

Additive n°2 to the Sporting and Technical Regulation GT

Please find below the modifications or corrections made to the Sporting and Technical Regulations GT Challenge of the Ultimate Cup Series with immediate effect.

Article 1.1 : PROMOTER –ORGANISATION AGREEMENT

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

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

Any situation not provided for in these regulations or any need for modification, as well as any dispute that may arise regarding their reading will be judged by ~~by~~ the organizing committee and shall be subject to modification in additive regulation.

Article 3.1.1. : Licences

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

Article 3.2. CREWS – DRIVING TIME

See Appendix 4

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

Following the categories, the race may be reduce to 3 hours. A regulation adaptation will be elaborate consequently.

Article 3.2.1. : Drivers Categorization

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

~~If a driver has no FIA driver categorization~~

No later than 15 days before the start of the first Event (ie the opening of the administrative checks) to which he wishes to participate, each driver must submit his record to the FIA Driver Categorization Committee using ~~he has to use~~ the FIA Driver Categorization form available on the FIA website: ~~<http://www.fia.com/sport/competitors-area/fia-driver-categorisation>~~ <http://www.fia.com/fia-driver-categorisation>. Decisions on categorizations are made under the responsibility of the FIA Drivers Categorization Committee.

~~The list of drivers categorized according to the definitions contained in the FIA pilots' rules will be published on the FIA website.~~

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

The list of categorized drivers according to the definitions contained in the FIA drivers' rules will have to be published on the FIA website no later than 48 hours before the start of the Event concerned (ie before the start of scrutineering). At the end of each season, the FIA Driver Categorization Committee will review all the categorizations according to the performance of the race. The list of categorizations applicable for the following season must be published before December 1st of the previous year.

d)

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

- Platinum
- Gold
- Silver
- Bronze
- AM

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

Article 3.2.2. :

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

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

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

Driving time

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

Article 3.5. : Technical Scrutineering

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

The car must be presented under the following conditions:

- With the homologation form updated in paper version
- With the certificates of approval for the fuel tank and the roll-cage
- Without fuel
- With the possible restrictor(s), ready to be sealed, the wire to be supplied by the team
- With the possible ballast, ready to be sealed, the wire to be supplied by the team
- With engine sealed by the manufacturer, or ready to receive seals
- For cars equipped with turbo(s), the turbo(s) must be prepared to receive seal(s)
- Identification and additional lights installed, if applicable

- With all the mandatory stickers (security, identification, partners of the series, etc.), in accordance with the graphic charter (see appendix 7)
- With slick tires

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

- Helmet (see hereafter)
- Hans or other approved Restraint system
- Overall
- Underwear
- Boots
- Gloves, etc...

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

A driver safety equipment sheet will be completed by the driver and given during the car's check. At the end of the check each approved driver helmet will receive a validation sticker to stick outside at the left bottom of the chin location.

The team will have to fill and give a « Pit Safety Equipment » form, for the equipments of the persons in charge of refueling and other things.

This must enable the controllers to check the conformity of the equipment (see the conditions defined by Appendix L of the International Sporting Code). No modification of the helmet and the head restraint is allowed outside of those provided by the manufacturer.

Article 4.1. : Cars Accepted

UGT3 UGT

- Cars homologated in GT3 FIA et GT3 ASN before 2010 (homologation's year) with technical amendments and not in conformity with their specific regulations « GT3 article 257A ».
- Cars homologated in GT3 FIA et GT3 ASN before 2010 (homologation's year), in conformity with their specific regulations "GT3 article 257A".
- Cars homologated in GT3 FIA et GT3 ASN after 2010 (homologation's year) in conformity with their specific regulations "GT3 article 257A".
- Article 257 shall apply with the year of construction of the car.
- RS01 with GT3 kit
- any car with equivalent level to GT3, or likely to be, on request to the promoter

For GT3 Article 257A is applicable with the year of construction of the car.

The minimum weight is 1200 kilograms (unless otherwise stated in the Balance of Performance).

The technical amendments are subject to a technical file. This technical file must be given to a scrutineer and will be validated after acceptance by the scrutineer.

