



PROTO CN ULTIMATE CUP SERIES 2019 CHALLENGE

Sport and technical regulations

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ARTICLE 1 – ORGANISATION

1.1. PROMOTER – ORGANISATION LICENCE

Le The International Challenge entitled **PROTO CN Ultimate Cup Series Challenge** is governed by:

- the FIA International Sporting Code and its annexes (below the Code),
- the sport and technical reports, annexes, additives, and performance scales governing this challenge,
- the general requirements for Circuits,
- the general requirements for the International Series,
- the general requirements and Standard Regulations for FFSA asphalt circuits,
- the current Sport Regulations specific to the series.

All stakeholders (the Promoter, ASNs, organisers, competitors, drivers and circuits) commit to apply, as well as to respect the rules governing the Series.

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

Any driver or competitor participating in the PROTO CN Ultimate CUP Series Challenge is considered to be familiar with all the above-mentioned regulations. He commits to respect this set of texts, in form and spirit.

Any modification of these regulations must have received the agreement of the F.F.S.A. before publication in the form of a dated and numbered additive.

Any situation not provided by these regulations, as well as any dispute that may occur as to their interpretation, will be judged by the organising committee.

1.1.2. PROMOTER

Le 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 ASN responsible is the FFSA (France).

1.1.4. ORGANISATION LICENCE

These regulations have been approved by the FFSA, organisation NO. **XXX** dated **00/00/2018**

1.2. REGULATIONS

1.2.1. The French version of these Sport Regulations will constitute the final text that will be referred to in case of controversy and interpretation. The titles of the document are for convenience only and do not form part of these Sport Regulations.

1.2.2. These sport regulations will take effect on January 1, 2019 and will replace any other regulations for the Series.

1.2.3. All competitors registered in the PROTO CN Ultimate Cup Series will be informed of any changes made to these Sports Regulations by specifying the effective date.

1.3. OFFICIALS

For the championship, the promoter will designate permanent officials:

- 1 Race Director and FFSA Coordinator responsible for the event
- 2 Technical commissioners
- 2 Sports commissioners including 1 president

In the specific regulations for each event, the Promoter will designate:

- Different officials per meeting depending on the number of participants and the number of series in the meeting.

1.4. CALENDAR

Le Challenge PROTO CN Ultimate Cup series se déroulera sur des courses (2 par meeting) jusqu'à 1.5 heures selon le calendrier ci-dessous :

				Coef
March	22 - 24	ESTORIL	Portugal	2
April	26 - 28	DIJON	France	1
May	25-26	LE VIGEANT	France	2
October	18 -20	MAGNY-COURS	France	1
November	1 – 3	PAUL RICARD	France	2

The calendar is provisional. The FFSA and Ultimate Cup series reserve the right to make any changes.

If one or more scheduled Events are not organised, Ultimate Cup Series will study a possible alternative solution in collaboration with the FFSA. If the Calendar is reduced by an event due to the fact that the FFSA and Ultimate Cup Series cannot replace a cancelled Event, this will result in a reimbursement of the amount of the commitment of the event.

ARTICLE 2 – INSURANCES

2.1 INSURANCES

2.1.1 For each event, the promoter, Ultimate Cup Series, must subscribe an insurance policy to cover the civil liability of the organiser and participants but also of all persons involved in the organisation. 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 specific regulations of each event and will be made available to the competitors.

2.1.3 This insurance, which will be subscribed by the organiser, will not prejudice the personal insurance of any natural or legal person participating in the event (driver, team, etc.).

Not all drivers participating in the event are considered as third parties between them.

ARTICLE 3 –COMPETITORS AND DRIVERS

3.1. COMMITMENTS

3.1.1. Licences

All drivers, competitors and officials participating in the Ultimate Cup Series must hold a valid license. Therefore, it is necessary to have at least an International licence of grade C, and if necessary, valid licences and/or authorisations granted by their ASN. The Ultimate Cup will collect the supporting documents for the licences at the same time as the registration.

The official documents will only list the licences that will be submitted. It is possible for a sponsor to associate his name with the team's name or even to replace it if the team agrees.

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

A competitor of the Proto CN Ultimate Cup challenge is authorised to compete in other areas of the Ultimate Cup Series on the same meeting.

3.1.2. Season registration for the PROTO CN Ultimate Cup Series Challenge

For any request for registration for the full season of the PROTO CN Ultimate Cup Series Challenge, the request must be sent to the promoter:

Ultimate Cup Series, avenue du Puy de Dôme, 63360 Gerzat.

This registration must be received by the promoter, together with the payment of the registration fee, at the latest one month before the first event. Late commitments may be accepted until Monday of the week preceding the first event.

3.1.3. Registration for a PROTO CN Ultimate Cup Serie Challenge event

For any registration for an event in the PROTO CN Ultimate Cup Series Challenge, the competitor must send his request to the promoter no later than the Monday of the week preceding the event (except derogation). To be considered, this registration must be accompanied by a payment made payable to Ultimate Cup Series. The price of each event will be defined on the registration form.

A driver may only participate in each event on one car of the PROTO CN Ultimate Cup Challenge.

A competitor's commitment will be considered within the limit of available places; priority is given to competitors registered during the season.

A competitor, registered for the season, who cannot participate in one or more events, must inform Ultimate Cup Series by any means before the closing date of the commitments.

In cases of force majeure and on request, the deadline for a commitment may be extended until the administrative verifications have been completed.

In case of non-participation in one or more events, no reimbursement will be made.

3.2. CREW – DRIVING TIME

Each crew can be composed of one or two pilots.

Driver categorisation

a) At the latest 15 days before the start of the first Event (at the beginning of the administrative verifications) in which it wishes to participate, each driver must send its list of achievements to the FIA Pilot Categorization Committee using the FIA Driver Categorisation form available on the FIA website:

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

Decisions concerning categorisation are taken at the discretion of the FIA Pilot Categorisation Committee. However, for late requests, the College of Race Commissioners will temporarily categorise drivers who are not categorised when the Event has already started. These drivers must provide their list of achievements to the College of Sports Commissaires as well as proof of the request made to the FIA. A fee of €200 will be payable to the Ultimate Cup Series for any late request for categorisation. Such a categorisation will be provisional and does not constitute an AIF categorisation. It may only be granted once during the season. Non-categorised drivers may only take part in a Race if the Regulations authorise them to participate. The list of drivers categorised according to the definitions in the FIA Pilot Categorisation Regulations will be published on the FIA website at the latest 48 hours before the start of the relevant Event (before the start of the technical verifications).

