

SPEED EUROSERIES BY ULTIMATE CUP SERIES

CN SPORTING AND TECHNICAL REGULATIONS 2019

ARTICLE 1 - ORGANISATION

SPEED EUROSERIES by Ultimate Cup Series 2019 (called Series in present document) is organized according to the International Sporting Code and its appendixes, the general prescriptions on FIA circuits, and will appear in each event supplementary regulations. It will be held in accordance with the sporting regulations and the Series technical regulations.

All participating parties (ASN, circuits operator and competitor) commit themselves to apply and respect this Challenge's rules.

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

1.1. CALENDAR

The Ultimate Cup Series will be held as follows:

| Date | Circuit |
|------------------------|---------------|
| 26-27-28 April 2019 | Dijon-Prenois |
| 25-26 May 2019 | Le Vigean |
| 28-29-30 June 2019 | Mugello |
| 18-19-20 October 2019 | Magny Cours |
| 01-02-03 November 2019 | Paul Ricard |

Provisional calendar, Promoter keeps the right to modify this calendar.

The final Championship Standings will be defined based on the best six results over the seven events.

1.2. TELEVISION

(TBD)

1.3. ASN

(TBD)

1.4. ORGANISATION

1.5. The series is organised and promoted by Ultimate series and is Co-promoted by V-Motor Company (called as V-Motor in present document).

ARTICLE 2 - INSURANCE

- The Organiser of each event shall contract an insurance of civil liability, complying with the FIA regulations and with the ISC dispositions in force, in the country where the event takes place. The insurance certificate will be made available to the competitors.
- The above-mentioned insurance will not affect any other personal policy taken by the team or by any other physical or legal entity taking part in the event.
- The participating drivers will not be considered as third parties between them.

ARTICLE 3 - COMPETITORS AND DRIVERS

3.1. ENTRIES

3.1.0. Licences, Entries

Any driver or entrant taking part in the Series must have a valid licence. This licence can be an international A, B, C, or D. A copy of the licence and the authorisation from the ASN must be sent to V-Motor Company at the same time as the entry form.

The name on the licence will be the one transcribed on all official documents; the name of a sponsor can be added or replace the team name on official documents should the team request and authorise it.

All competitors and drivers in possession of a licence distributed by an ASN shall be attributed the ASN's nationality

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while the licence remains valid.

All minors must declare their tutors and send a copy of their tutor's licence to the V-Motor Company. This isn't required for competitors whose ASNs do not deliver this document. In either of these cases a parental authorisation is mandatory and must be sent to the organiser before the event, at the same time as the entry form.

Competitors will be considered entered for the season, or entered for the event in question only once the entirety of the inscription fees have been received by V-Motor Company.

Should the case present itself, if a competitor does not respect V-Motor Company's financial terms, the organiser reserves the right to not authorise the competitor to take part in one or several events of the Series.

A driver can only be entered in one car in that specific championship.

3.1.1. Entry to one event

Any competitor wishing to enter an event of the Series, must send to the V-Motor Company an entry form, at least 10 days before the date of the first event he wishes to enter, accompanied by a payment to V-Motor Company (the date considered will be as per the postmark), representing the entry to one event of the Series.

Priority will be given to competitors entered for the season.

The deadlines dates for entries may be extended under exceptional circumstances up until opening of the administrative checks.

The entry fee shall be defined in the entry form for each event.

Promoter will consider its competitors' inscriptions subject to the number of available places.

3.1.2. Entry to season

3.1.2.1 Any competitor wishing to participate to the whole season in the Series, must send to the promoter an entry form. Promoter will consider the entries in the limit of available places.

3.1.2.2.A competitor entered for the season in the Series who cannot participate in one or several events, must send a letter stating their withdrawal to V-Motor Company before the closing date of the inscriptions.

3.1.2.3. In case of non-participation of one competitor in one or several races, no refund will be given

3.1.2.4. Championships entry fee is set in 18.300 Euro per each car to be paid in following way:

3.1.2.5 Entry fee for single events is set in 3.000 Euro per car

TEAMS Each team may be composed of one, two or three drivers

3.2. SIGNING ON

A verification of all administrative documents will take place at each event.