According to the subscribers various classes can be created. See Appendix 3 «List of the classes»

UGT Free

- Cars homologated in GT1 FIA in conformity with their specific regulations.
- Cars homologated in GT2 FIA in conformity with their specific regulations.

- Cars homologated in LMGTE in conformity in conformity with their specific regulations
 - Cars homologated in GT3 FIA et GT3 ASN before 2010 (homologation's year) with technical amendments and not in conformity with their specific regulations « GT3 article 257A ».
 - Cars homologated in GT3 FIA et GT3 ASN before 2010 (homologation's year), in conformity with their specific regulations "GT3 article 257A".
 - Cars homologated in GT3 FIA et GT3 ASN after 2010 (homologation's year) in conformity with their specific regulations "GT3 article 257A".
 - RS01
 - Foenix
 - All other GT, on request to the promoter
- For GT3 ; Article 257 shall apply with the year of construction of the car.

The technical amendments are subject to a technical file. This technical file must be given to a scrutineer and will be validated after acceptance by the scrutineer.

According to the entries various classes can be created

UGTX

- Grand Touring cars on request to the promoter.
- UGTX's cars must have lower performances than UGT3.
- The performances of UGTX cars must be lower than the ones of the UGT3 and UGT Free.

According to the entries various classes can be created. See Appendix 3 «List of the classes»

Article 4.2.2. : Tyres

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

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

4.2.3.1. Data recorder

A data recorder with sensors, homologated by the promoter, must be installed in all cars and for all events.

There are of the responsibility of every team, to get itself this recorder of data, as well as the sensors, to install them, and to make sure that they work correctly. The promoter will indicate later the homologated system. The system homologated is the one provide by EMOTAG.

Cars without data recorder, or with a recorder out of service, will be not in conformity with the regulation and could be declared to stewards.

Article 4.2.3.2. : Exhaust

During practices and races, the use of a silencer is compulsory. The accepted sound level will be the one defined by the standard regulation of the circuits applicable:

~~Statically: the measurement must be carried out in accordance with FFSA 02—2019 Noise Measurement Procedure.~~

~~Dynamically: the maximum value is 100 dB 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 sound measurement devices characteristics. The measure will be~~

taken on the track side in a point fixed by the scrutineer and approved by the Stewards of the Meeting.

Position of the sound tester:

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

The noise generated by the car in static must not exceed 110 dB (A) at 3800 rpm, or at three-quarter maximum revs if this is less.

This measurement will be taken at a distance of 0.5 m and at a 45 degree angle to the point of exit of the exhaust.

All measures taken to ensure that the maximum noise limits are not exceeded must be permanent in nature, and must not be cancelled out by the exhaust gas pressure.

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

A preventing control will be available for all the entrants before qualifying sessions.

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

Article 4.2.3.5. : Telemetry – Radio

All teams must be connected to the race management messaging system.

Article 6.2. : Signalling Area

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

Article 7.2.3. : Qualifying practices

There will be one qualifying session of 1 hour (duration eventually adapted depending on the available track time), divided into three sessions with a break between each of them. All drivers must complete at least one lap time (i.e. two consecutive passes on the timing line) to be qualified for the race, except in case of force majeure recognized as such by the stewards.

For crews lined up of only two drivers, if the car take part to the Ultimate Classification, the team will have to declare the driver from which the two best laps, realized during two different runs, will be retained. In the other cases, the two best laps, realized during two different runs by the driver with the lowest categorization, will be retained. will have to take part to the three qualifying sessions.

All crews have to

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

The entry list based on the car's entry form, This order will determinate the transponder positions to be used for each driver.

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

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

Qualifying Session will run as follow:

- 1) Q1: All cars must be driven by "Pilot 1".

The best time of each driver will be retained and will be designated as MT1.

2) Q2: All cars must be driven by the pilot designated by the driver designation form for the second session.

The best time of each driver will be selected and will be designated as MT2.

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

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

1) MT1 : best lap time validated by driver 1

2) MT2 : best lap time validated by driver 2

3) MT3 : best lap time validated by driver 3 or by the designated driver for crews lined up of only two drivers

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

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

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

For cars that have only 1 best laps validated not achieved one lap time in two of the three sessions, the qualifying time chosen will be the best remaining time validated (MT1 or MT2 or MT3) their qualifying rank will be 3 (RQ3). they will be classified behind cars with RQ2.

