

CHALLENGE PROTO ULTIMATE CUP SERIES

2019

Sporting and Technical regulation

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ARTICLE 1 – ORGANISATION

1.1. PROMOTER – ORGANISATION AGREEMENT

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

- by the FIA International Sporting Code and its annexes (hereinafter "the Code")
- the sportive and technical bulletins, annexes, appendices, the general prescriptions on the FIA circuits
- the general prescriptions on the International series
- the FFSA general prescription and standard regulation on "circuits Asphaltes"
- the present Sporting and technical regulation specific to the Series.

This regulation and its annexes may be amended or supplemented by the promoter of the series during the season, subject to approval by ASN.

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

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

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

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

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

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

Any situation not provided for in these regulations, as well as any dispute that may arise regarding their reading will be judged by the organizing committee.

1.1.2. PROMOTER

The promoter of the Series is

SAS ULTIMATE CUP SERIES

Avenue du Puy de Dôme, 63360 GERZAT

contact.series@ultimatecup.eu

1.1.3. ASN

The supervising ASN is the FFSA (France).

1.1.4. Organization agreement

These regulations have been approved by the FFSA, license organization number XXX dated XX/XX/XXXX.

1.2. REGULATION

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

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

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

1.2.4. Any competitor, constructor or driver wishing to obtain a clarification between two races on a point of the Regulations may refer the matter to the promoter. Any interpretation issued by the Promoter can not be opposed to the sporting power of the Race Director and the Stewards.

To do this, the competitor or driver must send to the promoter a duly motivated request to the following address: technical@ultimatecup.eu, clearly stating the points on which he wishes the interpretation.

1.3. OFFICIALS

For the championship the promoter will appoint permanent officials:

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

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

- different officials per meeting according to the entries.

1.4. CALENDAR

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

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

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

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

ARTICLE 2 – INSURANCE

2.1 - INSURANCE

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

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

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

ARTICLE 3 – COMPETITORS AND DRIVERS

3.1. ENTRIES

3.1.1. Licenses

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

The wording of the competing license presented will be the only one retained for the official documents. The sponsor's name may be added to the team name or replaced after the team agreement.

Competitors or minor drivers must compulsorily declare their tutor to the Promoter, accompanied with the application for a commitment, parental authorization. They must also provide a copy of the guardian's license, except for foreigners whose ASN does not issue this type of license.

3.1.2. Season registration in the Proto Challenge Ultimate Cup Series

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

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

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

3.1.3. Registration for a race of the Proto Challenge Ultimate Cup Series

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

A driver may only enter by event on a single Proto Challenge Ultimate Cup car.

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

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

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

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

3.2. CREWS - DRIVING TIME

See Appendix 4

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

3.2.1 Drivers Categorization

Each crew may consist of two or three drivers.

a) Each pilot is categorized as follows :

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

If a driver has no FIA driver categorization

he has to use the FIA Driver Categorization form available on the FIA website:

<http://www.fia.com/sport/competitors-area/fia-driver-categorisation>.

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

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

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

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

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

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

d)

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

- Platinum
- Gold
- Silver
- Bronze

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

3.2.2

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

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

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

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

Driving time

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

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

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

3.3. ADMINISTRATIVE CHECKS

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

3.4. PASSES

Passes will be awarded only to those who make up the teams.
The competitor is solely responsible for his companions.

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

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

3.5. TECHNICAL SCRUTINEERING

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

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

The Scrutineers may, among other things,

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

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

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

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

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

A driver safety equipment sheet will be completed by the driver.

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

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

The team must even ensure disassembly and reassembly following the control.

Checks may be carried out on any car at any time during the event.

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

Competitors entering Turbo-powered cars for which Turbo pressure is limited will be required to provide the necessary equipment to read and control data acquisition at Technical Stewards.

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

A compliance sticker will be affixed at the end of the scrutineering once the cars have been accepted by the Scrutineers. A car can not participate in the event without this compliance sticker. It must never be removed (Penalty: Exclusion) and must remain permanently visible.

