

Par e-mail

A : **GP MOTORS SPORT SERIES SA - Grégor RAYMONDIS**
De : FFSA - Agnès Delarue
Date : 09 janvier 2024 page(s) : 1

OBJET: Challenge Proto Ultimate Cup Series

Niveau d'enregistrement: Série Inter / Silver

Cher Monsieur,

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

IS/6-2024 en date du 06/12/2023

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 – **Proto Ultimate Cup Series 2024**
- Règlement particulier technique – **Proto Ultimate Cup Series 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 —



**TECHNICAL AND SPORTING
REGULATION**

 EUROPEAN ENDURANCE
PROTOTYPE CUP

CHALLENGE PROTO ULTIMATE CUP SERIES

2024

Sporting and technical regulations

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ARTICLE 1 – ORGANISATION

1.1. PROMOTER AND ORGANISATION VISA

The International challenge entitled Challenge proto Ultimate Cup Series is governed by:

- the FIA International Sporting Code and its appendix (hereinafter the Code),
- sporting and technical bulletins, annexes, additives, general requirements relating to the Circuits,
- the general requirements relating to the International Series
- the general requirements and the Standard Regulations for “asphalt” circuits of the FFSA.
- these Sporting and Technical Regulations specific to the series.

The Challenge Proto Ultimate Cup Series is composed by:

- European Endurance Prototype Cup

All stakeholders (the Promoter, ASNs, organizers, competitors, drivers and circuits) undertake to apply and respect the rules governing the challenge.

These regulations and their annexes may be amended or supplemented by the series promoter during the season subject to ASN approval.

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

Any modification of these regulations must have received the agreement of the FFSA before distribution in the form of a dated and numbered bulletin.

It is the responsibility of the competitor cf. Article 9.15.1 of the CSI of:

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

All competitors must designate their representative in writing when entering the challenge. Throughout the duration of the event, the person responsible for a car entered at any time during the event is required, 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 protest that may arise regarding their interpretation, will be judged by the organizing committee and will be the subject of a bulletin

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 supervisory ASN is the FFSA

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

1.1.4. ORGANISATION VISA

These regulations have been approved by the FFSA, Visa number IS/6 - 2024 In date of 06/12/2024.

1.1.5. ORGANIZING COMMITTEE

The Challenge Proto Ultimate Cup Series Organizing Committee is composed as follows:

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

Depending on the case to be studied, the Organizing Committee may enlist the services of the following people:

- The technical delegate
- The Race Director
- A representative of the Panel of the Stewards

1.2. REGULATIONS

1.2.1. The French version of these Sporting and Technical Regulations, its appendix and any bulletins, will constitute the definitive text to which reference will be made, in the event of controversy and interpretation.

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

1.2.3. All competitors registered in the Challenge Proto Ultimate Cup Series will be informed of any modification made to these Sporting and Technical Regulations, specifying the date of entry into force.

1.2.4. Any competitor, manufacturer or driver wishing to obtain clarification between two events on a point of the Regulations may contact the promoter. Any interpretation issued by the Promoter cannot be enforced against the sporting authority constituted by the Race Director and the Panel of the Stewards.

In this case, the competitor or driver must send a duly reasoned request to the promoter at the following address: contact.series@ultimatecup.eu, clearly specifying the points on which he wishes interpretation.

1.3. OFFICIALS

In the Challenge Proto Ultimate Cup Series the promoter will appoint permanent officials:

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

In the supplementary regulations for each event, different officials will be designated by the Promoter per meeting depending on the entrants.

1.4. CALENDAR

The Ultimate Cup Series Challenge will take place according to the schedule below:

March 14 - 17, 2024	LE CASTELLET	France
May 23 - 26, 2024	PORTIMAO	Portugal
July 04 – 07, 2024	HOCKENHEIMRING	Germany
September 05 – 08, 2024	MUGELLO	Italy
October 10 – 13, 2024	MAGNY-COURS	France
November 07 – 10, 2024	LE CASTELLET	France

The schedule is provisional. The FFSA and Ultimate Cup Series reserve the right to make any modifications. Likewise, the organizer may introduce longer format races which may be counted outside the championship. In this case a bulletin will establish the rules.

If one or more Events on the calendar were not organized, Ultimate Cup Series will study a possible replacement solution in collaboration with the FFSA. If the calendar is cut by an event due to the fact that the FFSA and Ultimate Cup Series cannot replace a canceled Event, this will result in the reimbursement of the entry amount for the event.

ARTICLE 2 – INSURANCE

2.1 INSURANCE

2.1.1 For each event, the promoter must take out an insurance policy aimed at covering the civil liability of the organizer and participants but also of any person involved in the organization. This insurance must comply with the FIA Regulations and the International Sporting Code in force in the country where the event takes place. The insurance certificate will be annexed to the supplementary regulations for each event and thus made available to competitors.

2.1.2 This insurance, which will be taken out by the organizer, will not prejudice the personal insurance of any physical or legal person participating in the event (driver, team, etc.).

All drivers who participate in the event are not considered third parties among themselves.

ARTICLE 3 – COMPETITORS AND DRIVERS

3.1. ENTRY

The Promoter may refuse entry to a competitor as The Challenge Proto Ultimate Cup Series is open to invitation.