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

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

In the case where two or more cars have the same RQ and an identical qualifying time, their order will be determined by the absolute best time achieved by these cars during the qualifying session (Q1, Q2 or Q3).

If that is not enough, the priority will be given to the one who made it first.

During the session, the following principles will apply:

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

- It will, however, be permitted to cut off the camera recording at the end of the session if it does not against the parc fermé rules.
- At the end of the qualifying session Q3, the cars will be immediately placed under parc fermé conditions.

Article 7.3.2. :

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 officer will supervise the pit stop, safety, stopping and releasing the car safely. He must show a sign/lollipop with the number of the car concerned and he cannot be positioned in line with the longitudinal axis of the car. During the stop, this person may have other functions other than standstill monitoring. He will have to wear a specific identification blue armband provided by the organizer. This is the only person allowed in the working area before the engine is shut down. Similarly, the only equipment that will be allowed in the working area before the engine is shut down will be the lollipop of the control officer and a possible stand-alone car stop board.
- 2 mechanics for mechanical interventions and/or any other actions on the car. They will have to wear a specific identification red armband provided by the organizer.
- 1 driver's aid and the driver leaving the car who can only help his teammate to get into the car and strap himself up. He will have to wear a specific identification yellow armband provided by the organizer.

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

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

For a wheel change or any other intervention, mechanics must:

- Use a maximum of two wheel guns into the working area,
- take the tools and the new wheels out of the working area without help, bring them in the working area and mount the wheels on the car
- Carry at all times the detached wheels when they are outside the garage. However, in order to facilitate the wheel changes, it is possible to lay them flat on the ground near the car
- Not throw the tools and the wheels or drop them
- Disconnect the air jacks and take the equipment and the wheels back behind the 2.5 m line before that the car leaves.

The area between the painted line in front of the stand curtain (or the wall) and the 2.5m painted line can be used to lay out the tires and tools required for these operations. No help can be provided by anyone in this area.

For any wheel anything that the mechanics lose control of (wheel, wheel nut, etc.), or for any other infringement on the present article:

Penalty: at Stewards' discretion.

Safety - When a car stops in the working area, it must park at least 50 cm 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 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

Any transport of equipment (tools, battery trolley, etc.) from or to the refueling area through the pit-lane is forbidden.

Article 7.4.1. : Refuelling

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 and for the complete duration of it.

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

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. This one must be empty before being connected to the car. Otherwise a report will be sent to the stewards.

Article 7.5.2.1. : Departure procedures

Departure :

- During the opening period of the pit lane, cars will leave their pits to cover one or more reconnaissance lap(s). At the end of the reconnaissance lap(s), the cars must take up their place on the starting grid, the drivers remaining under the marshals' orders.

If a car covers several reconnaissance laps, between each lap and the next it must use the pit lane without exceeding the maximum authorized speed. It is prohibited to use the grid.

Penalty: at the discretion of the Stewards.

Any car which does not complete the reconnaissance lap and does not reach the starting grid or the pit lane by its own power will not be allowed to start the race from the grid.

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

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

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

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

9.1. : WINNER

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

10.1.3. : Only drivers who have completed at least 75% of the number of laps for the race (rounded to the lower round for odd-numbered races) or the number of laps completed by the winner for the real-time races will be eligible for the prizes awarded.