All drivers must sign on, at the dates, times and places specified in the individual regulations of the event; they must present any documents requested beforehand and their valid licence. Only drivers having correctly completed the signing on process will be authorised to take part in qualifying.

During the signing on process, passes allowing to access the circuit will be distributed to each team; there will be one envelope of passes per car. All persons present within the circuit vicinity must wear their pass throughout the weekend.

Passes can only be used by members of a team. Competitors are responsible for who they distribute their passes to, including guests.

3.3. TECHNICAL SCRUTINEERING

Technical scrutineering will take place at each event and will be carried out by the technical scrutineers appointed by V-Motor Company (FIA technical scrutineer).

The technical scrutineers have the right to:

- Verify the conformity of a car at any point during the meeting,
- Demand that a car be dismantled by the competitor or team during scrutineering to verify the car's conformity,
- Ask a competitor to pay the fees relating to the before-mentioned activities and/or provide any parts and carry

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out work judged necessary.

Each car has to be presented to V-Motor Company, in the technical area at the dates and time stated in the appointment slip, requested by the competitor to technical scrutineers during signing on.

At scrutineering, all the drivers must be present with their helmets, race suit and under garments so the scrutineers can check the conformity of these articles (as per the conditions stated in Annexe L of the International Sporting Code.)

Modifications to helmets and HANS devices are forbidden unless requested and performed by the manufacturer.

In case of absence or delay to the administrative and/or technical checks, penalties will be inflicted.

Cars can be taken into the scrutineering bay for random checks at any point during the meeting.

A car presented to scrutineering is considered an implicit gesture by the competitor that the car adheres to the entirety of the regulations and is conform.

Competitors entering cars with a Turbo engine and for which the Turbo pressure is limited, must provide the necessary tools in order for the scrutineers to read and check the recorded data.

In the case of technical non-compliance during the season, the competitor may be excluded from the Series for the rest of that year.

ARTICLE 4 - CARS AND EQUIPMENTS

It's the competitor's obligation to prove to the technical scrutineers and stewards that the car in question adheres to the entirety of the regulations at all points during an event and throughout the season.

4.1. ADMITTED CARS

The Series is open to the following cars, by invitation, after acceptance of the file by the V-Motor Company.

As the competition is open by invitation, V-Motor Company hereby has full authority to refuse an entry. Should this arise, the entry fee shall be reimbursed.

- Sport cars (Groupe CN) Complying with FIA Appendix J Article 259-2018

4.2. FUEL - TYRES - EQUIPMENTS

4.2.1. Fuel

Fuel type: Unleaded 98 minimum in accordance to article 252-9, appendix J or SUNOCO CMR

- Only fuel supplied by Sunoco will be used in the Series
- No additive is authorised.

4.2.2. Fuel tank

- Type of fuel tanks accepted: a fuel tank approved by the FIA.
- Fuel tank capacity: 100 litres maximum on-board.

4.2.3. Refuelling

- During the private practices, refuelling must be performed with a racecan and the fuel must be stored away from the garages, in the refuelling zone.
- During qualifying and race refuelling is forbidden

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4.2.4. Tyres

Heating covers or any other tyre warmer system as well as any chemical treatment on tyres are forbidden. Valve caps are compulsory.

For all cars taking part in the Series, slick and wet only, are compulsory and are to order to the company APR:

APR - 3, rue du Pavin - Parc Logistique- 63360 GERZAT. Tel : 04 73 24 24 24
Email : apr-contact@apr-europe.com

Dimensions allowed are :

- Rim diameter: 13 inches
- Front tyre: 20/54-13 or 24/57-13
- Back tyre: 24/57-13 or 32/66-13

A special marking shall identify the tyres. No other type from the brand or any other brand shall be tolerated, whether for practice or for the races. Tyre hardness shall be identical for everyone.

For all cars taking part in Series, the number of tyres is limited to 3 set of tyres for qualifying session and race.