3.1.1. Licences

All drivers, competitors and officials participating in the Challenge Proto Ultimate Cup Series must hold a valid license. Therefore, it is necessary to have at least an ICCA International license and, where applicable, valid licenses and/or authorizations issued by their ASN. Ultimate Cup Series will collect license documentation at the same time as entry form.

The official documents will only list the licenses that will be presented. It is possible for a sponsor to associate its name with that of the team or even replace it as long as the latter agrees.

For any possible minor competitor, a tutor must be appointed and the organizer must be kept informed. It will be necessary to send the promoter parental authorization for registration to be effective. A copy of the tutor's license must also be provided, except for foreigners whose ASN does not issue this type of license.

3.1.2. Season entry for the Challenge Proto Ultimate Cup Series

If you wish to enter for the full season of the Challenge Proto Ultimate Cup Series, you must send the request to the promoter.

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

This entry form must reach the promoter, accompanied by payment of the entry fees, at the latest 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. Entry for a Challenge Proto Ultimate Cup Series single event

For any entry for a Challenge Proto Ultimate Cup Series event, the competitor must send their request to the promoter no later than 7 days before the start of the event. To be taken into account, this registration must be accompanied by payment to the order.

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

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

A driver may enter an event on several Challenge Ultimate Cup Series grids but may only enter an event on one car per grid.

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

A competitor, registered for the season, who is unable to participate in one or more events must inform the organizer by any means before the closing date for entries.

In the event of non-participation in one or more events, no refund will be made.

3.2. DRIVERS CREW

The rules for drivers line-up are stipulated in appendix 5.

An entry list by grid will be displayed on the promoter's website or sent by email one week before the event.

In the event of a protest, the request must be made in writing with supporting documents, before the end of the administrative checks and may be examined by the Challenge Proto Ultimate Cup Series organizing committee. The response will be communicated at the latest before the qualifying session.

3.3. PASS

Passes will only be granted to the people who make up the teams. The competitor is solely responsible for his or her pass holder.

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

- A. 4 pit lane passes (including some with access to the pit wall)
- B. 5 paddock passes
- C. 1 pass "Driver" per driver
- D. 1 parking pass "P1" per team
- E. 5 parking passes "P3"

3.4. ADMINISTRATIVE CHECKS

Administrative checks, obligatory for all competitors, will be held before the start of each event. The information relating to this control will be specified in the supplementary regulations of the event (opening dates of the control, times & location). Each competitor must present the required documents.

3.5. TECHNICAL CHECKS

Once the administrative check has been completed, competitors will be able to access the technical checks of vehicles & equipment which will take place at each event. These checks are mandatory and will be carried out by the Technical delegate appointed by the Race Director.

The Scrutineers can, among other things, ask to check the conformity of a car at any time; require a competitor or his teams to dismantle a car during inspection in order to verify eligibility or compliance conditions; require a competitor to pay costs resulting from non-compliance and/or to provide a sample or part deemed necessary.

The competitor must ensure dismantling and reassembly following the inspection.

The technical checks will be held in the technical box or possibly in the competitor's box, the information relating to this inspection will be specified in the supplementary regulations of the event (opening dates of the checks, times & location).

The car must be presented under the following conditions:

- With the up-to-date approval form in paper version and its technical passport
- With approval certificates for the fuel tank and roll bar
- Without fuel
- With any restrictor(s), ready to be sealed, the wire to be provided by the team
- With any ballast, ready to be sealed, the wire to be provided by the team
- With the engine sealed by the manufacturer, or ready to receive the seals
- Identification and additional lights installed, if applicable
- With all mandatory stickers (security, identification, challenge partners, etc.), in accordance with the graphic charter.

The driver equipment to be presented during the check is as follows (at the entry of each pilot):

- Helmet (see below)
- RFT (HANS)
- driver suit
- Underwear
- Ankle boots
- Gloves

A driver safety equipment sheet will be completed by the driver and must be provided during technical checks. At the end of the check, each approved driver helmet will receive a validation sticker to stick outside at the bottom left of the chin location.

For the equipment of the personnel involved (stands, refueling), a "Pit Safety Equipment" sheet must be completed and provided.

For any absence or delay at administrative and/or technical controls, penalties will be applied according to appendix 7.

Technical checks may be carried out on any car at any time during the event. Generally, after each official session, the 1st in each category as well as one or two cars chosen at random by the technical delegate will be checked.

The presentation of a car for technical checks will be considered as an implicit declaration by the competitor of the conformity of his car.

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

An authorization sticker to participate in the event will be affixed at the end of the technical checks once the cars have been accepted by the Scrutineers, the refueling facilities (if concerned) and the conformity of the equipment and stand installations have been verified. A car cannot participate in the event without this authorization sticker to participate in the event. 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 their car is in compliance with these regulations in their entirety at any time during the event and/or season.

Reserve cars as defined below are not permitted (unless approved by the panel of stewards).

Is a reserve car, a car which is not intended to participate in the Event Competition but to replace the one entered primarily by the competitor.

