

Ultimate Cup Series CHALLENGE Monoplace (Single Seater) 2019

SPORTING AND TECHNICAL REGULATIONS

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ARTICLE 1 - ORGANISATION

1.1 PROMOTER; ORGANISATIONAL PERMITS; REGULATIONS

The International challenge entitled **Ultimate Cup Series Challenge Monoplace** is governed by

- the FIA International Sporting Code and its appendices (hereinafter referred to as the Code),
- additions, appendices, sports and technical bulletins governing this challenge
- the prescriptions and General Conditions for Circuits,
- the General Requirements for International Series,
- the General Regulations and the Standard Regulations for FFSA Asphalt Circuits,
- this Series' Specific Sporting Regulation.

All stakeholders (the Promoter, the ASNs, the organisers, the competitors and the circuits) undertake to apply and to respect the rules governing the Series.

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

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

Any modification of the present regulations must have been approved by the FFSA before distribution in the form of a dated and numbered addendum.

Any situation not provided for in these regulations, as well as any dispute that may arise regarding their interpretation, will be judged by the panel of Stewards designated at each Event.

1.1.2. PROMOTER

The promoter of the series is:

SAS ULTIMATE CUP SERIES
Avenue du Puy de Dome, 63360 GERZAT
contact.series@ultimatecup.eu

1.1.3. ASN

The supervising ASN is the FFSA (France).

1.1.4. ORGANISATIONAL PERMITS

This regulation has been approved by the FFSA, allowed to organise number **XXX** dated **00/00/2019**

1.2. REGULATION

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

In case of doubt concerning understanding, only the French text will be considered authentic.

1.2.2. This sporting 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 Ultimate Cup Series will be notified of any changes to these Sporting Regulations by prior notification specifying the date of effectiveness of the change(s).

1.3 OFFICIALS

In the specific regulations of each event, the following will be designated by the Promoter:

- 1 Race Director
- 1 FFSA Director or Coordinator responsible for the event
- 2 Technical Stewards
- 2 Sporting Stewards including 1 President

In the specific regulations of each event the promoter for that event will designate the various officials based on the number of confirmed entries and series being hosted.

1.4. CALENDAR 2019 CHALLENGE MONOPLACE

<https://series.ultimatecup.racing/calendar/>

The coefficient determined for each event will be detailed in the specific regulations of the event.

The calendar is provisional. The FFSA and Ultimate Cup series reserves the right to any modification.

If one or more events listed on the calendar are not organised Ultimate Cup Series will study a possible alternative in collaboration with the FFSA. If the Calendar is cut short because the FFSA and Ultimate Cup Series can not replace a cancelled event, this will not give rise to any compensation or payment of any consideration other than the reimbursement to the entrant of sums already paid for the event concerned.

ARTICLE 2 - INSURANCE

2.1 INSURANCE

2.1.2 For each event the promoter, Ultimate Cup Series, must take out an insurance policy to cover the civil liability of the organiser and the participants and also of any person 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 certificate of insurance will be annexed to the specific regulations of each event and thus kept at the disposal of the competitors.

2.1.3 The liability insurance that will be taken out by the organiser will not affect the personal insurance policies of teams, drivers or any other natural or legal person participating in the event.

2.1.4 Drivers participating in the event are not considered as third parties.

ARTICLE 3 - ENTRANTS

3.1. LICENSES

All drivers, competitors and officials participating in the Ultimate Cup Series must hold a valid, appropriate licence. For drivers, the minimum required is a **National Licence**, and if applicable, valid licences and / or the authorisations issued by their ASN. Only registrations accompanied by copies of licences may be taken into account.

The Ultimate Cup Series Challenge Monoplace is open to foreign drivers with a valid annual competition licence issued by their ASN. Drivers holding a National Circuit Participation Title (TPNC) will have the opportunity to participate in an event listed on the FFSA calendar. The latter is valid only for the duration of a single event but may be renewed.

Minor competitors may register subject to providing parental permission and appointing a guardian. A copy of the tutor's licence must also be provided, except for foreigners whose ASN does not issue this type of licence.

The references of the competing licence presented will be the only one retained for the official documents. Any other name or other specificity may be added to the team name or replace it after agreement of the team itself.

3.2. REGISTRATION

Participation in the challenge is by invitation.

Each participant will be able to use one vehicle per meeting.

The registrations are taken into account according to the places available. Full season registrations will have priority.