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

Reserve cars as defined below are not admitted.

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

ARTICLE 4 - CARS ACCEPTED

4.1. CARS ACCEPTED

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

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

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

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

LM P3

Prototype cars referred to below as LM P3, as defined in the applicable Technical Regulations and approved by the FIA and/or ACO in accordance with Technical Regulations 2018.

They are automatically eligible as long as they comply with the latest applicable LMP3 Technical Regulations.

LMP3 cars Balance of performance

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

Ultimate cup series will comply with the decisions of the ELMS committee regarding the LMP3 balance of performance.

The minimum weight is 930 kg

According to the available places:

P4 - Ultimate Cup series could accept this new generation of prototype:

- o Ligier JSP4
- o Pescarolo 04 open or closed version
- o Etc...

This category must have lower performance than LMP3

Classes could be created according to the participants.

4.2. FUEL – TYRES- EQUIPMENTS

4.2.1. Fuel

- Fuel type: Unleaded 98 minimum in accordance to article 252-9, appendix J.
- For qualifying and races : only fuel provide by the promoter is allowed
- Any additive is forbidden

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

Fuel tank capacity according to the homologation form.

4.2.2. Tyres

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

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

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

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

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

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

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

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

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

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

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

For all cars taking part in the Challenge PROTO Ultimate Cup Series, the numbers of slicks tires are limited to:

- for the qualifying session and for 4h race : 3 sets of tires
- for the qualifying session and for 6h race : 4 sets of tires

Each tire shall be registered before the first qualifying session.

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

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

The quantity of rain tires is not limited. The mix slicks and rain tires is forbidden on the same car.

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

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

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

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

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

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

Email: apr-contact@apr-europe.com

4.2.3. Equipements

4.2.3.1. Data recorder

4.2.3.2. Exhaust

In accordance with the technical regulation LMP3 for LMP3 cars.

For the P4 car :

During practices and races, the maximum permissible noise value is 100 dBa.

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

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

A preventive inspection will be available to competitors before the qualifying session.

4.2.3.3. Transponder

Each car must be equipped during each event with a transponder TAG Heuer By Chronolec. Multi Pilotes Fil – Ref : TCTMPF

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

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

4.2.3.4. Ballast

In accordance with the technical regulation LMP3.

For P4 cars, any ballast installation must comply with the manufacturer's instructions.

4.2.3.5 Telemetry – Radio

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

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

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

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

Teams must not use this frequency for any other information.

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

4.2.3.6 Lights

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

The flashing tail lights and retro-reflectors are mandatory

Each car must be equipped with red LED rain lights at the rear

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

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

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

In case of night race,

- Each car must have one front light point on each side and one rear light point on each side, operating at each moment of the event.
- the installation of a maximum of 4 additional high beams is allowed. Additional lights must be conform to the homologation form of the car or validated by the technical delegate if they are not part of the homologation form.
- These changes should not generate down force.

In case of malfunction of a car's lighting and light signalling system, whether on the track or in the pit lane, the Race Director can immediately inform the competitor, who must, in that case, remedy the situation

during the next pit stop. The Race Director, for safety reasons at his own discretion, can decided to order the immediate stopping of the car in order for repairs to be carried out.

At least one windscreen wiper must work.

4.2.3.7. Specificity – Starting up

4.2.3.7.1 The automatic starting up, controlled from the pilot's seat, the control being actuated solely by him, is mandatory and the only way permitted for the start of the race and for later starts during the race.

Starting up with an external battery is allowed on the starting grid.
Engine starting up must be done exclusively by the driver.

4.2.3.7.2. Technical specificities

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

4.2.3.8. Towing ring

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

4.2.3.9. Equipment in the pit-lane

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

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

4.3. RACE NUMBERS

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

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

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

Color: Black numbers on a white background.

Font: ARIAL

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

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

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

4.4. DRIVER'S SAFETY EQUIPMENT

In compliance with Appendix J and to FFSA technical booklet.