At the end of each season, the FIA Driver Categorisation Committee will review all the categories according to the performance observed during the race. The list of categories applicable for the following season must be published before the 1st of December of the previous year.

b) Despite the foregoing, a dedicated committee composed, among others, of a representative of the organiser, the technical manager and the sports manager of the series, may grant an AM classification to any driver classified Bronze by the FIA, at the request of the Driver or the Competitor, provided that this classification:

- does not compromise safety on the circuit;
- does not constitute a sporting advantage over other crews in the same category.

Any request, addressed to the dedicated committee by the Driver or the Competitor, must, subject to inadmissibility:

- include a letter with the reasons for the request;
- include an exhaustive list of the driver's results with an analysis of the performance established on the best lap and the average of the best 20 laps performed by the dry track driver, on all significant Events in which the driver has participated over the last 3 years (a minimum of 5 events must be provided for the application to be admissible); the performance analysis must include a direct comparison with the top 5 pilots ranked Bronze by the FIA for each Event.
- specify all information on the crew, the car, the team's achievements and any other useful information (tyre kilometrage, etc.) for each event concerned
- be sent no later than 30 days before the first Event concerned.

The Driver or the Competitor must satisfy any additional request for information from the dedicated committee.

After receiving a request for categorisation, the dedicated committee will determine if the driver's performance is sufficiently different from that of the best Bronze drivers to require this categorisation and if the driver's performance and behaviour are compatible with the safety and performance conditions of the Serie.

If a competitive advantage appears in comparison with other drivers in the same category, the dedicated committee will evaluate the driver's performance on the basis of the best 20 laps of each race and establish a comparison with the Bronze drivers in the championship. The Committee may at any time make any decision it considers appropriate regarding the continuation of the AM categorisation given to this driver, but a first case normally results in a warning report to the driver and a second case is likely to result in the immediate cancellation of the categorisation.

The decisions of the dedicated committee on categorisation are immediately applicable and are not subject to appeal of any kind.

c) Regulation of the driver's categorisation:

Refer to the FIA Driver Categorisation Regulation (<http://www.fia.com/sport/competitors-area/fia-driver-categorisation>).

See annex 4: « Driving time and handicaps »

Drivers not categorised must send their list of achievements to the FIA via the link <https://private.fia.com/categorisation>

The promoter has the right to:

- to review the categorisation of drivers according to their rankings.
- to change the categorisation of drivers according to the results

Gold FIA or Platinum FIA drivers may be admitted by the organiser. However, by their classification, they will be subject to penalties.

3.2.1

On receipt of a commitment, mainly for drivers not classified FIA as well as Gold and Platinum, the allocation of the category of drivers will be established according to the rankings and confirmed to the competitor.

The list of participants will be published on the promoter's website or sent by email one week before the event.

In case of dispute, the request must be submitted by written request with supporting documents, before the end of the administrative verifications and may be examined by the selection committee of the PROTO CN Ultimate Cup Series Challenge. The answer will be communicated at the latest before the qualifying.

The PROTO CN Ultimate Cup Series Challenge Selection Committee is composed of the Event Coordinator, the Sport Commissioner, the Official Timekeeper of the series and a Promoter Representative.

The starting grid is in a 2 x 2 in line form.

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

Driving time

- Begins at the start of the race for the driver who takes the start.
- will stop at the crossing of the pit lane entrance loop for the driver on the circuit.
- will start when the pit lane exit loop is crossed for any other driver who takes the steering wheel again after a stop at the pit stop.

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

In case of a pit stop for long intervention, and/or long stopping times on the circuit, the competitor can indicate this to the race direction. The driver concerned may have his driving time adjusted by decision of the meeting sports commissioners.

3.3. ADMINISTRATIVE VERIFICATIONS

Administrative verifications, mandatory for all competitors and drivers, will be held before each start of the event. The information relating to this inspection will be specified in the specific regulations of the event (opening dates of the inspection, times & place). Each competitor must present the required documents. Only after validation of his administrative inspection, the driver will be able to participate in the qualifying.

3.4. PASS (LAISSEZ-PASSER)

Passes (laissez-passer) will only be granted to the people who compose the teams. The competitor is the only person responsible for his companions.

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

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

3.5. TECHNICAL VERIFICATIONS

After the administrative inspection has been completed, competitors will be able to access the technical verifications of the vehicles & equipment that will take place at each event. These inspections are mandatory and will be done by the Technical Commissioners appointed by the Event Director.

The Technical Commissioners may, among others, request to verify the conformity of a car during the Event; require a competitor or his teams to dismantle a car during the inspection in order to verify the eligibility or conformity conditions; require a competitor to pay the costs resulting from a non-compliance and/or to provide a sample or part deemed necessary.

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

The equipment's to be presented during the inspection are the following:

- Helmet
- Hans type of Frontal Head Restraints system
- Race suit
- Underwear
- Boots
- Gloves

This should allow controllers to verify their conformity (see the conditions defined in Annex L of the International Sporting Code). The helmet and head restraint system must not have been modified in any way other than as provided by the manufacturer.

For any absence or delay in administrative and/or technical inspections, penalties will be applied (See Annex 1 and Article 5 of the FFSA general requirements). The commitment fees for each event include 30 € of participation for the final detailed technical verifications. The team must still ensure the disassembly and reassembly following the inspection.

Inspections may be done on any car at any time during the event.

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

Competitors competing in Turbo-powered cars for which Turbo pressure is limited must provide the necessary equipment to read and control data acquisitions to the technical Commissioners. In case of technical non-compliance during the year, the competitor may be excluded from the Challenge for the current year and will lose all his rights.

Each Competitor has the duty to prove to the Technical Commissioners and Sporting Commissioners that his car complies with these regulations in its totality at any time during the event and/or the season.

ARTICLE 4 – ALLOWED CARS

4.1. ALLOWED CARS

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

Any participation requires mandatory documents, including the approval or technical form for approved cars, the roll bar approval form for the cars concerned, the fuel tank approval form, the ASN passport, etc.

Production sports cars approved by the CN group in accordance with Annex J, article 259.
« Performance scales will be possible ».