ARTICLE 4 – CARS ACCEPTED

See appendix 1

Race number

A race number valid for the entire season will be assigned 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: Height of digit: 20,5cm, Space between 2 digits: 1cm.

Color: White numbers on a black background.

Font: SF Trans Robotics

A kit of 3 sets of numbers will be available from the Promoter. Using the numbers and background from organisation is mandatory.

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

A complete "Night" kit will be available from the Promoter. The numbers will be placed on a black background. It is up to the competitor to ensure that the race numbers will be visible in all circumstances.

ARTICLE 5 – FUEL - EQUIPMENTS

5.1. FUEL

- Type of fuel: Super Unleaded 98 minimum compliant with Article 252-9 Appendix J
- The use of fuel provided by the organizer is mandatory from the start of the private tests and for the entire duration of the meeting. Checks will be carried out.
- Any additive is prohibited.

Type of tanks accepted:

- either the original tank (if it complies with the homologation of the car),
- either an FIA approved tank (Appendix J – paragraph 14).

5.2. EQUIPEMENT

5.2.1. Exhaust

During test sessions and races, the use of a silencer is mandatory.

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

This measurement is carried out at a distance of 0.5 m and at an angle of 45° relative to the exhaust outlet point.

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

Checks may take place during technical checks, during test sessions and races.

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

5.2.2. Transponder

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

The competitor is responsible for the correct assembly of the system and its proper functioning at all times.

It is the responsibility of the Team Manager to ensure at all times that the name of the driver indicated 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 director and timekeeping immediately.

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

5.2.3. ballast

When a car has ballast to meet the regulatory weight, this ballast must be declared by the competitor and be sealed during technical checks. The ballast must be attached 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.

5.2.4. Telemetry – Radio

Data transfer by telemetry is permitted. Radio communication is permitted on cars.

It is strongly recommended that teams have a radio tuned to the race management frequency. It may be made mandatory if conditions require it.

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

5.2.5. Lights

The series headlights must retain their approved or original configuration and may be composed of several light points, LED headlights authorized.

Turn signals, taillights and reflectors are mandatory.

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

The power of headlights and taillights must in no case dazzle.

Car identification lights by their stand:

Such a light must in no case be of the flashing or rotating, this being strictly reserved for intervention vehicles.

The rear rain light must be on permanently when the track has been declared wet, unless otherwise instructed by the Race Director.

For races by night,

- each car must have a front light point on each side and a rear light point on each side, in operation at all times during the event.

- a maximum of 4 additional driving lights can be installed. The additional lights must comply with the homologation form of the car or validated by the technical delegate if they are not part of the homologation form. They must be fixed sufficiently securely and not exceed the perimeter of the car (projection on the ground of the surface of the car seen from above. These additional lights may be LED lights. Will be considered as ONE additional light, an LED light whose width does not exceed 20cm.

- The additional lights should preferably be integrated into the front bumper. For this purpose, it is permitted to drill holes in the front bumper. They must be installed in the same space as that of the original front lights or under the horizontal line formed by the base of the original front lights.

- These modifications must not generate aerodynamic downforce or add cooling air flow.

In the event of a malfunction in the lighting and light signaling system of a car both on the track and while driving in the pit lane, the Race Director may immediately inform the competitor, who must, in this case, remedy the situation at the next pit stop. The Race Director, for safety reasons assessed at his sole discretion, may decide to order the immediate stopping of the car for repairs.

At least one working windshield wiper is mandatory.

5.2.6. Specificities – Start up

The engine must be started by the driver alone, seated at the wheel without external assistance. This is the only procedure allowed for the start of the race and for subsequent starts during the race. Starting using an additional battery is authorized on the starting grid.

5.2.7. Windows and nets

Net :

The racing net is recommended on the driver's door side for all cars and must be homologated in accordance with FIA standard 8863-2013 (FIA Technical List n°48).

They must be attached to approved anchor points (see car homologation form) and installed in accordance with the installation specifications published by the FIA (racing nets installation specification V6). For cars that do not have an approved anchor point, installation will be done in coordination with the technical delegate.

5.2.8. Towing ring

All cars must be equipped at the front and rear with a towing ring or strap that complies with the car's homologation form.

5.2.9. Equipment in the pit-lane

Folding jibs, support(s) for air hose(s) or lighting must not exceed the outer limit of the “working zone” and must be at a minimum of 2 meters above the ground.

Air bottles must be securely attached or anchored. Protection around the valves and regulator must be in place at all times. The conformity of the installations and the expiry dates of the air bottles will be checked.

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

ARTICLE 6 – ADVERTISING

6.1. MANDATORY ADS

Competitors and drivers participating in the Challenge Proto Ultimate Cup Series must affix on their car and suits for each event, before the start of technical checks, the advertising imposed by the Promoter (see sizes and locations according to the Ultimate Cup identification plan Series appendix 5). Drivers will be able to display other advertisements.

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

Any advertising in competition with the Challenge Proto Ultimate Cup Series and one of its partners is prohibited on cars and suits (unless otherwise agreed by the Promoter).

In the event of non-compliance with the identification plan defined by Ultimate Cup Series, penalties will be imposed (see appendix 7).