ARTICLE 5 – ADVERTISING

5.1. MANDATORY ADVERTISING

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

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

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

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

5.2. STICKERS INSTALLATION

Stickers installation diagram is shown in the appendix 7

ARTICLE 6 – SITES AND INFRASTRUCTURES

6.1. PIT AREA

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

- "Fast lane": this is the closest lane to the wall of the signaling area. A car can only access the fast lane by its own means.
- "Acceleration and deceleration lane": this is the central lane.
- "Working area": this is the closest part of the stands where it is allowed to work on cars. It is marked on one side by a wall or by a line painted in front of the curtain of the stand and on the other by a line of separation with the central lane.

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

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

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

- During the tests, drivers taking the track must respect the red or green light, the steward giving priority to vehicles on the track.
- During the race, a blue flashing light is lit at the exit of the pit lane.

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

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

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

6.2. SIGNALLING AREA

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

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

Penalties: see Appendix 1.

6.3. PIT ALLOCATION

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

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

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

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

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

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

6.3.2. PRIVATE CARS

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

6.3.3. BUSINESS OPERATIONS

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

ARTICLE 7. RUNNING OF THE EVENT

The event begins when the administrative checks are opened.

During the whole event (tests and races):

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

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

7.1. BRIEFING

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

7.2. PRACTICES - RACE

7.2.1 Private and free practices

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

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

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

7.2.2. Night practice

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

7.2.3. Qualifying practices

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

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

All crews have to :

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

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

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

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

Qualifying Session will run as follow:

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

- 3) Q3: All cars must be driven by the pilot designated by the driver designation form for the third session.

The best time of each driver will be selected and will be designated as MT3.

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

For cars that have completed at least one lap time in each session,
their qualifying time will be the average of the best laps, i.e. $(MT1+MT2+ MT3) /3$
their qualifying rank will be 1 (RQ1).

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

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

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

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

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

During the session, the following principles will apply:

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

7.3. PIT STOPS

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

7.3.1. During the qualifying practices and the race

- pilot changes are prohibited during refuelling at the fuel pump.

- Driver and tire changes must be made on the pitlane in front of the competitor's pit.

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

- 1 agent to stop and restart the car safely (using a panel displaying the car number). He cannot be positioned in line with the longitudinal axis of the car. He will have to wear a specific identification armband provided by the organizer.
- 2 mechanics for mechanical interventions and/or any other actions on the car. They will have to wear a specific identification armband provided by the organizer.
- 1 driver's aid and the driver leaving the car who can only help his teammate to get into the car and strap himself up. He will have to wear a specific identification armband provided by the organizer.

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

For a wheel change, mechanics must:

- Bring a maximum of two wheel guns into the working area,
- Carry at all times the detached wheels when they are outside the garage. However, in order to facilitate the wheel changes, it is possible to lay them flat on the ground near the car
- Not throw the wheels or drop them

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

Penalty: at Stewards' discretion.

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

Penalty for infringement: at the Stewards' discretion

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

Penalty: at the Stewards' discretion.

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

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

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

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

7.3.3 Stand access :

During practices and the race:

- a)** The pit shutter (on the track side) must remain completely open;
- b)** Visibility towards the inside of the garage must remain free of any obstruction of any kind whatsoever (bodywork parts, covers, piles of tyres, trolleys, etc.);
- c)** Officials must have free access to the inside of the garage.

Penalty: at the Stewards' discretion.

7.4. REFUELLING

7.4.1 Refuelling

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

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

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 session.

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

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

These employees will be equipped with:

- FIA 86 standards suit
- fireproof hood,
- FIA Helmet
- non-flammable gloves in accordance with FIA standards
- non-flammable shoes and socks

The wearing and use of

- headlamp,
- mobile phones
- radios

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

- Access to the refueling station will mainly be via the pitlane
- If a car breaks down in the refueling area, it will be pushed to the intervention area by only two refueling attendants present in the area. Then, from the level of this area to the pit, 4 team members are allowed to push the car.
- For each car entered, each competitor must send a provision for fuel costs to the fuel supplier chosen by the promoter.