Each of the tyres shall be marked before the first qualifying session, the competitor must fill in the form distributed by the technical scrutineer during the scrutineering and give it back to the scrutineer at the drivers' briefing. In order to obtain a safe and normal wear of tires allocated to each race, it is strongly recommended to take into account the directions of use of tires (camber, pressure) issued by the manufacturer.

4.3. EQUIPMENT

4.3.1. Exhaust

During practices and race the fitting of a silencer is compulsory.

Noise level on Circuits for 2019:

- Statically: the measurement must be carried out in accordance with FFSA 2019 Technical Regulations - noise measurement method - Maximum level is 100 dB at 75% of the maximal engine revs (+5dB tolerance)
- Dynamically: the maximum value is 100 dB (+5dB tolerance) measured as follows:

The noise measurement will be carried out with the sound tester on position A and fast answer as described in the issue 179 (1065) «precision sound tester» of the Commission electronic inter (CAI) on the characteristics of the sound measuring devices.

The measure will be taken at the side of the track in a point fixed by the scrutineer and approved by the Stewards.

Position on f the sound tester:

At right angle with the track axis Height: 1,30 m from the ground

Noise tests could be made during scrutineering, practices, and races. An inspection test will be available for all the entrants before qualifying sessions.

4.3.2. Transponder

Every car has to be fitted for each event organised with a transponder TAG Heuer By Chronolec Multi Pilotes Fil – Ref : TCTMPF.

The competitors are responsible for:

- The correct fitting of the transponder.
- Ensuring it is continuously operational.
- The identification of the driver behind the wheel according to the list of allowed to take part in qualifying practice in each event.

4.3.3. Remote Transmission

Data acquisition transfer forbidden.

A radio link is authorised on the cars, each competitor must inform the V-Motor Company when signing on at technical checks of the frequency used.

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4.3.4. Lights

- Additional headlights are forbidden.
- The lights (minimum 2, maximum 4) must have the original configuration:
 - Location, fixation
 - The shape is free
 - They may be composed of several light points. (leds authorized)
 - Blinkers, back lights are compulsory.
- Each car must be equipped with red LED rain lights at the rear.
- The power of the headlights and rear lights should under no circumstances dazzle.
- Identification lights of cars by their garage: this light must not flash, not be rotating, because it is strictly kept for the intervention vehicle.
- All cars must switch on their lights during practices and race.

4.3.5. Specificities - Starting up

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

- If a car goes out of the track or broke down on the circuit during the event, the car can be towed up to the pits, under control of the marshals, and rejoin the race after repairing and technical scrutineers control.
- In case of breakdown or problem in the pit lane, requiring moving backwards, the driver will have to stop his engine and can be pushed to his garage by his mechanics. Any reverse by the motor on the pit lane or taking the pit lane backwards will be penalized.
- In case of breakdown on the track, only the driver can repair with tools carried in the car.
- Starting engine with an additional battery is allowed on the starting grid. Only the driver should perform starting the engine.
- Help starting by pushing is forbidden.
- At least one pit stop of 45 seconds needs to be done during the race. No minimum time needed if driver's change in the pit.
- During the pit stop is possible the tyre change
- Pit stops during the 1st lap (start) and the last lap (checkered flag) will not be taken into account, nor will they be counted on the race restart after a Safety Car.
- Only the operator can assign a pit garage and location in the competitors' parks.
- The garage shutters must be open during the whole race. In the other case, it would mean the official abandon of the race.
- During qualifying practices and race, drivers and tyres change must take place on the pit lane, in front of the pit garage.
- During the interventions in front of the pit garage, are authorized to intervene only:
 - 2 mechanics for the mechanical interventions and/or any other action on the car.
 - the team manager to stop and make the car start again, communicate with the driver and his mechanics, give fresh supplies to the driver and help him, collect the data acquisition and clean the windscreen, any other operation is forbidden.
 - A driver of the car can only help his teammate to fasten his seatbelt and settle into the car.
 - Therefore a maximum of 4 people are authorised. All the other people have to stay inside the pit box. In case of infringement, penalties will be inflicted.
- Mechanics working on the car are not numbered when the car is inside the pit garage.
- In case of intervention inside the pit garage, the car must be pushed by mechanics into and out of the garage, engine off. The car must be pushed back into the pitlane and be positioned perpendicularly to the garage before setting off.