6.2. STICKERS INSTALLATION

The sticker plan to be respected is detailed in Appendix 5.

ARTICLE 7 – SITES AND INFRASTRUCTURES

7.1. 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.

7.1.1. 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.

7.1.2. 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.

7.1.3. 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"

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

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

7.2. 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.

7.3. PIT ALLOCATION – COMPETITORS PARK

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

7.3.1 The location of the official noticeboard will be indicated in the supplementary regulations. This should only include information that has been approved by the Panel of the stewards or the Race Director.

7.3.2. 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 scuteneering are completed, any car checked won't leave the circuit facilities without the express agreement of the Race Director

7.3.3. 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.

7.3.4. 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.

7.3.5. BUSINESS OPERATIONS

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

ARTICLE 8. 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

8.1. BRIEFING

All drivers and team managers participating in the event must be present for the entire duration of the Briefing or will face penalties (see appendix 7).

8.2. PRACTICE AND RACE

8.2.1 Private practice – Free practice

Private and/or free practice sessions may be organized by the Promoter no earlier than the Thursday morning preceding the date of the qualifying practice session.

Any driver participating in private testing sessions as part of the meeting must comply with the same rules as those applied during the official testing sessions and the race. Only the driver(s) registered on the car for the meeting are authorized to take part in private tests.

Any driver admitted to participate in the race is required to take part in at least one official test session which takes place according to the program defined in the special regulations of the meeting, and this on the vehicle on which he is entered unless agreed by the Panel of the stewards.

8.2.2. Qualifying session

There will be a qualifying session, divided into three sessions with a break between each. All drivers must complete at least one timed lap (i.e. two consecutive passes on the track side timing line) to qualify for the race, except for crews of 4 drivers or in cases of recognized force majeure. as such by the panel of the stewards.

For 4-driver crews, only three of the drivers will take part in the qualifying session. The 4th driver will be qualified for the race from the moment he has completed at least one timed lap (2 consecutive passages on the track side timing line) during free or private practice.

Crews composed of only two drivers will have to take part in the three qualifying sessions, in this 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 driver classification, if one of the two drivers is classified bronze, he will have to take part in two sessions. Failure to comply with any of these rules will result in the cancellation of all times of the session for the car concerned and its participation in the race will be subject to the approval of the Panel of the stewards.

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

For all competitors, the sessions will take place like this:

- 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 retained and will be designated as MT2.
- 3) Q3: The best time of each driver will be retained and will be designated as MT3.

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

For cars that have not completed any timed lap in one of the sessions, the qualifying time used will be the average of the two best remaining times and their qualifying rank will be 2 (RQ2). They will be classified behind cars with an RQ1.

For cars that have not completed a timed lap in two of the sessions, the qualifying time retained will be the best remaining time (MT1 or MT2 or MT3) and their qualifying rank will be 3 (RQ3). They will be classified behind cars with an RQ2.

For cars that have not completed any timed laps, their qualifying rank will be 4 (RQ4) and 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 an 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 classification (from best to worst) of the time qualification retained as indicated above.

In the event that two or more cars have the same RQ and an identical retained qualifying time, their order will be determined by the absolute best time achieved by those cars during the qualifying session (Q1, Q2 or Q3). If this is not enough, priority will be given to the one who completed it first.

The cars in the CN and Evo Challenge Trophy categories will necessarily be placed behind those in the LMP3 and NP02 categories on the starting grid in the order of the average of their best times. If they have not completed any timed lap, they will be placed at the back of the grid provided that they are authorized to start by the stewards.

During the session, the following principles will apply:

- Cars must be in the pit lane from the moment the light is green at the start of Q1 until the checkered flag at the end of Q3. Any car that has returned to its box during this period will have all its times canceled and will not be authorized to take part in the rest of the session.
- Neither refueling nor emptying is permitted.
- During this period, it is not authorized to connect a computer to the car (including by wireless connection with the exception of telemetry for LMP3s), nor to add or remove a data recording medium or video (USB key, SD card or others). However, it will be authorized to cut off the camera recording at the end of the session if this does not contravene the parc ferme rules.
- At the end of Q3, the cars will immediately be placed under parc ferme conditions.

In the event of a tie in time, the ranking will be established on the basis of the first driver to achieve the time.

8.2.3. Race

The duration of the races is 4 hours on all rounds, except for one round (6h race).

The starting grid will be displayed 30 minutes after the publication of the qualifying session.

8.2.3.1. Starting Procedure

The starting grid will be in the form of 2 x 2 in a row (Pole position defined in the supplementary regulations of each event).

The rolling start procedure must 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 pit lane opening period, cars will leave their pits to cover one or more reconnaissance laps. At the end of the reconnaissance lap(s), the cars must take their place on the starting grid, the drivers remaining under the orders of the marshals. If a car performs several reconnaissance laps, it must use the pit lane on each lap without exceeding the maximum authorized speed. It is forbidden to use the gate.

Penalty: at the discretion of the Stewards.

Any car which does not complete the reconnaissance lap and which does not return to the starting grid or the pit lane under its own power will not be authorized to start from the starting grid.