The Promoter can refuse to register a competitor as long as the Ultimate Cup Series is open by invitation.

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

Atmospheric engines

Cars must weigh at least to the following weight depending on their engine capacity:

Up to 1000 cm ³	510 kg
More than 1000 cm ³ to 1300 cm ³	530 kg
More than 1300 cm ³ to 1600 cm ³	550 kg
More than 1600 cm ³ to 2000 cm ³	570 kg
More than 2000 cm ³ to 2500 cm ³	610 kg
More than 2500 cm ³ to 3000 cm ³	660 kg
Overcharged motors up to 1620 cm ³	570 kg

Moreover, the maximum speed is limited to 8200 rpm

4.2. FUEL – PNEUMATICS - EQUIPMENTS

4.2.1. Fuel

- Type of fuel: Super Unleaded 98 minimum in accordance with Article 252-9 Annex J, (see Article 7.5)
- For qualifications and races only the fuel provided by the promoter is authorised
- All additives are prohibited.

Type of fuel tanks accepted:

- FIA approved tank (Annex J - paragraph 6).

Fuel tank capacity: 100 liters maximum.

The maximum quantity of fuel that could be loaded on board is 100 liters. Any device, system, procedure, construction or design whose purpose and/or effect is to increase in any way, even temporarily, the total volume of fuel stored above 100 liters is prohibited.

4.2.2. Pneumatics

Heating cabinets for heating tyres, heating blankets and any chemical treatment of tyres are prohibited.
Valve caps are mandatory for practice, qualifying and race.

For all participating cars in the PROTO CN Ultimate Cup Series Challenge only **MICHELIN**, slick and rain tyres with the specific marking of the series will be accepted. The resizing of slick and rain tires is prohibited except by derogation of the manufacturer.

Each competitor must use the size and type of tyres referenced for his car in the annex 2 table of the regulations.

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

Even if the reference dimensions are similar, no other type of the mark and no other mark will be tolerated, including private practice, free practice, qualifying and race.

For free practice, a set of new slicks tyres is authorised as well as tyres registered on previous events.
For the first participation, an additional train is authorised.

For all participating cars in the PROTO CN Ultimate Cup Series Challenge, the number of slick tyres is limited to:

- For qualifying and two races of 1.5 hours: 3 sets of tyres maximum.

Rain tyres are not limited in number.

Each of these tyres must be marked before the first qualifying session.

The competitor must fill in each FIA N° on the form to be submitted to the technical commissioners during the driver briefing.

In order to obtain normal and safe wear and tear of the tyres allocated for each race, it is recommended to take into account the recommendations for tyre use (camber, pressure) published by the manufacturer. Furthermore, for safety reasons, the sponsor reserves the right to authorise an additional train for free practice.

Tyres must be ordered at the latest 10 days before the event, only at the following company address:

APR – 3, rue du Pavin – Parc Logistique– 63360 GERZAT. Tel : 04 73 24 24 24

Email : apr-contact@apr-europe.com

4.2.3. Equipments

4.2.3.1. Data recorder

A data recorder with sensors, approved by the Promoter, must be installed in all cars, and on all Events. It is the responsibility of each team to obtain this data recorder, together with the sensors, to install them, and to ensure that they work correctly. The promoter will indicate later which system is chosen.

Cars without a recorder, or with a recorder that does not work correctly, will not comply with the regulations and may be reported to the Sporting Commissioners.

4.2.3.2. Exhaust pipe

During practice and races, the use of a muffler is mandatory. Noise level for circuits in 2018:

- Static: The measurement will be made in accordance with the technical regulation FFSA 2018 "noise measurement method" maximum authorised value is 100 dB to 75% of the maximum speed.
- Dynamic: The maximum authorised value is 100 dB according to the following procedure:

Noise measurement shall be made with a sound level meter in the A-curve position and fast response time as described in Publication 179 (1065) "Precision Sonometer" of the Electronic Commission Inter (CAI) on the characteristics of noise measuring devices.

The measurement will be made at a defined point on the circuit by the Technical Commissioner and validated by the College of Sports Commissioners.

Position of the sonometer :

- Measuring axis: Perpendicular to the track
- Height: 1.30 m above ground level

Inspections will take place during technical verifications, practices and races.

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

4.2.3.3. Transponder

Each car must be equipped during each event with a timekeeping kit of a type to be defined according to the timekeeping company selected:

The competitor is responsible for the correct installation of the system and its permanent correct operation.

4.2.3.4. Ballast

If a vehicle has a ballast to comply with the legal weight, this ballast must be declared by the competitor and sealed during the technical inspections. The ballast must be fixed in such a way that tools are necessary to remove it.

4.2.3.5 Telemetry – Transmission

Data transfer by telemetry is prohibited. Radio link is authorised on the cars; each competitor must indicate to the Promoter during the technical inspections the frequency used.

All teams must have a radio set on the race direction frequency.

This radio will be used by the race director to communicate with the teams. Teams must be attentive to the frequency, 15 minutes before the beginning of each session, and until the end of the session or the opening of the parc fermé, for qualifying and racing. Teams cannot use this frequency for any other information. The information given on the radio frequency of the race direction will also be displayed on the screens. All these messages, written or oral, must be respected. All teams must be connected to the race direction's messaging system.

4.2.3.6 Lighting

Standard headlights must maintain their original configuration and may consist of several light points, LED headlights are authorised.

Turn indicators, rear lights and reflectors are mandatory.

Each car must be equipped with a red LED rain light at the rear.

The power of the headlights and rear lights must not dazzle in any way.

Identification lights for cars by their stand:

such a light must never be of the blinking, rotating or flashing type, this is strictly reserved for emergency vehicles.

For races taking place at 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.
- maximum of 4 additional headlights may be integrated in the bumper without external overflow
- These modifications must not generate aerodynamic support.

4.2.3.7. Specificities – Start-up

4.2.3.7.1 Automatic start-up, controlled from the driver's seat, the control being operated exclusively by the driver, is mandatory and only authorised for the start of the race and for later start-ups during the race.

4.2.3.7.2. Technical specificities

Starting with additional battery is authorised on the starting grid.

The engine must be started exclusively by the driver.

4.2.3.9. Towing ring

All cars shall be equipped at the front and rear with a towing ring or strap in accordance with the approval form of the car.

4.3. RACE NUMBERS

A race number valid for the full season will be assigned to each car.