4.3.6. Technical specs

Each car model entered must have a definition file homologated by the ASN.

A new car or a new model will be homologated for a 4 years period, from 01/01/2019 to 31/12/2022.

The prize of each new car is free.

- The items defined for the homologation period are the chassis and the hub carrier, brake caliper and discs and

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suspension elements. These elements are part of the definition file applied by the manufacturer (of the car) to the ASN for homologation and to the operator. Only these elements can be used during events.

- Safety equipment shall be in compliance with the CN FIA regulations.
- Cars must comply with FIA CN regulations except for items listed in the Series regulations.

Engine:

- For the Honda engines, the diameter of the throttle body is limited to maximum 64 mm, measured from the axis of the butterfly.
- Engine revs limited to 8200 rpm
- For turbo powered cars, the only engine authorised in the CNT class is a 'Peugeot EP6FDTR 1600 direct injection turbo' homologated by the FIA for CN cars and prepared and sealed solely by V-Motor Company.
- Competitors entering CN category cars must supply the technical delegate with the software enabling to read engines data with IP addresses.

Rear wing:

- Rear wing may be composed by 2 element maximum if comply art.259 FIA or 3 element if they comply next 3 point:

Rear overhang

- No part of the vehicle may be situated more than 800mm rearward of the rear wheels centreline.

Height

- No part of an aerodynamic structure may be situated more than 900mm from the ground
- The side shields of the wing can be of free form and dimension

Body Parts:

Carbon fiber made bodywork is permitted

Weight:

This is the actual weight of the car without the driver and equipment.

In case of doubt, the scrutineers may make drain the fuel and windscreen washer fluid tanks, to check the weight of the car.

Cars must weigh at least 580 Kg.

4.4. RACE NUMBERS

The operator will give each driver a race number, available all year long.

The numbers must be placed in accordance with the identification plan defined by V-Motor Company

Dimensions: digit height: 23cm, digit width: 3cm, Space between two digits: 5cm.

Colour: Black numbers on a light background.

4.5. DRIVER'S SAFETY EQUIPMENT

Complying Appendix J and technical FFSA booklet.

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ARTICLE 5 - ADVERTISING

5.1. COMPULSORY ADVERTISING

Teams and drivers participating in the Series must affix the stickers and embroideries imposed by the Promoter onto their cars and race suits respectively at each event, before scrutineering takes place. (See sizes and areas on the Promoter identification plan). Drivers are authorised to publicise other sponsors.

In no case can the car's sticker layout imposed by Promoter be modified by drivers and/or teams. All advertising of brands or names in competition with Promoter or Series are forbidden.

Failing to respect the identification plan defined by Promoter will result in penalties.

ARTICLE 6 - ZONES AND INFRASTRUCTURES

6.1. PIT ZONE

Unless specific statement announced during the briefing, the speed on the pit-lane is limited at 60 km/h, subjected to penalty in case of breaking of.

Any irregular use of the pit area: access, speed, traffic, stop, exit, etc. will result in penalties.

6.2. SIGNALLING AREA

Maximum two persons per car, duly identified and carrying a pass specific to the discipline, are allowed on the trackside, at a location allocated to them and access to which is authorized for the whole duration of practices and race.

These locations are provided solely to enable the support team to provide drivers with the necessary information but they must not use emblems or flags and/or lights similar to those used by the organisers.

ARTICLE 7 - RUNNING OF THE EVENT

It is forbidden, for competitors, drivers and cars entered in an event of the Series, to test or drive, outside of a race event, on the circuit in question from 20 days before the start of the event organised by Promoter on this specific circuit, up until the date of Series event. Those not adhering to this rule will be penalised.