- If flashing yellow with red light, one more formation lap, behind the car in pole position and/or safety car.
- If a car is in difficulty, and cannot leave at H-5 min, it will be pushed towards the pits, from where it will start after the last car, at the green light.
- Any car in the pits at the time of departure will only leave after receiving authorization given by the green light at the exit from the pit lane.

- CASE OF MODIFICATION OF THE PROCEDURE

If, for an unforeseen reason or due to the quantity of water, it is dangerous to start, the Race Director will delay the start by presenting a "delayed start" sign. As soon as the Race Director deems that conditions are safe and a start can be given, the information will be displayed on the timing monitors, with the new start time of the formation lap. This information will always be displayed at least 10 minutes before the start of the formation lap.

On the starting grid

Any intervention on cars is prohibited with the exception of the following:

- Removing and installing the steering wheel
- Using the radio and controls
- Measuring and adjusting tire pressure
- Tire temperature measurement
- Wheel tightening
- Access to engine management and data acquisition systems
- Putting on and removing protection against the sun or rain

- Installation or removal of adhesives on the bodywork and air inlets
- Connecting and disconnecting a backup battery

At the "5 minutes" sign, no more intervention is authorized on the cars with the exception of closing the doors of closed cars.

Changing wheels on the starting grid can only be done to fit rain tires between H-15 min and H-5 min. Rain tires can only be fitted if the track is declared wet by the race management.

Any other intervention is prohibited without the express authorization of officials, this concerns in particular:

- Opening the covers

It is strictly forbidden to start the engine of a car placed on these wheels on the starting grid if no one is at the wheel.

If one or more cars must be removed from the grid, the gaps will not be filled.

8.2.3.2. Case of substitute driver

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.

8.3. PIT STOPS

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

8.3.1. 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.

8.3.2 Pits

Pour les interventions devant les stands, seuls sont autorisés à intervenir :

- 1 car control officer whose primary function is to ensure the safety of pit stops and of the personnel present in the working area. This officer will supervise the pit stop, safety, stopping and releasing the car safely. He must show a 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 officer 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.

Failure to comply with these rules will result in penalties (see appendix 7).

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.

8.3.3. Pit 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.

8.4. REFUELING

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 2024, 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 2024, 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.

8.5. 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 7).

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).

8.6. MINIMUM PIT TIME

A Minimum Pit Stop Time is imposed and must be respected for each of the 4 mandatory pitstops during the race.

This mandatory pitstop time is measured in the "pit entry loop" and the "pit exit loop" (presented during the briefing) and does not include the time spent in the refueling area.

The "Minimum Pit Stop Time" will be published in the briefing notes for each event or by bulletin from the Panel of the Stewards.

The pitstop must take place in front of the garage or area of each competitor and under the responsibility of the Team Manager.

During the race, competitors must make 4 mandatory pit stops with a time greater than or equal to the minimum pitstop time. Mandatory pitstops must be made within 3 hours and 45 minutes from the start of the race. At the latest, for the final mandatory pit stop, the car must cross the pit entrance line before 3 hours 44 minutes and 59.999 seconds of the elapsed time of the race.

In the event that, during this period, the number of stops respecting the "Minimum Pit Stop Time" was less than 4, the car will be notified of a STOP & GO penalty + missing time in relation to the "pit stop time". minimum pit stop" rounded up to the nearest second.

It is during each of these four compulsory stops that the cars entered must respect any time penalties allowing the balance of the crews (see balance penalty table). They must be added to the minimum pit stop time.

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

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 other than 4 hours, the time penalties will be specified in the supplementary regulations of the event.

For crews made up of people with reduced mobility, the minimum stopping time will be provided.

After the pit stop, driving at an abnormally low speed and/or behavior considered as obstructing other drivers may be punished with a "Stop & Go".

8.7. SAFETY CAR

According to article 2.10 of Annexe H of the FIA

8.8. 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.

8.9. ARRIVAL

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

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 low speed.

8.10. PARC FERME

8.10.1. The parc ferme procedure is the one under which the cars are placed at the end of a qualifying practice 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 stopped in front of their stand without any mechanical intervention possible unless the panel of stewards gives authorization.

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

8.10.2. At the finish of the race, all vehicles are, as soon as the flag is lowered, placed under parc ferme procedure.

8.10.3. Cars remain in 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.

8.10.4. When the cars are in parc fermé, any intervention is prohibited on the cars except as follows:
By the driver:

- 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

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

ARTICLE 9. INCIDENTS – RECLAMATIONS - APPEL

Penalties: See Appendix 7 – Challenge Proto Ultimate Cup Series penalty summary

Complaints, appeals, right of review – see Article 13, 14 and 15 of the International Sporting Code.

The Panel of the Stewards may impose additional penalties in Appendix 7 for any offense not complying with these regulations, even if these offenses are not listed in Appendix 7.

9.1. INCIDENTS

An "incident" means a fact or series of events involving one or more drivers, or any action of a driver, 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 driver;
- Illegally prevented a legitimate overtaking maneuver by a driver ;
- Illegally hindered another driver during a passing maneuver.

Unless it is absolutely clear that a driver 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 Panel of the Stewards.

9.2. ONBOARD CAMERA

The onboard camera is mandatory and must be mounted so that it films the race track forward. The data from the onboard 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 onboard 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.

