

## Draft CHALLENGE GT Sprint ULTIMATE CUP SERIES

2020

### Technical and sporting Regulation

ARTICLE 1 – ORGANISATION.....	3
1.1. PROMOTER – ORGANISATION AGREEMENT.....	3
1.2. REGULATION .....	4
1.3. OFFICIALS.....	4
1.4. CALENDAR .....	4
ARTICLE 2 – INSURANCE.....	5
2.1 INSURANCE.....	5
ARTICLE 3 – COMPETITORS AND DRIVERS.....	5
3.1. ENTRIES .....	5
3.2. CREWS .....	6
3.3. ADMINISTRATIVE CHECKS.....	7
3.4. PASSES.....	7
3.5. TECHNICAL SCRUTINEERING.....	8
ARTICLE 4 – CARS ACCEPTED.....	9
4.1. CARS ACCEPTED.....	9
4.2. FUEL – TIRES – EQUIPMENTS.....	11
4.3. RACE NUMBERS.....	14
4.4. DRIVER’S SAFETY EQUIPMENT.....	15
ARTICLE 5 – ADVERTISING.....	15
5.1. MANDATORY ADVERTISING.....	15
5.2. STICKERS INSTALLATION .....	15
ARTICLE 6 – SITES ET INFRASTRUCTURES .....	15
6.1. PIT AREA .....	15
6.2. PIT ALLOCATION .....	16
ARTICLE 7. RUNNING OF THE EVENT .....	16
7.1. BRIEFING .....	16
7.2. PRACTICES - RACE.....	16

7.3. PIT STOPS.....	17
7.4. REFUELLING .....	19
7.5. Race .....	19
7.6. BREAKDOWN – RUNWAY EXCURSION .....	20
7.7. MINIMUM PIT STOP TIME .....	20
7.8. SAFETY CAR.....	21
7.9. ARRIVAL.....	21
7.10. PARC FERME .....	21
ARTICLE 8. RECLAMATIONS- APPEL.....	22
8.1. ON BOARD CAMERA .....	22
ARTICLE 9. CLASSIFICATION.....	22
9.1. WINNER .....	22
9.2 ORDER OF ARRIVAL .....	23
9.3 POINTS.....	23
9.4. CLASSEMENT PAR COURSE .....	23
9.5. POINT ALLOCATION* .....	23
9.6. FINAL RANKING OF THE CHALLENGE .....	24
9.7. EX AEQUO.....	24
9.8. TEAM RANKING .....	25
ARTICLE 10. PRIZE.....	25
10.1. PRIZE PER EVENT .....	25
10.2. TROPHIES.....	25
SPORTING AND TECHNICAL REGULATION APPENDIX.....	26

## ARTICLE 1 – ORGANISATION

### 1.1. PROMOTER – ORGANISATION AGREEMENT

The international challenge named **Challenge GT Sprint Ultimate Cup Series** is governed

- by the FIA International Sporting Code and its annexes (hereinafter "the Code")
- the sportive and technical bulletins, additives, annexes and balance of performance governing this Challenge
- the general prescriptions on the FIA circuits
- the general prescriptions on the International series
- the Auto Sport Suisse general prescription and standard regulation on "circuits Asphalt"
- the present Sporting and technical regulation specific to the Series.

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

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

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

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

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

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

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

#### 1.1.1. PROMOTER

The promoter of the Series:

**GP Motors Sports Séries SA**

**Case postale 736 1701 Fribourg**

**gpmotors.sport@gmail.com**

#### 1.1.2. ASN

The supervising ASN is Auto Sport Suisse

## Auto Sport Suisse (Suisse)

Könizstrasse 161

CH-3097 Liebefeld

### 1.1.3. Organization agreement

These regulations have been approved by the Auto Sport Suisse, n° de Visa UCS\*\*\*\*\* en date du \*\*/\*\*/\*\*\*\*.

## 1.2. REGULATION

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

**1.2.2.** This sporting and technical regulation will come into effect on January 1st, 2020 and will replace any other regulation for the Series.