7.1. PRACTICES

7.1.1. Free practices

Two free practices 60 minutes each. The number of tires is not limited during the private and/or free practice sessions.

All drivers authorized to the race are required to take part in at least one practice session that takes place according to the schedule specified in the supplementary regulations of the meeting, and this on the car on which they entered.

7.1.2. Qualifying practices

One qualifying practice 45 minutes for each races. Best lap time is used for race starting grid.

7.2. BRIEFING

Refer to the Standard Regulations for Asphalt Circuits. All drivers partaking in the event must be present for the entire duration of the briefing, or face penalties (please refer to annexe 1).

7.3. RACES

One race will be held in each Series weekend. Each competitor must declare which driver will start the race at the very latest one hour after the end of qualifying, by filling in the assigned form. The penalty for not doing so will be decided by the stewards.

Once the declaration has been made, it will not be possible to retract or change the starting driver, except in cases of Force Majeure.

Two mandatory pit-stops of 45 seconds each will have to be done during the race.

7.3.1. Length

The races will last 180 minutes.

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7.3.2. Rolling Start

Starting procedure Rolling start procedure used.

The starting grid will be displayed 30 minutes after the posting of the official practice results.

The starting grid will be of the form 2 x 2 in line (pole defined in the supplementary regulations of each event). If two or several cars have the same time, priority will be given to the one that realised it first.

START:

H-45mn Cars lined up in front of the pit garages.

H-30mn Pit lane opens - Long horn.

H-15mn Pit lane closes - long horn - Meanwhile, all cars run on the circuit one or several laps through the pit lane to line up.

H-5mn Formation lap begins behind the leading car

H Rolling start if green lights on.

If flashing yellow lights with red lights, one more formation lap, under the leadership of the pole position car. If a car has problems, and can not start at H-5, it will be pushed towards the pits, from where it will start after the last car, on green lights.

Any car in the pit lane when start is given will start once authorized by lights at the exit of the pit lane are green.

7.6 Safety Car

See Article of the standard asphalt circuits Regulations.

There may be one Safety Car depending on the circuit and after decision of the coordinator, meeting director.

7.3.3. On the grid

On the grid, working on cars is prohibited except as follows:

- Removing and installing the steering wheel
- Using the radio and controls
- Measuring and adjusting tire pressure
- Measuring the temperature of the tires
- Tightening wheels
- Access to the engine management system and data acquisition
- Installation and removal of protection against the sun or rain
- Installation or removal of adhesive on the body and the air inlets
- Connecting and disconnecting a battery booster

Any other action is prohibited without the express permission of the officials, this particular:

- Removing the bonnets
- The change of wheels

If one or several cars have to be taken away from the grid, intervals are not filled in.

Substitutes

- An abandon is officially validated once the competitor or team manager informs Race control by completing an official form.
- If a racing team has several cars, the drivers of the car which has abandoned automatically become the spare drivers for the other cars in the same team as from when the retirement becomes official, within the limit of the number of drivers racing the car and their categorisation. Request must be presented to the race control.

7.3.4. Arrival

The chequered flag will be shown to the leading car as it crosses the finish line at the end of the race. The cars must complete 75% of the distance to be classified.

7.4. PARC FERMÉ

7.4.1. The parc fermé regulations is one under which cars are at the end of a practice session or a race, from the presentation of the chequered flag.

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In case of interruption of the race after presentation of the red flag, competitors are also under the parc fermé rules and must comply with the instructions of the Race Director or his assistants.

7.4.2. At the finish of the race, all cars are, from the chequered flag drop, placed under the parc fermé rules. The Clerk of the Course and/or the Stewards may place cars of their choice in parc fermé.

7.4.3. Vehicles remain under parc fermé rules for 30 minutes after the provisional official results are published. Failure to comply with this rule may lead the transgressor to be excluded.

7.4.4. When cars are in parc fermé, any intervention is prohibited on cars with the exception of the following:

By the driver:

- Removal and installation of the steering wheel,
- Use of radio and controls,
- Cutoff of electrical circuits.