In case of lack of space at the 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. The refuelling orifices of the tanks must be equipped for this operation. These orifices must be easily accessible manually with the fuel pistol and not with the aid of tools. Any car with a quick-filler (e.g. ATL) fuel inlet is not allowed.

For cars with the fuel-inlet on the side, it must be installed on the side the closest possible to the fuel pump. The use of any adaptors or (ATL) filler bottles are strictly forbidden. The use of extra ventilation during refuelling is only allowed in conjunction with a vent-bottle.

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

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

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

7.5. RACE

The driver who will start the race must be appointed by his team at the latest 1 hour after the end of the qualifying tests, by completing the appropriate form.

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

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

7.5.1. Duration

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

7.5.2. Launched start

7.5.2.1. Departure procedures

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

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

The rolling start procedure will be used.

DEPARTURE:

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

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

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

- CASES OF MODIFICATION TO THE PROCEDURE

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

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

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

7.5.2.2. On the starting grid,

Any intervention on cars is prohibited except as follows:

- Removing and replacing the steering wheel
- Using the radio and controls
- Tire pressure measurement and adjustment
- Tire temperature measurement
- Tightening the wheels
- Access to engine management and data acquisition systems
- Installation and removal of sun or rain protection

- Placing or removing adhesives on the bodywork and air inlets
- Connecting and disconnecting an auxiliary battery

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

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

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

- Opening the covers

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

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

7.5.2.4. Case of substitute drivers

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

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

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

Request to be formulated and validated with the race management.

7.6. BREAKDOWN – RUNWAY EXCURSION

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

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

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

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

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

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

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

7.7. MINIMUM PIT STOP TIME

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

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

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

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

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

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

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

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

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

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

For crews composed of persons with reduced mobility, the minimum stopping time will be adjusted. After stopping at the pits, driving at an abnormally low speed and or, behavior being considered as an obstruction to other drivers may be punished with a "Stop & Go".

7.8. SAFETY CAR

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

There may be one safety car on each event depending on the circuit and the decision of the coordinator, race director.

7.9. FULL COURSE YELLOW « FCY »

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

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

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

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

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

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

7.10. ARRIVAL

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

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

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

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

7.11. PARC FERME

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

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

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

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

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

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

By the pilot:

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

By team technicians or tire manufacturers:

- Tire pressure measurement,
- Tire temperature measurement.

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

This concerns in particular:

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

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

ARTICLE 8. CLAIM - APPEAL

Penalties: See Appendix 1 - Penalty Summary Ultimate Cup Series

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

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

8.1. INCIDENTS

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

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

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

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

8.2. ON BOARD CAMERA

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

Brand and type of camera are free.

The camera must be installed before the technical checks. The on board camera must always be activated and set to recording mode when the car is on the track or in the pit lane. Any failure to do so may result in a penalty.

8.3. PENALTIES

The following penalties may be applied

8.3.1. During the practice sessions

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

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

And also:

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

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

8.3.2. During the race

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

- early departure,
- starting simulation during the formation tour,
- no respect the distances imposed during the formation lap before the start, or no respect the line
- overtaking during the formation lap start the start launched or under the Safety Car procedure,
- non-compliance with the race road,
- anti-sport drive,
- non-compliance with the flags,
- non-compliance with safety instructions in the pit lane and signaling zone.

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

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

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

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

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

8.3.2.4. The presentation of one of the above panels will be made to the car/driver, if necessary, during three successive laps in front of the Race Direction (except in case of FCY or SC).

If this repeated presentation has no effect, the panel Stewards shall summon the pilot concerned and take any penalties it deems appropriate according to the gravity and repetitiveness of the infringement.

8.3.2.5. Upon the report or request of the Race Director, it shall be up to the Stewards of the meeting to decide whether one or more drivers involved in an incident should be penalized.