It must be placed according to the Ultimate Cup Series identification plan.

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

Dimensions: Digit height: 23cm, Digit width: 3cm, Space between 2 digits: 5cm.

Colour: Black numbers on a white background.

Typeface: ARIAL

In case of a night event, 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 package of 3 sets of numbers will be available from the Promoter.

In case of a night event, 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" package will be available from the Promoter.

A competing digital plate system (number and position) will be installed by the promoter.

4.4. DRIVER SAFETY EQUIPMENT

In accordance with Annex J and the FFSA technical booklet.

ARTICLE 5 – ADVERTISING

5.1. MANDATORY ADVERTISING

Competitors and drivers participating in the Ultimate Cup Series must affix to their cars and racing suits for each event, before the start of the technical verifications, the advertising prescribed by the Promoter (see sizes and places according to the Ultimate Cup Series identification plan). Drivers will have the opportunity to place other advertisements.

In any case, the identification of the cars defined by the Promoter may not be modified by the drivers and/or competitors.

Any advertising on cars and racing suits in competition with the Ultimate Cup Series and one of its partners is prohibited.

In case of non-compliance with the identification plan defined by Ultimate Cup Series, penalties will be applied (see Annex 1).

5.2. STICKER PLAN

The sticker plan to be respected is detailed in Annex 7.

ARTICLE 6 – SITES AND INFRASTRUCTURES

6.2.3. It is strictly prohibited for any driver, subject to immediate disqualification and a request for sanction from the FFSA, to drive in his vehicle in the opposite direction to that of the race. This prohibition is valid both during the actual races and during the practice sessions.

6.3. PIT ZONE

Except for specific provisions announced during the briefing, the speed on the pit lane is limited to 60 km/h under penalty of penalty.

6.3.4. Any driver who has overtaken the place from his stopping place may only return to it with his engine stopped, the vehicle being pushed by hand.

6.3.5. At the exit of the stands, a traffic light (red - green - blue) activated by a commissioner is used as follows:

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

6.3.6. To return to the track, the driver will immediately join the race road known as the pit lane, by crossing the continuous line that delimits the stop zone known as the "pit zone".

6.3.7. Any irregular use (access, speed, traffic, stop, exit) of the pit zone will be subject to penalties (see Annex 1).

6.3.8 Children under 16 years old are not admitted in the stand lane except for the Pit-Walk period.

6.4. SIGNALISATION AREA

The team members and 2 persons per car will be appointed to ensure that there is a place on the side of the track to which access is authorised throughout the duration of the practice and the race. This place will be authorised by means of a duly identifiable and category-specific pass.

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

Penalties: see annex 1.

6.5. STAND ALLOCATION – COMPETITORS PARK

The Promoter is the only responsible for the allocation of stands and locations in competing parks.

6.5. 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 College of Sports Commissioners or the Race Director.

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

At the end of the preliminary technical verifications, any car inspected may not leave the circuit facilities without the express agreement of the Race Director.

6.5.1.3. The organiser of the event will have full discretion to ensure compliance with the regulations concerning the competitor park and must report any non-compliance with any of the regulations listed above to the College of Sporting Commissioners.

Any non-compliance with the regulations defined by this article may be subject to a penalty of up to disqualification.

6.5.2. PRIVATE CARS

The Promoter may prohibit access to the park for private cars, excluding assistance vehicles, provided that it makes available to them an equipped car park located in the immediate proximity of the competing park.

6.5.6. MARKETING OPERATIONS

Any marketing or promotional operation must have received, by written authorisation from the Circuit Management.

PROJET

ARTICLE 7. COURSE OF THE EVENT

The event begins when the administrative verifications are initiated.

During the full event (practice and races):

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

- Remove your safety net or race net,
- Turn off his lights,
- Turn off your engine
- To detach your harness
- Open his door.

7.1. BRIEFING

To refer to the Standard Regulations for Asphalt Circuits. All pilots participating in the event must be present throughout the Briefing period or be subject to penalties (see Annex 1).

7.2. PRACTICE - RACE

7.2.1 Private practice – Free practice

Private and/or free practice sessions may be organised by the Promoter at the earliest on the Thursday morning preceding the date of the qualifying 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 test session which takes place according to the programme defined in the specific regulations of the meeting, and this on the vehicle on which he is committed.

7.2.2. Night practice

A night timed practice session will be organised in case of a night race. Each driver must to participate it.

7.2.3. Qualifying

The starting grid of the race will be determined by qualifying of 45 minutes' duration.

For crews with two drivers, both drivers must participate in the qualifying.

The car's qualifying time is the average of each driver's best time.

Driver changes can only be made in the pit lane, in front of the competitor's box, only during the two 10-minutes break periods.

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

Non-compliance with the chequered flag at the end of any practice session will be penalised (Annex 1).

7.3. PIT STOPS

Before any work on the car, the engine must be switched off.

7.3.1. During the qualifying and the race

- Driver changes are prohibited during refuelling at the fuel pump.
- Driver and tyre changes must be made on the pit lane in front of the stand.

7.3.2 For these interventions in front of the stands, only are authorised to perform:

- 1 team manager or 1 attendant to stop and restart the car safely (using a panel displaying the car number)
- 2 mechanics for mechanical interventions and/or any other actions on the car.
- 1 driver's assistant or the driver leaving the car can only help his teammate to settle in the car and strap himself.

A total of 4 people, not including outgoing and incoming drivers. All other persons must be inside the stand.

Safety - The team manager must ensure that the work area is cleared and evacuated from the acceleration lane before the departure of the car.

There is no limit to the number of mechanics working on the car when the car is inside the stand.

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

Signalling area: 2 people maximum per car. (See Article 6.4)

Non-compliance with these rules will be subject to penalties. (See Annex 1)

7.4. REFUELLING

7.4.1 Refuelling

For safety reasons, the presence of gasoline in the stands is strictly prohibited.

During the private sessions, refuelling must be done in accordance with §7.5.1 of the Technical Requirements for the Filling Device of the General Regulation for Asphalt Circuits FFSA 2018. Gasoline should be stocked outside the stands, near the door on the paddock side and a fire extinguisher on the side at all times.

During qualifying and the race, refuelling is prohibited.

7.5. RACE

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

Penalty: at the discretion of the College of Sports Commissioners or See Annex 1.
It will no longer be possible to change the driver at the start, except in case of force majeure.