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

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

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Ultimate Cup Series regulations	DESIGNATION	INFRACTION	Clerk of race	STEWARDS
4.2.3.3	<i>Transponder</i>	Transponder default	Stop the car by presentation of black flag with orange disc. and brought into conformity.	
		Wrong Identification of the driver in the car	Stop the car by presentation of black flag with orange disc. and brought into conformity. Qualifying: All of misidentified driver's lap times are cancelled if not declared .	
4.2.3.3 Article 7	<i>Racing nets</i>	Non-compliance with rules regarding the positioning of nets in practices and races	Car stopped by presentation of black flag with orange circle and brought into conformity.	
4.2.3.5	<i>Telemetry & scrutineers</i>	Data transfer via telemetry		Report to Stewards
		No statement to the scrutineers of frequencies used for radio links by car		Report to Stewards
4.2.3.6	<i>Lighting</i>	Total or partial absence of lighting and/or signaling, or non-conformity	Car stopped by presentation of black flag with orange circle and brought into conformity.	
	<i>Wiper</i>	Wiper absent or not working	Car stopped by presentation of black flag with orange circle and brought into conformity.	
4.2.3.7	<i>Specificities Starting up</i>	Failure to follow the procedure in case of breakdown on the track		Rapport could be sent to the Stewards
		Failure of the procedure in the pit lane	STOP & GO	
		Starting aid by pushing unauthorized	Car stopped by presentation of black flag with orange circle and brought into conformity.	Rapport could be sent to the Stewards
		Non-compliance with the minimum number of valid pit-stops required drive through the pit lane (article 7.7)	1 STOP & GO + missing time compared to the "minimum pit-stop time" rounded up to the next higher second -1 STOP & GO for each missing passage If penalty not carried out, add. 40" + missing time and removing 1 lap, for each missing passage.	
		Non-compliance with rules governing the use of stands	STOP & GO	
		Driver change during a refueling		Rapport could be sent to the Stewards

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Ultimate Cup Series regulations	DESIGNATION	INFRACTION	Clerk of race	STEWARDS
4.2.3-7.5	Specificities Starting up Pit-stop	Exceeding the number of people working on a car in front of the pits	1 drive through if one extra people + one STOP & GO penalty for each extra people	
		Exceeding the number of people per car in the signalling area	1 drive through if one extra people + one STOP & GO penalty for each extra people	
4.2.3.9	Towing ring	Absence or non respect of conformity	Compliance or start refused	Rapport could be sent to the Stewards
4.3	Race Number	Failure of compliance and readability of race number on the car	Car stopped by presentation of black flag with orange circle and brought into conformity	
5.1	Compulsory advertising	Non-compliance with the advertising identification plan	Start refused and/or car stopped by presentation of black flag with orange circle and brought into conformity	
		Non-compliance with the opposition advertising rules		Report to Stewards
6.3	Pit lane	Speeding in the pit lane	STOP & GO of 5 seconds per Km / h higher during the race, 50 € per additional km/ h iduring the practice sessions	Rapport could be sent to the Stewards
6.3.7		Regular use of the pit area (access, speed, traffic, stop, exit, etc.)	1 drive through if one extra people + one STOP & GO penalty for each extra people STOP & GO	Rapport could be sent to the Stewards
6.4	Trackside support	Failure to identify signalers	1 DRIVE THROUGH if one not or badly identified person + one STOP & GO penalty for each extra people for each concerned person	
7.1	Briefing	Absence or late arrival at briefing		Report to Stewards
7.2	Practices	Failure to follow the procedure in practices		Report to Stewards
7.35	Race	Failure to hand in the starting driver declaration form	1 DRIVE THROUGH	Rapport could be sent to the Stewards
7.5.2.1	Starting procedure	Failure to respect the line up of cars in planned schedule	STOP & GO	
7.5.2.2		Unauthorized intervention on the car on the start grid	Start from the pit lane	Rapport could be sent to the Stewards
7.5.2.4	Substitutes	No declaration of retirement		Report to Stewards
7.10	Finish	Several passing under the checkered flag		Report to Stewards
7.11	Parc fermé	Failure of the parc fermé rules		Report to Stewards

APPENDIX 3

Classes list

Ref. ARTICLE 4 - 4.1. Cars accepted

The UGT Free category mainly includes GT cars without BOP with a Balance of Performance adapted to maximize the performances.

The UGT3 category mainly includes GT3 cars with a minimum weight of 1200 kg (unless otherwise stated in the Balance of Performance).

The UGTX category includes any GT whose performance must not exceed that the ones of the UGT3 and UGT Free category categories. A UGTX Free class could be created with a Balance of Performance adapted to maximize the performances.

The UGTC category includes Grand Touring cars that have participated in Brand Cups or Challenges.

Depending on the number of competitors entered in one or other of these categories, several classes may be created, relating to Article 1.2 of Annex J FIA 2018, art. 251.