A competitor in the Ultimate Cup Series Challenge Monoplace is allowed to compete in other Ultimate Cup Series events at the same meeting.

3.2.1 Registration for the season

To register for the full season the competitor must send their registration application accompanied by his or her licence copy and regulation documentation to the promoter:

Ultimate Cup Series, avenue du Puy de Dôme, 63360 Gerzat
contact.series@ultimatecup.eu

Registrations must arrive no later than the Monday of the week preceding the first test. The registration fee for the season will be defined on the registration form.

3.2.2 Registration per event

To register for a single event the competitor must send their registration application accompanied by his or her licence copy and regulation documentation to the promoter:

Ultimate Cup Series, Avenue du Puy de Dôme, 63360 Gerzat
contact.series@ultimatecup.eu

Registrations must arrive no later than the Monday of the week preceding the event. The fee of each event will be defined on the registration form.

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.

ARTICLE 4 - CARS AND EQUIPMENT

4.1. Accepted cars

The Ultimate Cup Series Single Seater Challenge is open to the following categories, upon invitation, after acceptance of the technical file by the organiser.

Required documents:

- Homologation form or technical data sheet for homologated cars.
- ASN passport.
- Homologation certificate for the car concerned.

The Ultimate Cup Series Challenge Monoplace admits Formula Renault 2.0 cars. For the registration of any other car, the files will be studied by the organisers.

There will be 2 categories:

- Category A: Formula Renault 2.0 from 2010 to 2018
- Category B: Formula Renault 2.0 until 2009

Each car must:

- comply with the technical regulation of the manufacturer.
- must have a technical file and comply with it.
- all parts of the vehicle must conform to the plans, dimensions and tolerances of the manufacturer. In case of change of worn parts they must be replaced by original parts referenced by the manufacturer. If not, they will not be allowed to participate in the event.

4.2. FUEL - TYRES - EQUIPMENT

4.2.1. Fuel

- Type: Super Unleaded 98 Minimum Item 252-9 compliant Appendix J
- No additives permitted.
- Type of fuel cell accepted: original type cell.

Refueling is forbidden during practice, qualifying and the race(s).

For safety reasons, it is strictly forbidden to store or have fuel in the garages.

4.2.2. Tyres

MICHELIN is the sole supplier of tyres. Distribution and circuit mounting will be provided by APR.

All vehicles must be equipped with MICHELIN France tyres (slick & rain) ordered and / or purchased from APR. Any order must be made at least 10 days before the event, at the company:

APR

3, rue du Pavin Logistics Park 63360 GERZAT

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

apr-contact@apr-europe.com

The dimensions of the wheels must correspond to the technical standards specific to each vehicle. The tyres will be identifiable thanks to a specific marking system.

Slick: 20/54/13 S412 AND 24/57/13 S412

Or other equivalents proposed by the distributor and validated by the promoter.

Rain: 20/54/13 P412 AND 24/57/13 P412

Or other equivalents proposed by the distributor and validated by the promoter.

No other type of tyre and / or brand will be accepted, whether in private practice, free practice, qualifying or race.

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

Valve caps are mandatory during free practice, qualifying and races.

4.2.2.1 Tyre marking

1. Attribution:

The number of slicks tyres is limited to: 4 front and 4 rear per event including qualifying and races with a single tyre compound.

A specific marking (barcode) will identify these tyres. Each of these tyres must be marked before the first qualifying session.

2. Marking procedure:

An identification sheet for the slick tyres being used during the meeting (qualifying and race) will be given out during the scrutineering. It must be duly completed and signed by the competitor before the end of the briefing. If the competitor has not returned his record before the end of the briefing, a penalty will be awarded by the stewards.

4.2.3. Equipment

4.2.3.1. Exhaust

In accordance with the regulations during practice and racing, the use of a silencer is mandatory. The limits and conditions for measuring the sound level are fixed as follows:

MAXIMUM NOISE LEVEL	100dB
MEASURED AT...	75% OF MAXIMUM RPM

The measurement will be made according to the FIA method (see technical regulations).

Checks will be held during practice and races. Preventive control will be available to competitors before the qualifying practice.

4.2.3.2. Transponder

Each vehicle must be equipped with a transponder provided by the timekeeper.

The competitors are responsible for:

- the correct assembly of the transponder;
- its continuous functioning.

4.2.3.3. Telemetry - Transmission

Definition: Transmission of data between a moving car and anyone related to the engagement of that car.