9.3. PENALTIES

The following penalties may be applied

9.3.1. During 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.

9.3.2. During the race

9.3.2.1. 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 lap,
- 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. 30

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.

9.3.2.2. 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 7

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

9.3.2.3. 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" procedure.

9.3.2.4. 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 of the Stewards shall summon the driver concerned and take any penalties it deems appropriate according to the gravity and repetitiveness of the infringement.

9.3.2.5. 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

9.3.3. The penalties of Drive Through, Stop and Go, are not subject to any protest or appeal..

9.4. DISQUALIFICATION

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.

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

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

ARTICLE 10. CLASSEMENTS

10.1. 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 and results made by the official timekeepers licensed by the FFSA are valid and are used to rank the practices and races.

10.2. 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.

10.3. 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.

10.4. 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.

10.5. POINTS ALLOCATION

Points will be awarded by category according to the scale below:

European Endurance Prototype Cup	
Classification	Overall by Category
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
Over	0.5

10.6. FINAL CLASSIFICATION OF THE CHALLENGE

All races listed on the PROTO – Ultimate Cup Series challenge calendar count for the final challenge ranking.

Each driver of a crew will total the points obtained in the classification of each race (general category classification) which will be multiplied by the competition coefficient if applicable.

There will be one PROTO – Ultimate Cup Series challenge winner per category and one PROTO – Ultimate Cup Series challenge winner overall.

For the latter, the following table will be taken into account. Points must be multiplied by the competition coefficient if applicable. All races registered on the PROTO – Ultimate Cup Series challenge calendar count for the general challenge ranking. There will be no prize giving after each race for this classification.

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

Classification	Overall of the race
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
over	0.5

10.7. EX AEQUO

Drivers who, in twos or threes, have constituted a permanent crew throughout the Series season, will all score the same number of points) and may, where applicable, all be awarded the title reserved for Drivers. On the other hand, if two or more drivers from a different crew finish the season with the same number of points, the highest place in the PROTO – Ultimate Cup Series challenge will be awarded:

- a) the holder of the greatest number of first places,
- b) if the number of first places is the same, to the holder of the greatest 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.

10.8. TEAM CLASSIFICATION

The “Teams” classification will reward the team having totaled the greatest number of points, taking into account 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 results. points. If the category had fewer than 4 entrants, only 50% of the points will be taken into account in the calculation.

ARTICLE 11. AWARDS

The awards ceremony will take place on the podium, after the finish of the race.

There will be one podium per category.

After each race, the crews of the first three cars in each PROTO Ultimate Cup Series challenge category will be rewarded.

For categories with fewer than 4 starters, only the first will be called onto the podium.

Any driver claiming the podium must present themselves in a suit identified in accordance with the PROTO Ultimate Cup Series challenge identification plan.

The prizes at the finish, indicated in the category regulations or in the specific competition regulations, are given to the competitor or to the person designated by the latter on the entry form.

Only drivers who have completed at least 75% of the number of laps completed by the winner of the category will be able to claim the prizes distributed.

The promoter will be able to allocate lots at his convenience.

Trophies or cups will be distributed to each driver claiming the podium in each race and the end of season ranking.

APPENDIX TO THE TECHNICAL AND SPORTING REGULATIONS

APPENDIX 1 – Format of races and cars admitted

APPENDIX 2 – Crews and driving times

APPENDIX 3 – Tires

APPENDIX 4 – Balance Penalties

APPENDIX 5 – Sticker plans

APPENDIX 6 – Stopping a race

APPENDIX 7 – Penalties

APPENDIX 1

Format of races and cars admitted

1. FORMAT

The PROTO Endurance – Challenge Ultimate Cup Series is reserved for crews composed of 2 to 4 drivers and takes place in the following format:

- Three qualifying session of 15 minutes
- A 4 hour race (except in Portimao, 6h race)

2. ALLOWED CARS

By invitation and after acceptance of the file by the promoter.

LMP3

The Prototype cars hereinafter referred to as LMP3, as defined in the applicable Technical Regulations and approved by the FIA and/or the ACO in accordance with the Technical Regulations in force.

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

Balance of performance of LMP3 cars

The main goals for these cars should be reliability, safety and low maintenance cost.

Ultimate Cup Series will comply with the decisions of the ELMS committee regarding the balance of performance of LMP3s.

The minimum weight is 950 kg.

NP02

- Car developed by Nova Proto in the configuration as defined for the Ultimate Cup Series.

The minimum weight is 840 kg.

Ligier JSP4

This category must have lower performances than LMP3.

CN

- Sports cars (CN Group) conforming to Appendix J of the FIA Article 259-2020
- Any car of a level equivalent to that of the CN, or likely to be, on file with the promoter

Competitors whose car does not comply with Appendix J – Article 259 of the FIA must establish, or have established by the car manufacturer, a homologation book listing ALL elements not in conformity with the appendix in question (chassis, bodywork, engine, etc.) and for which they would like to obtain an exemption. The latter will be submitted to the Organizing Committee 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 appendices, its additives or in the balance of performance.

Depending on the registrants, different classes may be created.

