentleman drivers in each category : there will be no prizes for classes or categories with fewer than 4 drivers.

### 13.3. TROPHIES

Trophies will be awarded to each driver on the podium in each race and the end-of-season standings.



## APPENDIX

***APPENDIX 1 – BoP***

***APPENDIX 2 – Suspension of a Race***

***APPENDIX 3 – Penalties***

***APPENDIX 4 – Tyres***

***APPENDIX 5 – Livery***

***APPENDIX 6 – Livery***

# APPENDIX 1

## Balance of Performance

This balance of performance is established as a foundation level. The balance of performance may be reviewed for each event by the Ultimate Cup Series organizing committee if deemed necessary. An addendum will be sent at least 15 days in advance.

Below is the initial Balance of Performance:

	Initial BOP	
	FR2.0	F3r
Driver with his racing equipment weight	590KG	709KG
HP	195HP	235HP

# APPENDIX 2

## SUSPENSION AND RESTART OF A RACE

Suspension of a race	Position of the cars following the suspension	Procedure to be applied	Distance	Grid	Points Allocated
Fewer than two laps	On the grid	New start	Original distance minus two laps, or original time minus 4 minutes	Original grid positions	Full points allocation
More than two laps and less than 75% of the planned time or distance have elapsed.	On the grid	Restart for a second part of the race	The second part of the race is calculated to complete the original planned distance minus two laps or 4 minutes.	Comprised of the race order as of the lap preceding the suspension of the race	Classification established by laps and times (regional challenges: classification established according to the finishing positions of the second part of the race). Full points allocation.  When restarting the race is deemed impossible: 50% points allocation.
More than 75% of the planned race time or distance have elapsed.		Race finished			Classification established according to the race order as of the lap preceding the suspension of the race.  Full points allocation.

# APPENDIX 3

## PENALTIES

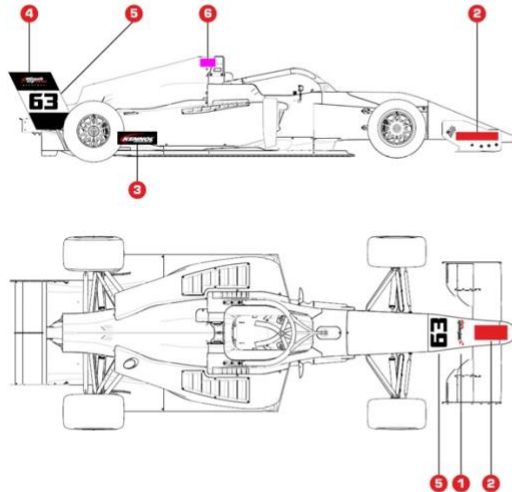
# APPENDIX 4

## TYRES

ANNEXE 4- CHALLENGE MONOPLACE ULTIMATE CUP SERIES 2024						
Voiture /Car	Pneu avant/front tyre			Pneu Arrière/rear tyre		
	Dimension	Slick	Pluie / Rain	Dimension	Slick	Pluie / Rain
F3R (17 pouces)	24/61-17	S512	P512	28/64-17	S512	P512
FR2.0	190/535R13	SLICK FR 01B2	WET-L/R FR 02W2	230/570R13	SLICK FR 01B2	WET-L/R FR 02W2
F3R (13 pouces)						
F4	190/535R13	SLICK FR 01B2	WET-L/R FR 02W2	230/570R13	SLICK FR 01B2	WET-L/R FR 02W2

# APPENDIX 5

## LIVERY



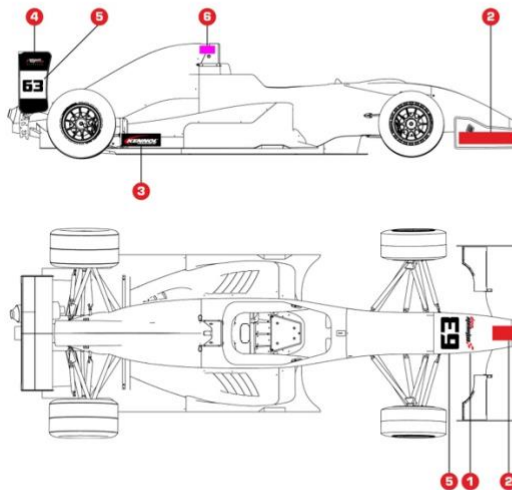
VERSION 04 / 14.03.2024

8

PLAN IDENTIFICATION / GRAPHICAL CHART

F3R

- 1  . Avant / Front : 20 cm (x1)
- 2 ESPACE À RÉSERVER POUR L'ORGANISATION  
AREA TO BE RESERVED FOR ORGANISATION
- 3  . Côtés arrière / Rear sides : 30 cm (x2)
- 4 PLAQUE NUMÉROS  
NUMBERS PLATE . Côtés ailerons / Wing sides
- 5 NUMÉROS COURSE  
RACE NUMBERS . Avant / Front : 20,5 cm  
Côtés / Sides : 20,5 cm
- 6 STICKER CATÉGORIE  
CATEGORY STICKER . Côtés / Front : 16 x 6 cm (x2)



VERSION 04 / 14.03.2024

9

PLAN IDENTIFICATION / GRAPHICAL CHART

FR2.0

- 1  . Avant / Front : 20 cm (x1)
- 2 ESPACE À RÉSERVER POUR L'ORGANISATION  
AREA TO BE RESERVED FOR ORGANISATION
- 3  . Côtés / Sides : 30 cm (x2)
- 4 PLAQUE NUMÉROS  
NUMBERS PLATE . Côtés ailerons / Wing sides
- 5 NUMÉROS COURSE  
RACE NUMBERS . Avant / Front : 20,5 cm  
Côtés / Sides : 16 cm
- 6 STICKER CATÉGORIE  
CATEGORY STICKER . Côtés / Front : 16 x 6 cm (x2)

# APPENDIX 6

## RACING SUIT



### COMBINAISON PILOTE DRIVER SUIT

1



• Size : 11 x 6 cm

Le logo doit apparaître à gauche (côté cœur), sur la poitrine.  
Logo must appear on the left (heart side) on the chest.

Ces patchs sont fournis par le promoteur. Toute marque concurrent devra être masquée.  
These patches are provided by the promoter. All competing brands must be hidden.

VERSION 01 / 15.01.2024

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