- Any telemetry system is forbidden.
- Any radio system and driver / pit communication links and vice versa are allowed,
- Provided that the equipment is integrated into the body of the car, the data acquisition systems are authorised, including the cells necessary for their operation.

4.2.3.4. Lighting

Vehicles must be equipped with red LED lights at the rear.

4.2.3.5. Engine Start-up

Automatic starting of the engine, controlled from the driver's seat, the control being actuated by the latter exclusively, is compulsory and only allowed for the start of the race and for subsequent start-ups during the race.

It is forbidden:

- In the pit lane: to reverse with engine running
- On the circuit: to have starting aid by external means such as push-start.

4.3. RACE NUMBERS

Each car will carry the race number assigned by the promoter. Race numbers and advertising on cars must comply with the graphic illustrations in the annex to the sporting regulations.

A number on the front cover:

o digit height: 10 cm. / line width: 2 cm / spacing between two numbers: 2 cm.

o position: visible for an observer standing at the front of the car.

Two side numbers:

o digit height: 20 cm. / digit width: 3 cm. / spacing between two digits: 5 cm.

o position: rear wing endplates.

4.4. DRIVER SAFETY EQUIPMENT

In compliance with the FFSa technical booklet.

ARTICLE 5 - ADVERTISING

5.1. MANDATORY ADVERTISING

The Ultimate Cup Series imposes a certain amount of publicity on the cars of all competitors participating in the Challenge Monoplace (see size and locations according to the decal plan communicated later).

All advertisements competing with any of the Ultimate Cup Series partners are prohibited (tolerated upon request and after acceptance of the promoter) on competing cars. The decal plan cannot be modified by competitors and drivers.

The name or emblem of the make of the car must appear on the car at the original location. The names of the drivers must appear on each side of the bodywork.

According to the conditions set out in the appendix:

In the event of non respect of the decal plan defined by the organisation, penalties will be imposed (see article 78).

ARTICLE 6 - GENERAL DISCIPLINE

6.1 CARS ON CIRCUIT

Only the exact circuit layout and direction of travel specified by the promoter may be used by competing drivers.

Drivers must at all times keep at least two wheels entirely on the circuit between the edges or the strips of paint defining the circuit limits.

The use of the run-off areas, even if they are drivable, is strictly prohibited, except in case of force majeure.

It is formally forbidden for any driver, under pain of immediate disqualification and request for sanction to the FFSa, to circulate in his vehicle in the opposite direction to that of the race. This prohibition applies throughout the entire meeting, for all sessions on circuit.

6.2 STOPPING ON CIRCUIT

Any driver obliged to stop his vehicle at any point on the circuit must immediately park it out of the way so that it cannot be a nuisance or danger for the other drivers. The circuit marshals may participate in this operation, but their intervention, under penalty of disqualification, cannot have the effect of starting the engine.

The driver must remain under the orders of the circuit marshals.

Any driver of a vehicle temporarily stopped on the circuit for any reason must, to restart during the race, use his starter motor activated solely by himself from his driving seat.

Vehicles that are damaged and unable to continue are to be parked or evacuated by the driver and/or nearest circuit marshals under the protection of the yellow flag(s). The return of these vehicles can only be done at the end of practice or race, in accordance with the opinion of the Clerk of the Course.

Vehicles that may constitute a danger to other drivers will have to be cleared as quickly as possible from the critical area by the marshals. They cannot be held responsible for any damage caused to these vehicles during their evacuation.

Any vehicle abandoned by its driver will be considered as having been abandoned.

Any overtaking under yellow flag is forbidden.

6.3. PITLANE

Unless specified during the briefing, throughout an event, speed will be limited to 60 km/h in the pitlane and maximum safety measures will be taken. Any violation of this rule during the free practice and qualifying of an event (cumulative over the season) will result in the following penalties for the driver:

Irregular use of the pit area: access, speed, (maximum speed in the pitlane: 60 km/h) traffic, stop, exit, etc. will be subject to penalties (see Article 8).

6.4. SIGNALLING AREA

Only two team members working per car entered are allowed in the signaling area during practice and race (s). Guests under 16 years old are not allowed in the pit area. Penalties: see article 8.

ARTICLE 7 - ADMINISTRATIVE PROCEDURES

7.1 ADMINISTRATIVE CHECKS

Administrative checks, compulsory for any competitor, will be held before the start of each event. The information relating to this control will be specified in the specific regulations of the event (opening dates of the venue, admin and scrutineering times & schedules). Each competitor must present the required documents. A competitor who has not satisfied the administrative checks will not be able to participate in the qualifying session.