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

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

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

## 1.3. OFFICIALS

For the championship the promoter will appoint permanent officials:

- 1 Clerk of the Course and Auto Sport Suisse Coordinator responsible for the event
- 1 technical delegate
- 3 Stewards including 1 President

In the specific regulation of each event, the promoter will nominate different officials per meeting according to the entries.

## 1.4. CALENDAR

**Le Challenge GT Sprint Ultimate Cup Series** will take place on meetings of 4 races of 30 minutes according to the schedule below :

				Coef
September	4 - 6	DIJON	France	1
September	25 - 27	MAGNY-COURS (1)	France	1
October	16 - 18	MAGNY-COURS (2)	France	1
November	13 - 15	NAVARRA	Spain	2
November	27 - 29	PORTIMAO	Portugal	2
December	11 -13	ESTORIL	Portugal	2

It's a provisional calendar and the Auto Sport Suisse, the National Sporting Authorities and Ultimate Cup Series reserve the right to modify.

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

## ARTICLE 2 – INSURANCE

### 2.1 INSURANCE

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

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

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

## ARTICLE 3 – COMPETITORS AND DRIVERS

### 3.1. ENTRIES

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

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

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

#### 3.1.2. Season registration in the Challenge GT Sprint Ultimate Cup Series

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

**GP Motorsports Series SA, Case postale 736 1701 Fribourg**

This registration must be sent to the promoter, together with the payment of registration fees, no later than one month before the week preceding the first event. Late entries may be accepted no later than 10 days before the beginning of the first event.

### 3.1.3. Registration for a race of the Challenge GT Sprint Ultimate Cup Series

For any entry in an event of the GT Challenge Ultimate Cup Series, the competitor must send his application to the promoter no later than 10 days before the beginning of the event. To be taken into account this registration must be accompanied by payment to the order of Ultimate Cup Series. The price of each event will be defined on the registration form.

A driver may only enter by event on a single Challenge GT Sprint Ultimate Cup Series car.

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

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

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

## 3.2. CREWS

Crews may consist of one or two pilots.

For crews with a single driver, he may participate either :

- in race 1 and in race 3
- in race 2 and in race 4
- at all races

For the calculation of points (see below), the driver will be considered to have participated in all the races from the time he took the start of the two qualifying sessions.

For crews with two drivers :

- driver 1 will take part in qualifying session 1 and races 1 and 3
- driver 2 will take part in qualifying session 2 and races 2 and 4

Only drivers over 30 years on January 1st of the current year are eligible to participate, either Bronze classified by the FIA or unclassified.

Unclassified drivers must match in spirit and performance with those of FIA Bronze drivers. The organizer reserves the right to refuse any registration of an unranked driver who does not meet these criteria.

### 3.2.1 Catégorisation des Pilotes

Each crew may consist of one or two drivers.

To allow the insertion of drivers whose pace on the track is very far from that of the best pilots, a dedicated committee consisting, among others, of a representative of the organizer, the technical manager and the sports manager of the series, may grant an AM classification to any FIA Bronze Driver, on the Request from the Driver or Competitor, provided that this classification:

- do not compromise track safety
- does not generate a sporting advantage in relation to other crews entered in the same category.

All requests submitted to the dedicated committee by the Driver or the Competitor shall, under penalty inadmissibility:

- contain a letter setting out the reasons for the request;
- comprise an exhaustive list of the results of the driver with a performance analysis established on the best lap and the average of the 20 best laps set under dry condition by the driver at all significant events in which the pilot has participated during the last 3 years (5 events minimum have to be provided for the application to be admissible. If the driver took part in less than 5 events in this period, he will have to provide the maximum information to determine his level.); the performance analysis should contain a direct comparison with the 5 best drivers ranked Bronze by the FIA on each Event.
- specify all information about the crew, the car, the team's results and any other useful information (tire mileage, etc.) for each event concerned
- be sent no later than 30 days before the first Event concerned.