By the technicians of the team or of tire manufacturers:

- Measurement of tire pressure,
- Measurement of tire temperatures.

Any other action is prohibited without the express permission of officials in charge of monitoring the parc fermé rules.

This concerns in particular:

- Opening the bonnets,
- The wheel changes,
- Access to engine management systems and data acquisition
- Removing the video card

7.4.5. No one is allowed inside the "parc fermé" unless expressly authorized by official responsible for monitoring the parc fermé.

7.5 PIT STOPS

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

7.5.1. During the qualifying practices and the race

- pilot changes are prohibited during refuelling at the fuel pump.
- Driver and tyre changes must be made on the pitlane in front of the competitor's pit.

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

1 car control officer whose primary function is to ensure the safety of pit stops and of the personnel present in the working area. This officier will supervise the pit stop, safety, stopping and releasing the car safely. He must show a sign with the number of the car concerned and he cannot be positioned in line with the longitudinal axis of the car. During the stop, this person may have other functions other than standstill monitoring. He will have to wear a specific identification armband provided by the organizer.

- 2 mechanics for mechanical interventions and/or any other actions on the car. They will have to wear a specific identification armband provided by the organizer.

- 1 driver's aid and the driver leaving the car who can only help his teammate to get into the car and strap himself up. He will have to wear a specific identification armband provided by the organizer.

That is 4 people in total, not counting outgoing and incoming pilots. All other persons must be inside the box.

For crews composed of persons with reduced mobility, a second aid to the pilot is authorized.

For a wheel change, mechanics must:

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

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

Penalty: at Stewards' discretion.

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

Penalty for infringement: at the Stewards' discretion

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

Penalty: at the Stewards' discretion.

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

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

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

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

7.5.3 Stand access :

During practices and the race:

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

Penalty: at the Stewards' discretion.

7.6 REFUELLING

7.6.1 Refuelling

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

During the private tests, refuelling must be carried out in accordance with §7.5.1 of the Technical Requirements for the Filling Device of the General Asphalt Circuit Regulations FFSA 2018 2019. Gasoline should be stored outside the stands, near the door on the paddock side and a fire extinguisher on the side at all times.

Refuelling will be carried out at the pumps in the refuelling area from the beginning of the Private/free practices.

Refuelling is forbidden during the qualifying session.

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

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

These employees will be equipped with:

- FIA 8856-2000 standards suit
- fireproof hood,
- FIA Helmet in accordance with FIA standards in force
- non-flammable gloves in accordance with FIA standards in force
- non-flammable shoes and socks
- non-flammable underwear

The wearing and use of

- headlamp,
- mobile phones
- radios

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

- Access to the refueling station will mainly be via the pitlane

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- If a car breaks down in the refueling area, it will be pushed to the intervention area by only two refuelling attendants present in the area. Then, from the exit of this area to the pit, 4 team members are allowed to push the car. For each car entered, each competitor must send a provision for fuel costs to the fuel supplier chosen by the promoter. In case of lack of available pumps, cars must return to the track without parking at the entrance of the refuelling area.

All vehicles must be able to refuel directly with a commercial type hose as used in usual service stations. Cars with a quick-filler (ATL, Staubli, etc.) must be refueled via a filler bottle complying with Appendix J FIA 2019, Article 252, drawings 252-1 or 252-2 and 252-5. This one must be empty before being connected to the car. Otherwise a report will be sent to the stewards.

Nevertheless, competitors will have the opportunity to adapt the orifice(s) of the for this operation (installation of Aero filler cap, hinged cap or other). These orifices must be easily accessible manually with the fuel pistol and not without the aid of tools. Once opened, it must remain firmly attached to the car (cable, steel wire, hinge, ...). The installation of a non-return valve (FIA Technical List n ° 18) is highly recommended. In the event that the adaptation derogates from the homologation form of the car, the installation must be validated by the technical delegate. A document detailing the installation proposal for this filler cap must be sent no later than 15 days before the start of the event to the following email address: jeanmichelpialot@gmail.com.