The Stewards may impose on any driver involved in an incident, in addition to the existing penalties, a reduction in the number of places on the starting grid for a subsequent race entered by the driver. This penalty should only be applied in the event of unsporting attitude

If a penalty specified in Articles 8.1., 8.3.1., 8.3.1., 8.3.2.1 must be imposed and notified after the end of the race, Articles 8.3.2.1. and 8.3.2.2. shall not apply and a time penalty of 30 seconds in the case of Article

8.3.2.1 and 40 seconds in the case of Article 8.3.2.2 (+ the eventual time of the Stop and Go penalty) shall be added to the race time performed by the car concerned.

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

8.4. EXCLUSION

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

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

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

ARTICLE 9. CLASSIFICATION

9.1. WINNER

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

9.2 ORDER OF ARRIVAL

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

9.3 POINTS ALLOCATION

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

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

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

9.4. CLASSIFICATION BY RACE.

It will be established per race

- a general classification for each category (LMP3 – P4).
- a classification by class in each category (depending on the type of car engaged in each category)
- an "Ultimate" ranking by category for 100% Bronze crews

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

*9.5. POINT ALLOCATION**

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

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

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

9.6. THE CHALLENGE FINAL RANKING

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

At the end of the season a race will be deducted from the final result.
There will be a winner per category.

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

9.7. EX AEQUO

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

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

ARTICLE 10. PRIZE

10.1. PRIZE PER EVENT

The prize-giving ceremony will take place during the podium, after the finish of the race.

There will be one podium per category.

There will be one "ULTIMATE" podium for the crews composed only by Bronze drivers.

10.1.1 After each race, will be awarded :

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

For categories with less than 4 starters only the first one will be called on the podium.

Any driver applying for the podium must present himself in a suit identified in accordance with the identification plan of the Challenge Ultimate Cup series.

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

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

The promoter may allocate lots at its convenience.

10.2. TROPHIES

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

SPORTING AND TECHNICAL REGULATIONS APPENDIX

APPENDIX 1 - Summary of penalties

APPENDIX 2 - Michelin tyres type and sizes

APPENDIX 3 - Classes list

APPENDIX 4 - Teams handicap

APPENDIX 5 - Race stop and restart

APPENDIX 6 - Specific regulations

APPENDIX 7 - Stickers installation

DRAFT

APPENDIX 1 – Penalties Page 1/6

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

APPENDIX 1 - Penalties Page 2/6

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

APPENDIX 1 - Penalties Page 3/6

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

APPENDIX 1 - Penalties Page 4/6

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

APPENDIX 1 - Penalties Page 5/6

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

APPENDIX 1 – Penalties Page 6/6

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

APPENDIX 2

CLASSES LIST

| Appendix 2- CHALLENGE PROTO ULTIMATE CUP SERIES 2019 | | | | | | | | | |
|--|--|--|--------------|-----------------------|----------|--------------|------------------------|----------|--------------|
| Voiture /Car | | | ANNEE / YEAR | Pneu avant/front tyre | | | Pneu Arrière/rear tyre | | |
| | | | | Dimension | Slick | Pluie / Rain | Dimension | Slick | Pluie / Rain |
| LMP3 | | | | 30/65 18 | S8M RFID | P2L | 31/71 18 | S9M RFID | P2L |
| JSP4 | | | | 27/65 18 | S8L | P2L | 30/68 18 | S9M RFID | P2L |

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APPENDIX 3

CLASSES LIST

Ref. ARTICLE 4 - 4.1. Cars accepted

LM P3

Prototype cars referred to below as LM P3, as defined in the applicable Technical Regulations and approved by the FIA and/or ACO in accordance with Technical Regulations 2018.

They are automatically eligible as long as they comply with the latest LMP3 Technical Regulations in force.

LMP3 cars Balance of performance

Ultimate cup series will comply with the decisions of the ELMS committee regarding the LMP3 balance of performance.

The minimum weight is 930 kg

According to the available places:

P4 - Ultimate Cup series could accept this new generation of prototype:

- o Ligier JSP4
- o Pescarolo 04 open or closed version
- o Etc...