A performance balance, to be respected at all times during the competition (private tests included), will be established in order to balance the different cars against each other. The promoter therefore reserves the right to adjust the performance of a car by modifying the flanges, weight, tank capacity and/or engine speed, turbo pressure or any other characteristic of the car.

The Promoter is entitled to request from competitors and manufacturers any information it deems useful to develop equivalence systems. Competitors and manufacturers must provide accurate and reliable data. Any infringement of the above principles will be sanctioned by the Stewards, at any time during any Competition, including after the race.

Carbon fiber bodywork is permitted.

Evo Challenge Trophy

The Evo Challenge Trophy is a one-design category specific to the Ultimate Cup Series. The cars must remain compliant 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 the cars entered in the CN category.

Other categories

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

APPENDIX 2

Crews and driving time

1. Driver Categorization

Each crew can be made up of two, three or four drivers.

Each driver entered in LMP3, NP02, P4 and CN is categorized as follows

At the latest 15 days before the start of the first Event (i.e. the opening of administrative checks) in which he wishes to participate, each driver must send his results to the FIA Driver Categorization Committee by means of the FIA driver categorization form available on the FIA website: <http://www.fia.com/fia-driver-categorisation>. Decisions regarding categorizations are taken under the responsibility of the FIA Driver Categorization Committee. The list of drivers categorized according to the definitions appearing in the FIA driver categorization regulations must be published on the FIA website no later than 48 hours before the start of the Event concerned (i.e. before the start of technical checks). At the end of each season, the FIA Driver Categorization Committee will review all categorizations based on the performances observed in the race. The list of categorizations applicable for the following season must be published before December 1 of the previous year.

For late requests, the Panel of the Stewards of the Event will provisionally categorize drivers who are not categorized when the Event has already started. These drivers must provide their track record to the Panel of the Stewards as well as proof of the request made to the FIA. A fee of €350 may be requested by Ultimate Cup Series for any late request for categorization. Any such categorization will be provisional and in no way constitutes an FIA categorization. Uncategorized drivers will only be able to take part in an Event to the extent that the Regulations authorize them to take part.

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

- Platinum (they will be considered the same as Gold pilots regarding crew composition, penalties and others)

- Gold

- Silver

- Bronze

Regulations relating to the categorization of drivers: refer to the FIA categorization regulations for drivers (<http://www.fia.com/fia-driver-categorisation>).

2. Driving times

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

2.1. LMP3 et NP02 categories

	Composition	Platinum/gold	Silver	Bronze
2 drivers	bronze + silver		maxi 2H00/mini 1h	
	bronze + bronze			mini 1h40min/pilote
	silver + silver		max 2h/pilote	
	gold + bronze	mini 1h05min/maxi 1H40		
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
4 drivers	All driver line-up	Mini 50min/drivers		

2.2 other categories

- 2-driver crew P4/CN/Evo Challenge Trophy -> minimum driving time of 1h40min/driver
- 3-driver crews P4/CN/Evo Challenge Trophy -> minimum driving time of 1h05min/driver

- - crew of 4 drivers P4/CN/Evo Challenge Trophy -> minimum driving time of 50min/drivers

For any crew other than those indicated, the entry request will be studied by the organizing committee.

APPENDIX 3

Tires

Heating cabins for heating tires as well as heating blankets are authorized for cars in categories LMP3, NP02 and P4 only.

Any chemical treatment of tires is prohibited.

Systems using fuel are permitted behind the stands. However, no open flame is permitted and a fire extinguisher must be placed near the device at all times when it is operating.

No device for heating or maintaining the temperature of tires is authorized anywhere other than in the exterior area located immediately behind the stand. This means that tires cannot be covered, they must be able to be seen by officials and be in the open at all times, except in the external area immediately behind the garage.

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

For all cars participating in the Endurance Prototype Challenge - Ultimate Cup Series, only tires validated by the promoter, slick and rain bearing the specific marking of the series will be accepted (one set without sticker authorized for private testing during the first participation). The recutting of slick and rain tires is prohibited unless exempted from the manufacturer.

Each competitor must use the size and type of tires referenced for his car.

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

Even if the reference dimensions are similar, no other type of brand and no other brand will be tolerated, whether in private testing, free practice, qualifying practice or racing (unless authorized by the promoter).

For private tests, tires are not limited, they must however bear the specific marking of the series. These tires can only be used during private tests. Tires registered for the meeting (qualifying and races) can be used in private tests. Failure to comply with these rules or register tires will result in penalties.

For all cars participating in the Endurance Prototype Challenge - Ultimate Cup Series, the number of slick tires for a 4h race is limited to:

- LMP3 and CN: 14 tires maximum for qualifying practice and one race

- Evo Challenge Trophy: 12 tires maximum for qualifying practice and one race

- NP02: 8 tires maximum for qualifying practices and a race

For any challenge with a duration other than 4 hours, the number of tyres will be specified in the challenge's specific regulations.

Each of these tires must be marked no later than 1 hour before the scheduled start of the 1st qualifying practice session.

Rain tires are not limited in number. Slick/rain mixing is prohibited.