Passes will be limited and may only be used by those who make up the teams. The competitor is solely responsible for his team colleagues and helpers.

7.2. TECHNICAL SCRUTINEERING

During each event at the end of the administrative check, the competitors are obliged to present themselves to the scrutineers (appointed by the race director) to carry out the technical inspections of the vehicles & equipment in compliance with the current regulations.

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

Scrutineers may:

- A. check the eligibility of a car or competitor at any time during an event;
- B. request that a car be dismantled by the competitor to verify that the conditions of eligibility or compliance are fully met;
- C. require a competitor to pay the reasonable costs resulting from the exercise of the rights mentioned in this section;
- D. request a competitor to provide any sample or part that they may consider necessary.
- E. Check the weight of the vehicle (see specific regulations for each event).
- F. Check the conformity of the fuel used at any time.

The cars must be presented to scrutineering at the time indicated under the following conditions:

- The vehicle in immaculate condition (bodywork, mechanics and safety).

All homologation and other documents may be requested during this verification

- with the homologation form and the technical passport of the car
- with the engine sealed or ready to receive the seals
- with all the required stickers (safety)
- with approved tyres.

The safety equipment of the driver that must be presented during the checks are:

- Helmet
- Underwear
- Combination suit

This will allow the controllers to check the compliance of the latter (see the conditions defined by Appendix L of the International Sporting Code). The helmet and the head restraint shall not have undergone any modifications other than those specified by the manufacturer.

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

The entry fees for each event include the participation with regard to the final in-depth technical verifications. The team must ensure disassembly and reassembly following the control. In the event of technical non-compliance, the competitor may be excluded from the Challenge for the current year and will lose all rights.

7.3. BRIEFING

In accordance with the Standard Rules of Circuit Racing: at the end of the administrative and technical checks, all the drivers authorised to participate in the competition are required to attend a briefing.

The presence of drivers participating in the event is MANDATORY throughout the duration of the briefing under pain of penalty. (see Article 8)

7.4. TESTING AND PRACTICE

- FREE PRACTICE

Free practice will be offered (except in cases of force majeure) during the meeting preceding the qualifying practice session.

- QUALIFYING PRACTICE

The best time achieved by each driver during the 1st qualifying session to determine the starting grid for the first race.

The second best time achieved by each driver during the 1st qualifying session to determine the starting grid for the second race.

If the meeting has 3 races, the starting grid of race 3 will be established according to the addition of the results of races 1 and 2.

In case of equal time the classification will be established on the basis of the first driver to achieve the best lap time.

7.5. RACE

In 2019 the provisional calendar of each meeting includes two or three races of 30 minutes.

7.5.1 STARTING PROCEDURE

The starting procedure will be a standing start.

The starting grid is of the staggered type, and will be based on the results of the qualifying test.

Unless otherwise specified by the race director (standard circuit racing regulations)

On the starting grid, any intervention on cars is prohibited except for the following:

- ☒ removing and installing the steering wheel,
- ☒ using the radio and controls,
- ☒ measuring and adjusting the tyre pressures,
- ☒ measuring the temperature of the tyres,
- ☒ tightening wheels,
- ☒ access to engine management and data acquisition systems,
- ☒ installation and removal of protection against the sun or rain,
- ☒ placement or removal of adhesive tape on the bodywork and air Intakes
- ☒ connection and disconnection of a booster battery (article 4.7.2.3.7.2)

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

- ☒ the opening of the covers,
- ☒ wheel changes

7.5.2 FINISH

The finish is given by the waving of a black and white checkered flag to the leading car at the end of the race.

7.6 PARC FERMÉ

Rules as per standard circuit racing regulations.

The Parc Fermé condition is the one under which the cars are placed at the end of a practice session or a race, as soon as the checkered flag is presented.

In case of interruption of the race following the presentation of the red flag, the competitors are also under Parc Fermé conditions and must comply with the instructions of the Clerk of the Course or his assistants.

When the cars are under Parc Fermé conditions, any intervention with the car is prohibited with the exception of the following:

By the driver

- removal and refitting of the steering wheel,
- use of the radio and the controls,
- cut of the electric circuits.