7.5.1. Duration

The duration of the races will be from 1.5h to 4h hours depending on the circuits.

7.5.2. A flying start

7.5.2.1. Start procedures

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

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

In case of a tie during qualifying, priority will be given to the car that has achieved the time first.

The start procedure initiated must be used:

START :

- **H-45mn** H-45mn Diagonal parking of the cars in front of the stands
- **H-30mn** The pit lane opening - Long Horn
- **H-15mn** The pit lane closing- Long Horn During this period, cars will complete one or more laps of the circuit through the pit lane for grid setting.
- **H-5mn** Start of the starting lap behind the pilot car
- **H** Start launched if green light is on.

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

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

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

7.5.2.2. Starting grid,

Any intervention on cars is prohibited except as follows:

- Removal and refitting of the steering wheel
- Use of radio and commands
- Tyre pressure measurement and adjustment
- Tyre temperature measurement
- Wheels tightening
- 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

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

- Opening the bonnets
- Wheels changing

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

7.5.2.4. Substitutes case

1. A withdrawal is officially validated when the competitor or team manager of the team declares by 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 categorisation on the car (article 3.2).

Request to be submitted and validated with the race management.

7.6. BREAKDOWN- OFF THE ROAD

In case of an off the road accident or a breakdown on the circuit during the event, repairs must be done by the driver alone with the tools carried in the car. Starting aid by stroller is prohibited.

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

In case of a breakdown or problem in the pit lane, requiring a turn back, the driver will have to stop his engine and can then be pushed in front of his box by his mechanics.

Any turn back by the engine on the pit lane or upside down from the pit lane will be penalised.

(See Annex 1).

7.7. MINIMUM STOP TIME AT THE PIT

7.8. SAFETY CAR

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

There may be only one safety car on each event depending on the circuit and on 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 considers it is necessary for safety reason.

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 unique line, and maintain the distance between them and the front and rear cars.

All commissioner posts shall display a waved yellow flag and a sign indicating FCY.

It is strictly prohibited to overtake with FCY, except in case of a stopped car, car with technical problem, 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 used, will be reported to the Sporting Commissioners. This will apply if the car is driven on the track, in the pit entrance or in the pit exit lane.

7.10. FINISH

The chequered flag will be presented to the leading car crossing the finish line as soon as the race time has elapsed. (See Article 9.1). After receiving the signal, all drivers must complete one lap of the circuit and take the exit indicated to them by the organiser according to their ranking (podium, closed park, etc.). The Race Director may dispense with this additional lap for drivers crossing the finish line at a very low speed.

7.11. PARC FERME

7.11.1. The parc fermé rule is the one where cars are placed at the end of a qualifying session, as soon as the chequered flag or a red flag is presented.

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

During the race, in case of an interruption of the race following the presentation of the red flag, the competitors are also under the parc fermé rule 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 from the flag down, placed under the parc fermé rule. The Race Director and/or the College of Sports Commissioners may place the cars of their choice in a parc fermé.

7.11.3. Vehicles remain in the parc fermé rule for 30 minutes from the publication of the provisional official ranking, except if the official advises otherwise. Non-compliance with this rule will result in the exclusion of the offender.

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

By the driver:

- Removal and refitting of the steering wheel,
- Use of radio and controls,
- Electrical circuit disconnection.

By team technicians or tyre manufacturers:

- Tyre pressure measurement,
- Tyre temperature measurement.

Any other intervention is prohibited without the express authorisation of the officials responsible for supervising the application of the parc fermé rule.

This concerns in particular:

- Opening the bonnets
- Wheels change
- Access to engine management and data acquisition systems, including in wireless mode
- Removing the video card

7.11.5. No one is admitted into the " parc fermé ", except with an express authorisation from the officials in charge of supervising the parc fermé.

ARTICLE 8. CLAIMS - APPEALS

Penalties: See Annex 1 - Summary of Ultimate Cup Series Penalties

Claims and appeals - see Articles 7 and 8 of the FFSA General Requirements.

The College of Sports Commissioners may impose additional penalties in Annex 1 for any infringement that does not comply with these regulations, even if such infringements are not listed in Annex 1.

8.1. INCIDENTS

An "incident" means a fact or series of facts involving one or more drivers, or any action of a driver, which is reported to the Sporting Commissioners by the Race Director (or noted by the Sporting Commissioners and reported to the Race Director for investigation), and that:

- Required the suspension of a race in accordance with Article 150 ;
- Has infringed these Sports Regulations or the Code ;
- Has caused one or more cars to take a false start ;
- Has caused a collision ;
- Has caused a driver to go out of the track ;
- Illegitimately interfered with a legitimate an overtaking manoeuvre by a driver ;
- Illegitimately obstructed another driver during an overtaking manoeuvre.

Except if it is totally evident that a driver is the cause of one of the above cases, any incident involving more than one car will usually be the subject of an investigation after the race.

The decision to investigate will be communicated to the competitor by screen and/or by the Competitor Relations Officer. The driver in question may not leave the circuit without having been heard by the College of Sporting Commissioners.

8.2. ON-BOARD CAMERA

The camera is mandatory and must be installed in order to film the race track in a forward direction. The data from the indoor camera system may be used by the Sports commissioners, the Official Sports Supervisor, and/or the Race Director, or the Promoter, to investigate any incident.

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

The brand and type of camera are free.

The indoor 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 practice

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

- For non-compliance with the flags,
- For unsporting driving,
- For non-compliance with safety instructions in the pit zone and signalling area,

And also:

- Cancellation of the lap time during which this infringement was detected, for non-compliance 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 gravity of the infringement,
- Cancellation of the time recorded in the session concerned for antisport driving.

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

8.3.2. During the race

8.3.2.1. Presentation of a black background panel with white letters PASSAGE lane STANDS Drive Through (dimensions 60 x 40 cm) accompanied by the number of the concerned driver:

- Anticipated start,
- For simulating start during the formation lap,
- For non-compliance with the imposed distances during the formation lap in a start, or non-compliance with the line
- For overtaking during the formation lap preceding the start launched or during the Safety Car procedure,
- For non-compliance with the race road,
- For unsporting driving,
- For non-compliance with the flags,
- For non-compliance with the safety rules in the pit zone or in the signalling area.