**APPENDIX 4
DRIVING TIME**

QUALIFICATION ORDER

	Composition	Q1	Q2	Q3
2 drivers	AM + AM	AM 1	au choix	AM 2
	bronze + bronze	bronze 1	au choix	bronze 2
	bronze + AM	AM	au choix	bronze
	silver + AM	AM	AM	silver
	silver + bronze	bronze	bronze	silver
	gold + AM	AM	AM	gold
	gold + bronze	bronze	bronze	gold
3 drivers	gold + AM + AM	AM 1	AM 2	gold
	gold + bronze + bronze	bronze 1	bronze 2	gold
	gold + bronze + AM	AM	bronze	gold
	silver + AM + AM	AM 1	AM 2	silver
	silver + bronze + bronze	bronze 1	bronze 2	silver
	silver + bronze + AM	AM	bronze	silver
	silver + silver + bronze	bronze	silver 1	silver 2
	silver + silver + AM	AM	silver 1	silver 2
	bronze + bronze + bronze	bronze 1	bronze 2	bronze 3
	AM + AM + AM	AM 1	AM 2	AM 3
	bronze + AM + AM	AM 1	AM 2	bronze
	bronze + bronze + AM	AM	bronze 1	bronze 2



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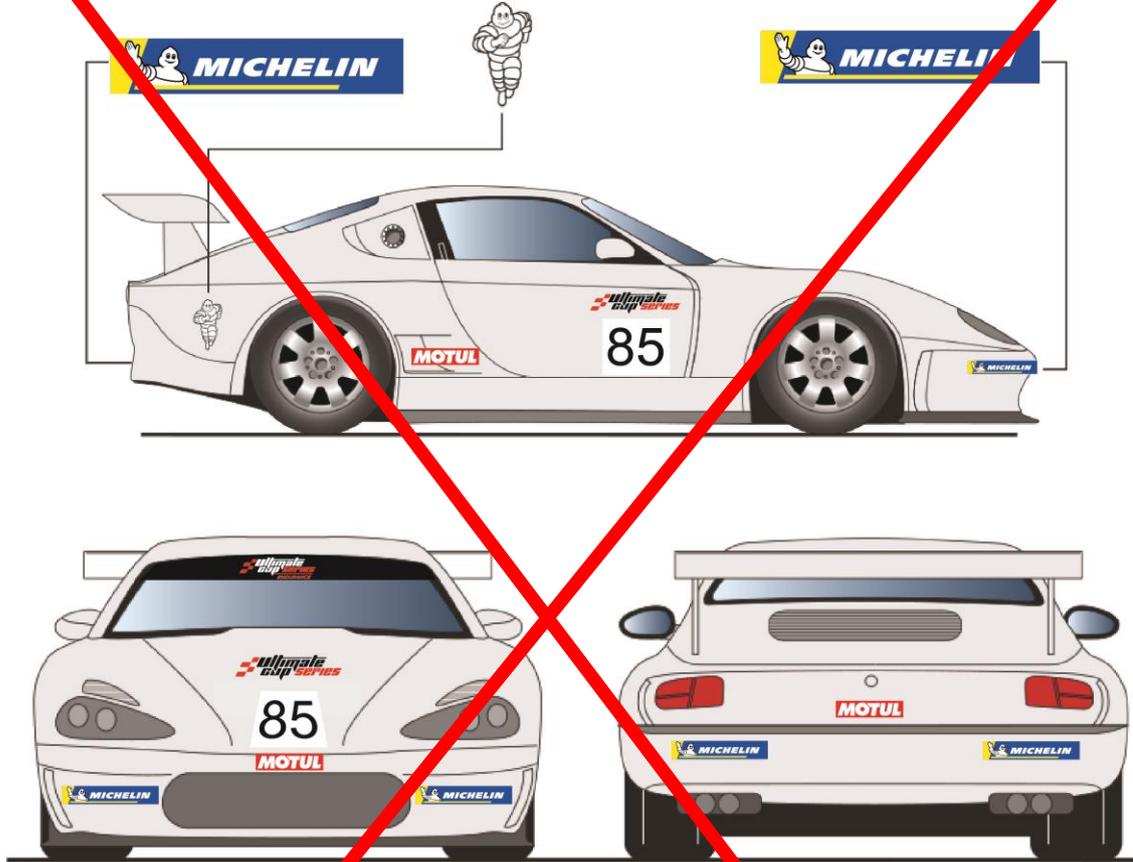
Mandatory Stickers installation
diagram 2019