Any other intervention is prohibited without the express authorisation of the officials in charge of controlling the application of Parc Fermé conditions. This concerns in particular:

- The opening of the covers,
- changing of wheels,
- The access to the engine management and data acquisition systems
- The withdrawal of the video card
- Opening of fuel fillers or vents unless directed to do so by authorised officials

The parc fermé at the discretion of the race management may take place at any place defined by the latter. For cars that have had or suffered damage, the parc fermé can be built directly in the technical area of the team.

7.7 RETIREMENT

Race Direction must be informed of any abandonment related to the inability of a vehicle to compete for any reason whatsoever. No refunds regarding the commitment fees will be made.

ARTICLE 8 - PENALTIES

Summary of penalties (Ultimate Cup Series - 2019). Complaints and appeals - see Article 7 and 8 of the FFSA General Prescriptions. Any infringement of the present rules will result in penalties imposed by the Stewards, even if these infractions are not recorded in the table below

Object	Difference found in the regulations	Report Stewards	Race Direction
<i>Technical Verifications</i>	All delays	X	
<i>Cars and equipment</i>	Not compliant	X	
<i>Fuel</i>	Type of fuel non-compliant	X	
	Fuel additive	X	
<i>Fuel Cell</i>	Not in conformity	X	Possible exclusion from meeting
<i>Refuelling</i>	Non-compliance with procedures	X	
<i>Tyres</i>	Manufacturer's non-conformity, size and / or type of rubber and / or unmarked and / or undeclared tyres	X	Possible exclusion from the race
	Use of any means to heat the tyres.	X	
<i>Exhausts</i>	Technical checks static sound level exceeded	X	
	Test sessions and / or races noise level exceeded	X	
<i>Transponder</i>	No presence of, or transponder malfunction		Vehicle stop by presentation flag for compliance
<i>Telemetry & Transmission</i>	If used	X	
	No declaration to the scrutineers of frequencies used for radio links by car	X	
<i>Lighting</i>	Non conforming lights used on circuit		Stopping vehicle by presentation flag for compliance
<i>Equipment</i>	Non-conformity of the procedure in the event of a breakdown on circuit	X if necessary	Race Direction Decision
<i>Specificities and pitlane area</i>	Non-conformity of the procedure in the pit lane		STOP & GO
<i>Specificities and Signalling area</i>	Exceeding the number of persons per car in the signalling area	Xif necessary	
<i>signage area 4.3 Race numbers</i>	In case of non-compliance with this Article	X if necessary	Decision of the race direction
<i>5.1 Mandatory advertising</i>			
<i>7 Pre Grid</i>			
<i>7.0 Briefing</i>			
<i>7.2 Race</i>			
<i>7.3 Parc fermé</i>			
<i>10 Prizes</i>	In case of non-compliance with this article	X if necessary	

ARTICLE 9 - CLASSIFICATION

9.1. SCALE OF POINTS

The classification of the race refers to all the cars starting on the official list authorised to participate in the event.

Only cars that have completed

- 75% of the number of laps: 100% of the points
- 50% of the number of laps: 50% of the points
- Less than 50% of the number of laps: 0 points

Points will count in the general classification on the basis of the scale below:

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

A general classification by race will be carried out in the same way, a classification by category by race will be listed (see Art 4.1). In addition, it will be established a general Gentleman Driver ranking by race (drivers aged 40 and over).

9.2. PARTICIPANTS

All drivers will be considered as starting to the extent that the latter is on the official list of authorised drivers.

9.3. FINAL CLASSIFICATION OF THE CHALLENGE

Each driver will total the points obtained in the classification of each race. A general classification will be established cumulating the scratch and the class. A gentlemen driver general classification will be established cumulating the scratch and the class for the drivers aged 40 years and more during the first race of the season. The final classification of the Challenge will be established as follows: number of races organized minus 1.

In case of downgrading and / or cancellation of a race, whatever the reason, by the Stewards and / or the ASN, the race cannot be counted for the final classification.

9.4. TIE BREAKS

In the event of a tie between competitors, the highest place in the Challenge will be awarded:

- 1) to the holder of the highest number of first places,
- 2) if the number of first places is identical, to the holder of the highest number of second places,
- 3) if the number of second places is the same, to the holder of the highest number of third places, and so on until a winner appears.

ARTICLE 10 - PRIZES

10.1. PRIZEGIVING

At the end of the race, a podium will be awarded for the first 3 drivers of the following categories:

- General classification
- Classification of each class
- Classification of Gentleman Driver

A podium ceremony will be held for classes and categories with at least 4 cars finishing. The drivers must be in combination identified in accordance with the identification plan established by Ultimate Cup Series Sports.