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

8.3.2.2. Presentation of a black background panel with white letters STOP and GO (dimensions 60 x 40 cm) accompanied by the number or the concerned driver:

- For non-compliance of the driving time defined in the annex 1.

The duration of the penalty will be that resulting from the infringement.

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

8.3.2.3. At the presentation of one of the panels above, accompanied by the number of the concerned driver, the penalty must be applied within 3 laps following the report of the infringement by the Race Director. The penalty must not be applied under FCY or safety car.

8.3.2.4. The presentation of one of the above panels will be made, if necessary, during three successive passages of the vehicle in front of the Race Direction.

If this repeated manoeuvre has no effect, the College of Sports Commissioners shall summon the concerned driver and shall apply any penalties it deems appropriate according to the gravity and repetition of the infringement.

8.3.2.5. On report or request from the race director, it is the responsibility of the Sports Commissioners to decide if one or more drivers involved in an incident should be penalised.

The Sports Commissioners may impose on any driver involved in an incident, in addition to the existing penalties, a repositioning of places on the starting grid for a future race to be run by the driver. This penalty should only be applied in case of unsporting driving.

If a penalty listed 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 8.3.2.2.2 (+ any Stop and Go penalty time) will be added to the race time performed by the concerned car.

8.3.3. Drive Through, Stop and Go penalties are not subject to claims or appeals.

8.4. DISQUALIFICATION

Any decision to disqualify a driver taken by the Sporting Commissioners during the practice or the race will be notified by the Race Director after presentation of a black flag by a justified written note submitted to the drive.

8.4.1. In case of disqualification of a driver, the College of Sporting Commissioners shall decide if the drivers who are immediately ranked after him up a place or not.

8.4.2 If the car with the best lap time average is disqualified and if the regulations provide, for this best time, points, prizes or rewards, these will be transferred to the car with the second best lap time average.

8.4.3 A Sports Commissioner shall note the infringements for which the recurrence of the infringement is liable to increase the penalty, the College of Sports Commissioners being the only body authorised to determine the notion of recurrence.

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ARTICLE 9. RANKINGS

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 to the FFSA are valid and are used to rank the practices and races.

9.2. ORDER

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

9.3. POINTS

For scoring points in the general ranking, a car must have covered 75% of the distance from the 1st in the general ranking.

For scoring points in its category, a car must have covered at least 75% of the distance from the 1st in its category, which must itself have covered 75% of the distance from the 1st in the overall ranking.

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

9.4. RACE RANKING

It will be established per race

- ranking by class in each category

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

9.5. POINTS ALLOCATION

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

Ranking Classement	Overall Général
1 st	25
2 nd	18
3 rd	15
4 th	12
5 th	10
6 th	8
7 th	6
8 th	4
9 th	2
10 th	1
Over / Au-delà	0.5

9.6. FINAL RANKING OF THE CHALLENGE

All races registered on the PROTO CN Ultimate Cup Series Challenge calendar count for the final ranking of the challenge. Each driver of a crew will accumulate the points obtained in the ranking of each race, general category ranking + ranking by class.

In case of downgrading or exclusion of a race by the Sporting Commissioners and/or the ASN, for any reason, the race will not be counted for the final ranking.

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

9.7. EX AEQUO

If two or more drivers finish the season with the same number of points, the highest place will be awarded to the Challenge:

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

ARTICLE 10. PRIZES

10.1. PRIZES PER EVENT

The prize award ceremony will take place during the podium after the finish of the race.

There will be one podium per category.

After each race, will be rewarded:

- the crews of the first three cars in each category of the PROTO CN Ultimate Cup Series Challenge.
- the crews of the class winners. (Depending on 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 racing suit identified in accordance with the identification plan of the Challenge Ultimate Cup series.

10.2. The prizes at the finish, indicated in the category regulations or in the special competition regulations, shall be awarded to the competitor or the person designated by this one on the commitment form.

10.3. Only drivers who have completed at least 75% of the number of laps scheduled for the race (rounded down to the nearest lap for odd number races) or the number of laps completed by the winner for the real time races will be eligible for the prizes distributed.

The promoter may allocate lots at his convenience.

10.2. CUPS AND TROPHIES

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

ANNEXES TO THE SPORT AND TECHNICAL REGULATIONS

ANNEXE 1 - Penalties

ANNEXE 2 - Michelin Tyres type and dimensions

ANNEXE 3 - Classes list

ANNEXE 4 - Crew and Handicaps

ANNEXE 5 - Race stop and new start

ANNEXE 6 - Specific regulations

ANNEXE 7 -Sticker plan

PROJET

ANNEX 1 – PENALTIES Page 1/6

Ultimate Cup Séries Regulations	DESIGNATION	INFRINGEMENT	RACE DIRECTOR	SPORTS COMMISSIONERS
3.2	Crew Driving time See Annex 4	Non-compliance with rest time	STOP & GO 1' per missing minute. If penalty not completed, addition: 40s + 1' per missing minute & suppression of a lap	
		Non-compliance with the minimum driving time	STOP & GO 1' per missing minute. If penalty not completed, addition: 40s + 1' per missing minute & suppression of a lap	
		Non-compliance with the maximum driving time	STOP & GO 1' per additional minute. If penalty not completed, addition: 40s + 1' per missing minute & suppression of a lap	
3.5	Technical Verifications	Delay in verifications		Report transmitted to SCs
4.2.1	Cars and equipment Fuel	Technical non-compliance		Report transmitted to SCs
		Non-compliant fuel type		Report transmitted to SCs
		Additive in fuel		Report transmitted to SCs
4.2.1	Fuel tank	Non-compliant fuel tank type	Compliance or refusal of departure	
7.4.1	Refuelling	Presence of fuel in the box		Report transmitted to SCs
		Non-compliance with the rule: minimum fuel consumption of 25 litres at the promoter's pumps to participate in the qualifying	Refusal to start or suppression of qualifying times	Report transmitted to SCs
		No use of additional filling material (private practice + free practice)		Report transmitted to SCs
		Refuelling outside the authorised area		Report transmitted to SCs
		Exceeding the authorised litrage limit	STOP & GO + 10 seconds per additional liter	
		Non-compliance with the number of interveners in the refuelling area	1 drive through per additional person	
		Non-compliance with the equipment of the interveners in the refuelling area	1 drive through per additional person	