For cars with the fuel-inlet on the side, it must be installed on the side the closest possible to the fuel pump if possible.

The use of any adaptors is strictly forbidden. The use of extra ventilation during refuelling is only allowed in conjunction with a vent-bottle complying with Appendix J FIA 2019, Article 252, drawings 252-1 or 252-2.

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

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

7.7.MINIMUM PIT STOP TIME

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

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

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

The Minimum Pit Stop Time will be used for 2 pit stops that occur during the races irrelevant of the works done at the time of the pit stop. This time will not included the time spent in the refueling area.

Competitors have to perform 2 mandatory pit stops with a time greater or equal to the Minimum Pit Stop Time.

The mandatory Pit Stops must be carried out within 2 hours and 45 minutes from the start of the race.

At the latest, for the last mandatory pit stop, the car must cross the pit entry loop before 2h44 minutes and 59.999 seconds of race time elapsed.

In the case where, during this period, the number of pit stops respecting the « Minimum Pit Stop Time » is less than 2, the car will receive a STOP & GO penalty + the missing time compare to the « minimum pit stop time rounded up to the upper second.

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

For any event of a duration different from 3 hours, the time penalties will be specified in the special rules of the event.

For crews composed of persons with reduced mobility, the minimum stopping time will be adjusted.

After stopping at the pits, driving at an abnormally low speed and or, behavior being considered as an obstruction to other drivers may be punished with a "Stop & Go".

ARTICLE 8 - PENALTIES

The Stewards may apply further penalties for any infraction of the current regulations, even if these infractions aren't mentioned.

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ARTICLE 9 - CLASSIFICATION

9.1. POINTS ALLOCATION

All the cars having taken the start will appear in the classification.

Only cars having covered at least 75% of the number of laps or time carried out by the winner (rounded down to the nearest whole number of laps) will score points.

There will be a general classification established after each race.

There will also be a Under 25 classification after each race.

There will also be a Master classification after each race.

| Classification | Points |
|----------------|--------|
| 1 | 25 |
| 2 | 18 |
| 3 | 16 |
| 4 | 14 |
| 5 | 13 |
| 6 | 12 |
| 7 | 11 |
| 8 | 10 |
| 9 | 9 |
| 10 | 8 |
| 11 | 7 |
| 12 | 6 |
| 13 | 5 |
| 14 | 4 |
| 15 | 3 |
| Over | 1 |

The final championship classification will be calculated from points taken from the general classification.

9.2. STARTERS

Will be considered as starter, any driver on the list of authorized to take part in the race.

9.3. FINAL CHAMPIONSHIP STANDINGS

Each driver of a team will cumulate points obtained from the classification after each race.

If a competitor is excluded from a race, for whatever reason, by the Stewards and/or the ASN, the race will not be deducted from the final standings.

9.4. DEAD HEAT

In the case of a dead heat of drivers and/or manufacturers, the highest place in the Challenge will be attributed to:

- the holder of the greatest number of first places,
- if the number of first places is the same, the holder of the greatest number of second places,
- if the number of second places is the same, the holder of the greatest number of third places and so on until a winner emerges.

ARTICLE 10 - PRIZES

10.1. PRIZES AT EVENTS

The prize giving is being held during the podium, at the end of the race.

After each race, will be rewarded:

- Drivers of the top-3 finishing cars (overall)

All drivers aspiring to the podium are strictly obliged to appear in overall, identified in accordance with the identification plane defined by V-Motor Company.

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10.2. END OF SEASON PRIZES VALUE

At the end of the season:

- Overall classification: 1° 10.000 Euro, 2° 7.500 Euro, 3° 5.000 Euro (full prizes will be assigned with an minimum average entries of 15 cars. 50% prizes will be paid if average entries will be between 10 and 14. No prize in case of average entries below 10. Ex-equo will share the prizes)

10.3. OTHER

Series will be included in the Sunoco 240 Challenge 2019.

ARTICLE 11 - INTERPRETATION

The regulations are published in English. In case of doubt about their interpretation, only the English text will be considered authentic.