10.2. END OF SEASON PRIZEGIVING

At the end of the season, prizegiving will be on the same basis as mentioned in 10.1. Above

There will be no prizes for classes with less than 4 finishing drivers.

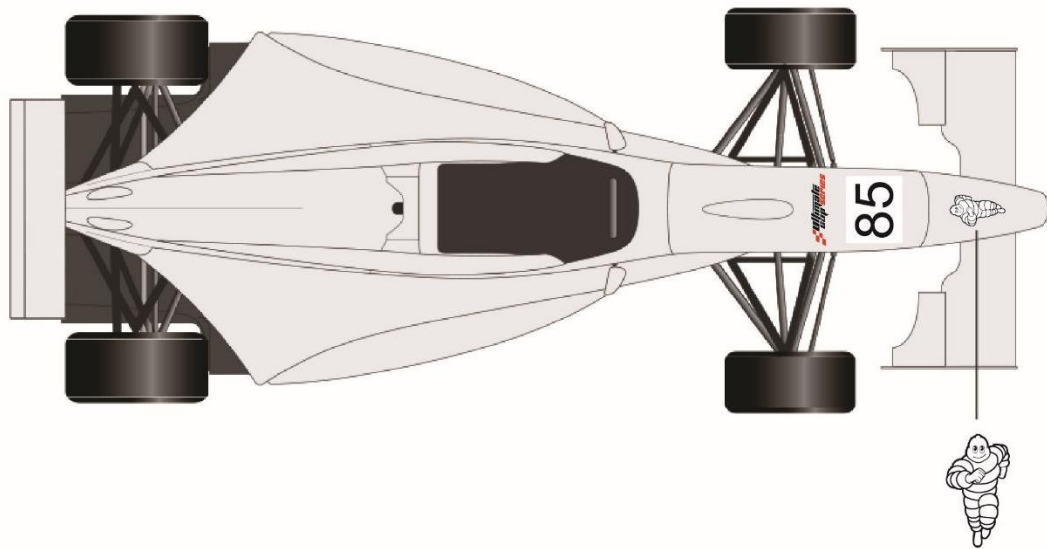
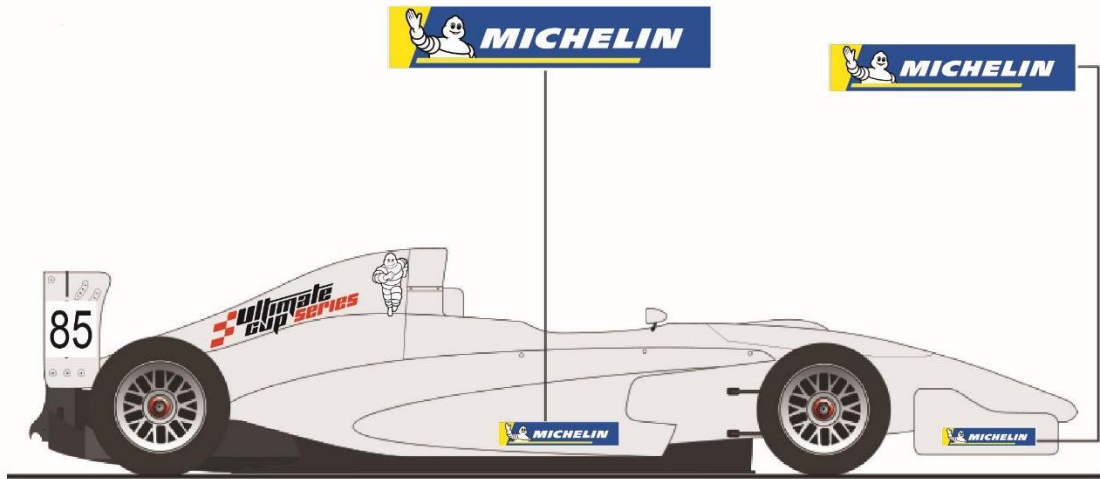
10.3. TROPHIES

Trophies will be awarded to each driver achieving a podium finishing place at the end of each race and at the end of the season.

DRAFT

ANNEXE 1 DECAL PLAN

Monoplace



Nombre d'emplacements : 4
Number of logos : 4

Dérives / Front wing
Côtés / Sides

qté 2 40 cm
qté 2 50 cm



Nombre d'emplacements : 3
Number of logos : 3

Ailerons / Rear wing
Museau / Nose cone

qté 2 15 cm
qté 1 15 cm