ANNEX 1 - PENALTIES Page 2/6

Ultimate Cup Séries Regulations	DESIGNATION	INFRINGEMENT	RACE DIRECTOR	SPORTS COMMISSIONERS
7.4.1	Refuelling	Participation in qualifying with fuel not supplied by the service provider	Car stop	Cancellation of qualifying times
		Non-compliance with the access procedure to the refuelling area	STOP & GO	Report may be transmitted to SCs
		Non-compliance with the exit procedure to the refuelling area	STOP & GO	Report may be transmitted to SCs
		Unauthorised intervention on the car in the refuelling area	STOP & GO	Report may be transmitted to SCs
		Non-compliance with the rules for fuel expense security deposits		Report transmitted to SCs
4.2.2	Pneumatics	Use of heating blankets and/or other systems or chemical treatment to heat the tyres.		Report transmitted to SCs
		Absence of the valve cap	STOP & GO - 10 secondes by missing valve cap	
		Non-compliance with the brand, size and type of tyre referenced for his car in Annex 2 of the regulation	Car stop	Report transmitted to SCs
		Use of unmarked and/or undeclared tyres for qualifying and/or racing	Car stop	Report transmitted to SCs
4.2.3.2	Exhaust pipe	Preliminary technical verifications Exceeding the static noise level	Compliance or refusal of departure	
		Qualifying sessions & race Dynamic noise level exceedance > 100 dB	2 places back for each additional dB	Report may be transmitted to SCs
		Dynamic noise level exceedance > 110 dB	Car stop by presenting the Black Flag with orange circle. Cancellation of qualifying times	Report may be transmitted to SCs

ANNEX 1 - PENALTIES Page 3/6

Ultimate Cup Séries Regulations	DESIGNATION	INFRINGEMENT	RACE DIRECTOR	SPORTS COMMISSIONERS
4.2.3.3	Transponder	Non functioning transponder	Car stop by presenting the Black Flag with orange circle for compliance.	
		Incorrect identification of the driver at the steering wheel	Car stop by presenting the Black Flag with orange circle for compliance. Qualifying tests: time cancellation of the driver incorrectly identified.	
4.2.3.8	Net	Non-compliance with the rules concerning the positioning of nets during this race in tests and races	Car stop by presenting the Black Flag with orange circle for compliance.	
4.2.3.5	Telemetry & Transmission	Data transfer by telemetry		Report transmitted to SCs
		Non-declaration, to the technical commissioners, of the frequencies used for car radio links		Report transmitted to SCs
4.2.3.6	Lighting	Partial or total absence of lighting and/or signalling or non-compliance	Car stop by presenting the Black Flag with orange circle for compliance.	
	Wipers	Absence or non-functioning of wipers	Car stop by presenting the Black Flag with orange circle for compliance.	
4.2.3.7	Specificities Start-up	Non-compliance with the procedure in case of breakdown on the track		Report transmitted to SCs
		Non-compliance with the procedure in the pit lane	STOP & GO	
		Start-up aid by unauthorised stroller	Stop the car by presenting the Black Flag with orange circle to restore to working order	Report may be transmitted to SCs
		Non-compliance with the mandatory minimum number of passages through the pits.	1 STOP & GO per missing passage. If penalty not completed, addition: 40s and suppression of one lap per missing passage	
		Non-compliance with the rules governing the use of the pits	STOP & GO	
		Driver change during refuelling	Disqualification	
		Driver change inside the pits	STOP & GO	Report may be transmitted to SCs
		Tyres change inside the pits	STOP & GO	

ANNEXE 1 - PENALITES Page 4/6

Ultimate Cup Séries Regulations	DESIGNATION	INFRINGEMENT	RACE DIRECTOR	SPORTS COMMISSIONERS
4.2.3.7	Specificities Start-up	Exceeding the number of interveners on a car in front of the pits.	1 DRIVE THROUGH per additional person	
		Exceeding the number of persons per car in the paneling area	1 DRIVE THROUGH per additional person	
4.2.3.9	Towing ring	Absence or non-compliance	Compliance or refusal of departure	Report may be transmitted to SCs
4.3	Race numbers	Non-compliance with the conformity and readability of the race numbers on the car	Car stop by presenting the Black Flag with orange circle for compliance.	
5.1	Mandatory advertising	Non-compliance with the advertising identification plan	Car stop by presenting the Black Flag with orange circle for compliance.	
		Non-compliance with the competition rules of Advertising		Report transmitted to SCs
6.3	Pit zone	Exceeding the speed limit in the pit lane	STOP & GO of 5 seconds per higher Km	Report possibly transmitted to SCs
6.3.7		Irregular use of the pit area (access, speed, traffic, stop, exit, etc.)	STOP & GO	Report may be transmitted to SCs
6.4	Signalling area	Non-compliance with flagman identification	1 DRIVE THROUGH per concerned person	
7.1	Briefing	Delay or absence at briefing		Report transmitted to SCs
7.2	Qualifying	Non-compliance with the qualifying procedure		Report transmitted to SCs
7.3	Race	Delay in the delivery of the appointment form for the starting driver of the race	1 DRIVE THROUGH	Report may be transmitted to SCs
7.5.2.1	Start procedure	Non-compliance parked in diagonal in the scheduled times	STOP & GO	
7.5.2.2		Unauthorised intervention on the starting grid	Start from the pit lane	Report may be transmitted to SCs
7.5.2.4	Substitutes case	No declaration of abandonment		Report transmitted to SCs
7.10	Finish	Several passages under the chequered flag		Report transmitted to SCs
7.11	Parc fermé	Non-compliance with the parc fermé regulations		Report transmitted to SCs

ANNEXE 1 - PENALITES Page 5/6

Ultimate Cup Séries Regulations	DESIGNATION	INFRINGEMENT	RACE DIRECTOR	SPORTS COMMISSIONERS
8	Driver having :	> caused a race to be suspended in accordance with Article 150	STOP & GO Investigation for cause Penalty automatically converted to a 40-second penalty in the last three laps	Report may be transmitted to SCs OR Other sanction on the following event(s)
		> infringed these Sports Regulations or the Code		
		> made a false start to one or more cars		
		> caused a collision		
		> made a driver to go out of the track		
		> illegitimately prevented a legitimate overtaking manoeuvre by a drive		
> illegitimately obstructed another driver during an overtaking manoeuvre.				
8.3.1	and/or During the qualifying	Non-compliance with safety instructions in the pit zone and signalling area	STOP & GO	
		Non-respect of the race road	Cancellation of the time of the lap during which the infringement was detected.	
		Recidivism		Report transmitted to SCs
		Non-respect of flags	STOP & GO and cancellation of the best time in the qualifying session	Report may be transmitted to SCs
		Anti-sports driving	STOP & GO	Report may be transmitted to SCs