Racing Suit _____



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GT



Nombre d'emplacements : 4
Number of logos : 4

Avant / Front	qté 2	35 cm
Arrières / Rear	qté 2	35 cm



Nombre d'emplacements : 2
Number of logos : 2

Arrières / Rear	qté 2	20 cm
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Plan de stickage obligatoire 2019 /
Mandatory stickers installation 2019

Combinaison de pilote / Racing Suit _____



Taille / Size 12 cm



Taille / Size 9 cm



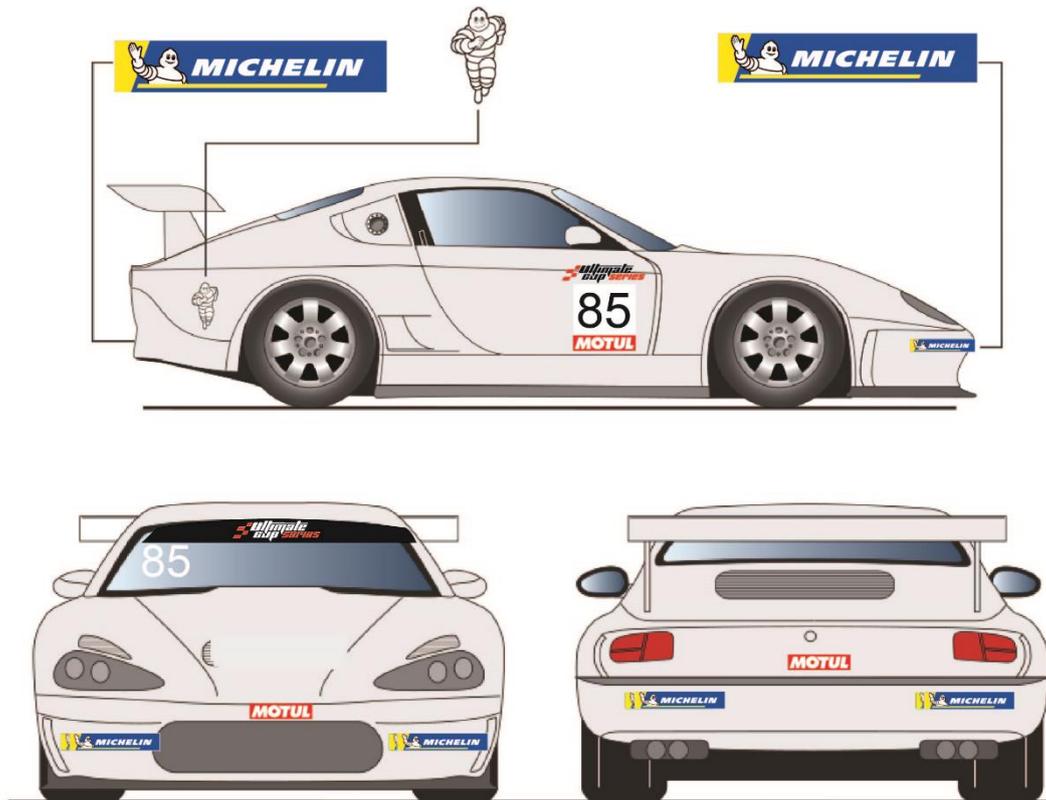
Taille / Size 11 cm



Taille / Size 11 cm

Mandatory stickers installation APPENDIX 7 Page 2/2

GT



Nombre d'emplacements : 4

Number of logos : 4

Avant / Front	qté 2	35 cm
Arrières / Rear	qté 2	35 cm



Nombre d'emplacements : 4

Number of logos : 4

Avant / Front	qté 1	33 cm
Profils / Sides	qté 2	33 cm
Arrières / Rear	qté 1	33 cm



Nombre d'emplacements : 2

Number of logos : 2

Arrières / Rear	qté 2	20 cm
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Nombre d'emplacements : 3

Number of logos : 3

Avant / Front	qté 1	60 cm
Profils / Sides	qté 2	35 cm