The Driver or Competitor shall provide any additional information requested by the dedicated committee. After receiving a categorization request, the dedicated committee will determine if the driver performance is sufficiently far from the best Bronze drivers to require this categorization and if the driver performance and behavior are compatible with the conditions of security and performance of the Serie.

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

The decisions of the dedicated committee on categorization are immediately applicable and are not subject to appeal of any kind. The AM categorization can in no case be attributed neither by the college of stewards nor by the dedicated committee in case of late application (less than 15 days before the event) or for drivers none classified by the FIA.

### 3.2.2

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

The Committee Selection made up of the Event Coordinator, 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.

## 3.3. ADMINISTRATIVE CHECKS

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

## 3.4. PASSES

Passes will be awarded only to those who make up the teams.

The competitor is solely responsible for his companions.

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

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

### **3.5. TECHNICAL SCRUTINEERING**

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

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

The Scrutineers may, among other things,

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

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

The 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 6)
- With slick tires

The reference atmospheric pressure will be published by the technical delegate on the day of the technical checks.

The diver'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.

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

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

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

Checks may be carried out on any car at any time during the event. Generally, after the qualifying practice and the race, the 1st of each category as well as one or two cars selected at random by the technical delegate will be checked.

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

Competitors will be required to install the necessary equipment to read and control data acquisition (logger, sensors, etc.). In case of technical non-compliance found during the year, the competitor may be excluded from the Challenge for the current year and will lose all rights.

A compliance sticker will be affixed at the end of the scrutineering once the cars have been accepted by the Scrutineers, the control of the tire quotas carried out, the refueling facilities (if concerned) and the conformity of the equipment and facilities of the stand checked. A car can not participate in the event without this compliance sticker. It must never be removed (Penalty: Exclusion) and must remain permanently visible.

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

Reserve cars as defined below are not admitted (except agreement of the college of stewards).

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

## ARTICLE 4 – CARS ACCEPTED

### 4.1. CARS ACCEPTED

*by invitation and after acceptance of the request by the promoter.*

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

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

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

### 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.
- The performances of UGTX cars must be lower than the ones of the UGT-and UGT Free.

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

### **UGTC**

Grand Touring cars from a brand's Cup or Challenge, based on the non-exhaustive list below, in compliance with their specific regulations. The technical Regulations of the brand's Cup or Challenge shall apply with the year of construction of the car.

- Porsche 991 ABS system authorized
- Porsche 997 ABS system and steering wheel gearshift paddles
- Ferrari 458 Challenge

- Ferrari 488 Challenge (after Ferrari's agreement )
- Mitjet SuperTourisme « ST »
- Other on request

According to the entries various classes can be created.

For all categories, promoter can adjust the performance of a car by modifying restrictor, weight, tank capacity and/or engine revs, the turbo pressure or any other characteristic of the car.

The Committee is entitled to ask competitors and manufacturers for any information that it would deem useful to devise equivalence systems. Competitors and manufacturers must provide accurate and honest data. Any infringement to the above principles will be penalised by the Stewards, at any time during any Competition, post-race included.

## 4.2. FUEL – TIRES – EQUIPMENTS

### 4.2.1. Fuel

- Fuel type: Unleaded 98 minimum in accordance to article 252-9, appendix J.
- For qualifying and races: only fuel provide by the promoter is allowed
- No additive is allowed

Type of fuel tanks accepted

- the original fuel tank (if conformed to the homologation form of the car or, failing that, to the FIA recommandations),
- fuel tank approved by the FIA (Appendix J – paragraph 14).

### 4.2.2. Tyres

Tires ovens for heating tires are not allowed. Tires covers and tire chemical treatments are forbidden. No device for warming the tyres or keeping them up to temperature is allowed. This means that tyres can't be covered, they must be visible by officials and in the open air at any time except in the outside area situated immediately to the rear of the garage.

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

For all cars taking part in the Challenge GT Sprint Ultimate Cup Series only **MICHELIN**, slick and rain tires are allowed with the official marking of the series. The authorized rain tires are exclusively the re-cut version of the P2L supplied by APR. Re-cutting of slick and rain tires by competitors is prohibited.