This category must have lower performance than LMP3.

Classes could be created according to the participants.

APPENDIX 4 - DRIVING TIME

| | Composition | Platinum/gold | Silver | Bronze |
|-----------|--------------------------|---------------|------------------|-------------------|
| 2 drivers | bronze + silver | | | mini 1h45 |
| | bronze + bronze | | | mini 50min/driver |
| | silver + silver | | mini 1h45/driver | |
| | gold + bronze | | | mini 1h45 |
| 3 drivers | gold + silver + bronze | max 1h | | mini 1h45 |
| | silver + silver + bronze | | | mini 1h45 |
| | silver + silver + silver | | mini 1h00/driver | |
| | gold + bronze + bronze | max 1h | | mini 50min/driver |
| | silver + bronze + bronze | | | mini 50min/driver |
| | bronze + bronze + bronze | | | mini 50min/driver |

QUALIFICATION ORDER

| | Composition | Q1 | Q2 | Q3 |
|-----------|--------------------------|----------|---------------|----------|
| 2 drivers | bronze + silver | bronze | bronze | silver |
| | bronze + bronze | bronze 1 | Team's choice | bronze 2 |
| | silver + silver | silver 1 | Team's choice | silver 1 |
| | gold + bronze | bronze | bronze | gold |
| 3 drivers | gold + silver + bronze | bronze | silver | gold |
| | silver + silver + bronze | bronze | silver 1 | silver 2 |
| | silver + silver + silver | silver 1 | silver 2 | silver 3 |
| | gold + bronze + bronze | bronze 1 | bronze 2 | gold |
| | silver + bronze + bronze | bronze 1 | bronze 2 | silver |
| | bronze + bronze + bronze | bronze 1 | bronze 2 | bronze 3 |

BALANCE PENALTIES

| | Composition | Penaltie to be respected to each of the 3 mandatory pit-stops |
|-----------|--------------------------|---|
| 2 drivers | bronze + silver | 39s |
| | bronze + bronze | 0s |
| | silver + silver | 74s |
| | gold + bronze | 62s |
| 3 drivers | gold + silver + bronze | 50s |
| | silver + silver + bronze | 39s |
| | silver + silver + silver | 74s |
| | gold + bronze + bronze | 31s |
| | silver + bronze + bronze | 41s |
| | bronze + bronze + bronze | 0s |

APPENDIX 5

RACE STOP AND RESTART

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

APPENDIX 6

Specific regulation

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

PART A

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

PARTIE B

1: ORGANISATION OF EVENTS

2: OFFICIALS AND DELEGATES:

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

3: Sport Committee for the Event

4: Claim appeal and other promoter's communication

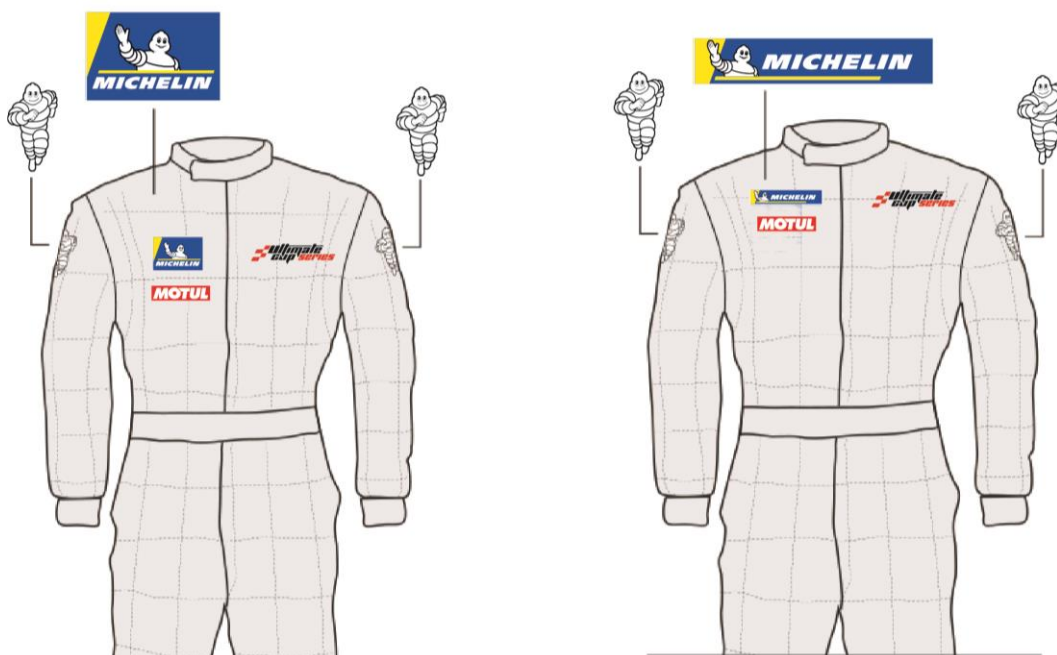
PARTIE C – detailed schedule

PARTIE D – Insurance certificate

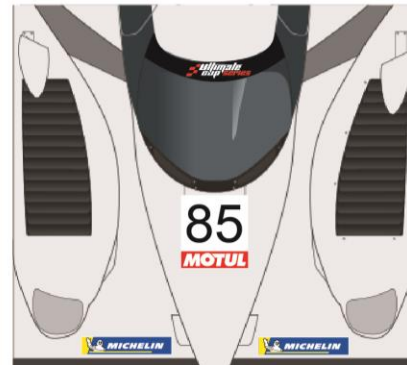
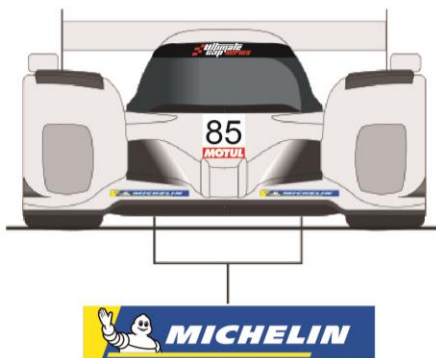
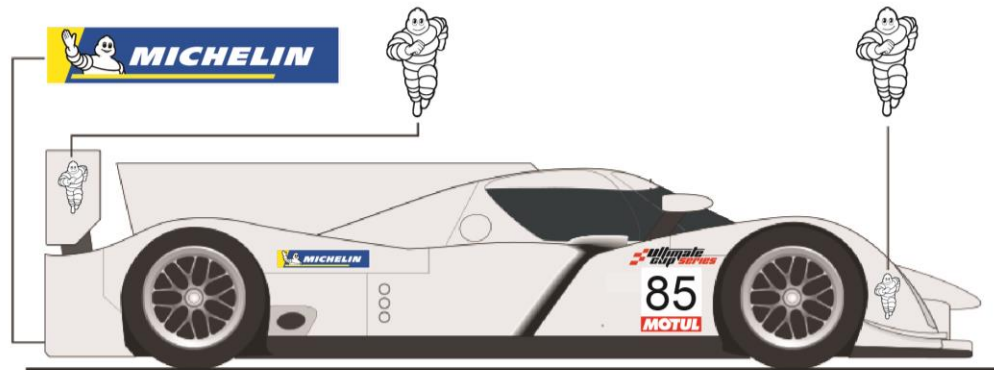
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Mandatory Stickers installation diagram 2019

Racing Suit



PROTO



Nombre d'emplacements : 6
Number of logos : 6

| | | |
|-----------------|-------|-------|
| Avant / Front | qté 2 | 50 cm |
| Profils / Sides | qté 2 | 50 cm |
| Arrières / Rear | qté 2 | 50 cm |



Nombre d'emplacements : 4
Number of logos : 4

| | | |
|-----------------|-------|-------|
| Avant / Front | qté 2 | 15 cm |
| Arrières / Rear | qté 2 | 20 cm |