ANNEXE 1 – PENALITES Page 6/6

Ultimate Cup Séries Regulations	DESIGNATION	INFRINGEMENT	RACE DIRECTOR	SPORTS COMMISIONERS
8.3.2	and/or During the race	Anticipated start,	DRIVE THROUGH Penalty automatically converted to a 30-second penalty in the last three laps	
		Starting simulation during the formation tour,		
		Non-compliance with the distances imposed during the formation lap during a start,		
		Exceeding during the formation lap before the start launched or under the Safety Car procedure,		
		Non-compliance with the position on the starting grid		
		Non-compliance with the race road,		
		Anti-sports driving,		
		Non-compliance with flags,		
Non-compliance with safety instructions in the pit zone and signalling area				
10	Prizes	Non-participation in the finish podium.		Report transmitted to SCs
		Unsporting behaviour on the podium.		

ANNEX 2

ANNEX 2 - PROTO CN ULTIMATE CUP SERIES 2019 CHALLENGE									
Voiture /Car			ANNEE / YEAR	Pneu avant/front tyre			Pneu Arrière/rear tyre		
				Dimension	Slick	Pluie / Rain	Dimension	Slick	Pluie / Rain
CN				20/54-13	S410	P412	24/57-13	S410	P412

PROJET

ANNEX 3

Classes list

Ref. ARTICLE 4 - 4.1. Allowed cars

PROJET

ANNEX 4

DRIVING TIME and HANDICAPS

Ref. Article 3.2 Crew and driving time

PROJET

ANNEX 5

RACE STOP AND NEW START

STOP OF THE RACE	POSITION OF THE CARS AFTER THE STOP	PROCEDURE TO APPLY	DISTANCE	GRID	RANKING POINTS ALLOCATED
Less than 2 laps	On the grid	New start	Original distance minus, or total time minus 4 minutes	Original	Allocation of all points
More than 2 laps and less than 75% of the scheduled distance or time	On the grid	New start for a second part of the race	Second part calculated to complete the original distance minus 2 laps, or the total time minus 4 minutes	Constituted by the ranking in the lap preceding the stop of the race	Ranking established by the addition of laps and time (regional events : ranking established according to the finish of the second part of the race). Allocation of all points. If it is not possible to make a new start : 50% of the points are allocated.
More than 75% of the planned distance or time	Parc fermé	Finished race			Ranking established at the lap preceding the stop of the race. Allocation of all points.

ANNEX 6

Specific regulations

The specific regulations for each event of the PROTO CN Ultimate Cup Series Challenge will comply with the requirements of Article 11, will be detailed according to the following schema 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 verifications.**
- 6) Complete official meeting schedule.**
- 7) Postal address, e-mail, telephone and fax to which inquiries can be addressed.**
- 8) Details on the circuit, including:**
 - Location and means of access,
 - Length of a lap, direction of driving
 - Location of the exit of the pits relative to the Line.
- 9) Exact location on the circuit of the:**
 - Office of the Sports Commissioners,
 - Office of the Official Sports Supervisor
 - Office of the Race Director
 - Room for administrative verifications,
 - Technical inspection room, flat surface and weighing area,
 - Parc Fermé,
 - Briefing of drivers and competitors,
 - Official bulletin 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:**
 - Members of the College of Sporting Commissioners,
 - Secretary of the college,
 - Secretary of the meeting,
 - Technical Commissioners
 - Parc Fermé Commissioner
 - Deputy Commissioner for Security
 - Chief Medical Officer.
- 12) Any other specific element.**

Specific regulations (next)

PART B

1: Organisation of the Event

2: List of Officials appointed by the Promoter:

- Official Sports Supervisor
- Race Director
- Deputy Race Director
- President of the College of the Commissioners PROTO CN
- Technical Delegate
- Timekeeping Manager
- Pit Lane Officials
- Safety car driver
- Leading car driver
- Driver Advisor
- Media-Press Manager

3: Sports committee for the Event

4: Appeal, contestation and other communications rights of the promoter

PART C - Detailed schedules

PART D - Insurance Certificate

PROJET

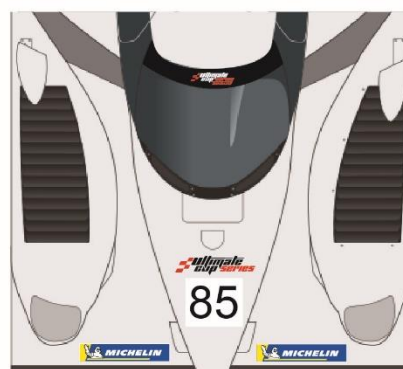
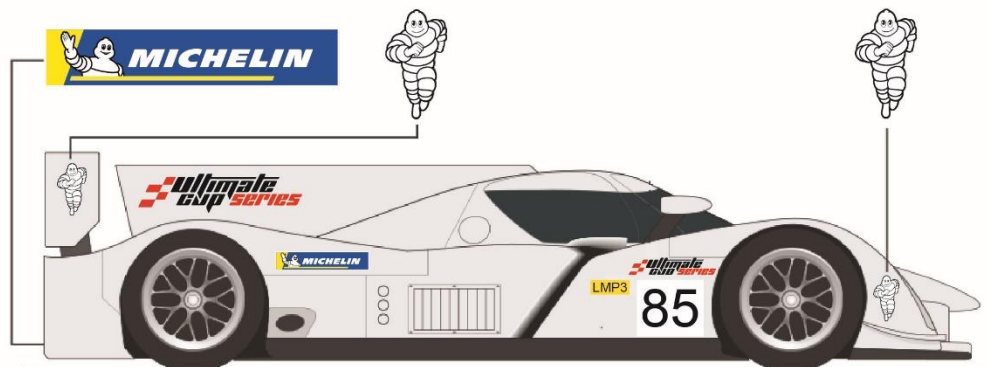
ANNEX 7 Page 1/2

Mandatory sticker plan

Combinaison de pilote _____



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