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

In order to obtain normal and safe wear of the tires allocated for each race, it is strongly recommended to take into account the recommendations for tire use (camber, pressure) published by the manufacturer. Furthermore, for safety reasons, the promoter reserves the right to authorize additional tires for the race.

Four additional tires (front or rear) known as "joker" tires may be used during the season in the event of a damaged tire, following advice from the tire supplier and validation from the technical inspector. In the event of entry to the race, only one additional tire may be granted. This allocation cannot exceed four additional so-called "joker" tires during the season.

Tires must be ordered at least 10 days before the event, exclusively from the company:

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

Email: apr-contact@apr-europe.com

APPENDIX 4

Balance penalty

Balance penalty for a 4 hour race

ANNEXE 5

GRAPHIC CHARTERS

A – Driver suit



VERSION 01 / 15.01.2024

COMBINAISON PILOTE DRIVER SUIT

1



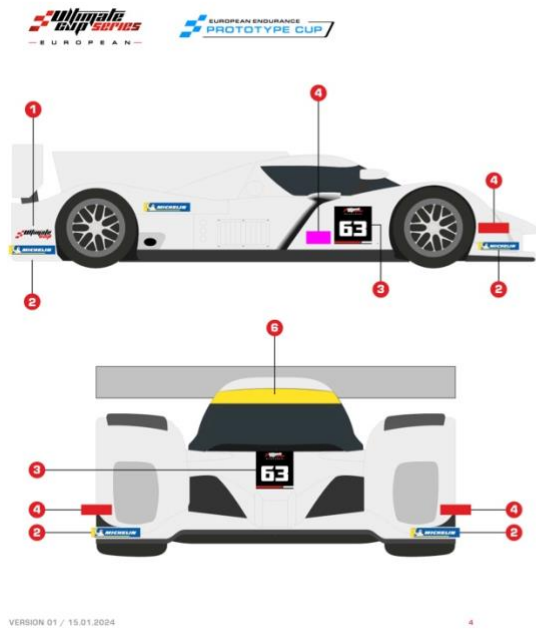
Size : 11 x 6 cm

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

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

2

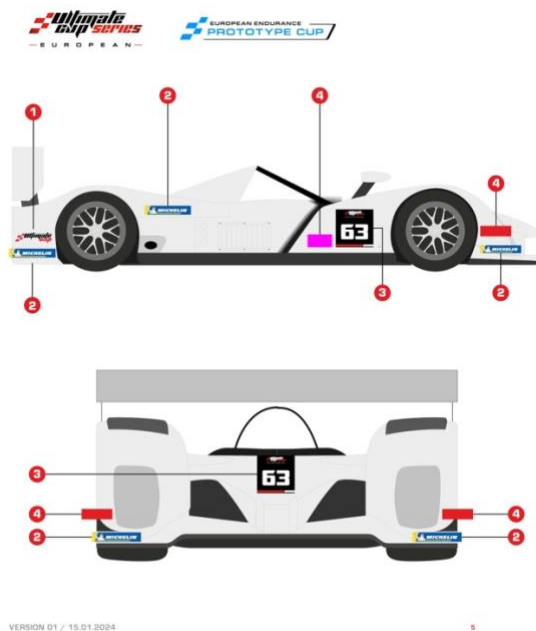
B- Prototype LMP3 – NP02





PROTO LMP3 / NP02 / P4 LMP3 / NP02 / P4 PROTO

1		• Rear side : 20 cm
2		• Front side : 38 cm • Rear side : 38 cm
3	NUMBER PLATE	• Door : 35 x 25 cm • Front : 35 x 25 cm
4	CATEGORY STICKER	Side : 16 x 6 cm
5	AREA RESERVED FOR ORGANISATION	
6	WINDSCREEN BANNER	• Size to be defined

C- CN



PROTO CN / EVO CN / EVO PROTO

1		• Rear side : 20 cm
2		• Front side : 38 cm • Rear side : 38 cm
3	NUMBER PLATE	• Door : 35 x 25 cm • Front : 35 x 25 cm
4	CATEGORY STICKER	Side : 16 x 6 cm
5	AREA RESERVED FOR ORGANISATION	

ANNEXE 6

ARRET D'UNE COURSE ET NOUVEAU DEPART

Arrêt de la course	Position des voitures après l'arrêt	Procédure à appliquer	Distance	Grille	Classement points attribués
Moins de 2 tours.	Sur la grille	Nouveau départ	Distance d'origine moins 2 tours, ou le temps total moins 4 minutes	D'origine	Attribution de la totalité des points
Plus de 2 tours et moins de 75 % de la distance ou du temps prévus.	Sur la grille	Nouveau départ pour une deuxième partie de course	Deuxième partie calculée pour compléter la distance d'origine moins 2 tours, ou le temps total moins 4 minutes	Constituée par le classement au tour précédant l'arrêt de la course	Classement établi par addition des tours et du temps (épreuves régionales : classement établi selon l'arrivée de la deuxième partie de la course). Attribution de la totalité des points. En cas d'impossibilité de donner un nouveau départ : attribution de 50% des points.
Plus de 75 % de la distance ou du temps prévus.	Parc fermé	Course terminée			Classement établi au tour précédant l'arrêt de la course. Attribution de la totalité des points