Each competitor must use the tire dimensions and types referred for its car as specified in Appendix 2. In case of a car not referenced in the table, the competitors must contact the operator.

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

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

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

For all cars taking part in the Challenge GT Sprint Ultimate Cup Series, the number of slicks tires is limited to :

- for the qualifying sessions and 4 races : 2 sets of tires maximum.
- for the qualifying session and 2 races: 1 set of tires maximum.

For all cars taking part in the Challenge GT Sprint Ultimate Cup Series, the number of wet tires is limited to :  
- For the qualifying sessions and races 1 and 2 : 1 set of tires maximum.

Depending on the track conditions encountered during the qualifying sessions and races 1 and 2, the stewards, in consultation with the tire supplier, will authorize or not the use of a second set of wet tires for races 3 and 4.

Each tire shall be registered before the first qualifying session (except for the second set of rain tires which will have to be marked once the authorization has been given).

Competitors must fill the official form with the FIA bar code and give it to the scrutineer during the technical scrutineering of the car.

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

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

The slick/rain tires mix is forbidden.

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

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

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

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

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

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

Email : [apr-contact@apr-europe.com](mailto:apr-contact@apr-europe.com)

#### **4.2.3. Equipements**

##### **4.2.3.1. Data recorder**

The installation of a data logger with sensors, approved by the Promoter, is not compulsory. However, it may be required for control purposes at the request of the technical controllers and validation of the college of commissioners.

In this case, cars without a recorder, without all the necessary sensors or with a recorder that does not work properly, will not comply with the regulations and may be reported to the Stewards.

##### **4.2.3.2. Exhaust**

During practices and races, the use of a silencer is compulsory.

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 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.

#### **4.2.3.3. Transponder**

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

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

#### **4.2.3.4. Ballast**

If a car use a ballast to respect the minimum weight, this ballast must be declared by the competitor and be sealed during the technical checks. The ballast must be fixed so that tools are necessary to remove it.

The possible installation of ballast must comply with the manufacturer's specifications or with the homologation of the car.

#### **4.2.3.5 Télémétrie – Transmission**

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

It is strongly recommended that teams must have a radio tuned to the frequency of the race direction. It may be made compulsory if conditions so require.

This radio will be used by the race director to communicate with the teams. Teams cannot use this frequency for any other information. The information given on the radio frequency of the race direction will also be displayed on the screens. All these messages, written or oral, must be respected.

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

#### **4.2.3.6 Lights**

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

The flashing tail lights and retro-reflectors are mandatory

Each car must be equipped with red LED rain lights at the rear or comply with its homologation form.

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

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

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

In case of night race,

- Each car must have one front light point on each side and one rear light point on each side, operating at each moment of the event.
- the installation of a maximum of 4 additional high beams is allowed. Additional lights must be conform to the homologation form of the car or validated by the technical delegate if they are not part of the homologation form. They must be securely fixed and do not exceed the perimeter of the car (projection of the surface of the car from the top view of the vehicle). These additional lights may be LED lights. It will be considered as one additional light, a LED light whose width does not exceed 20cm (at the discretion of the technical delegate).
- Additional lights should preferably be integrated into the front bumper. For this purpose, it is allowed to drill holes in the front bumper. They must be installed in the same space as the original front lights or under the horizontal line formed by the base of the original front lights.

- These changes should not generate down force nor adding cooling air flow.

In case of malfunction of a car's lighting and light signalling system, whether on the track or in the pit lane, the Race Director can immediately inform the competitor, who must, in that case, remedy the situation during the next pit stop. The Race Director, for safety reasons at his own discretion, can decide to order the immediate stopping of the car in order for repairs to be carried out.

At least one windscreen wiper must work.

#### **4.2.3.7. Specificity – Starting up**

**4.2.3.7.1** The engine must be started by the driver alone, sitting at the wheel without outside help. It's the only way permitted for the start of the race and for later starts during the race.

Starting up with an external battery is allowed on the starting grid.

#### **4.2.3.7.2. Technical specificities**

For all UGTC cars are authorised:

- ABS brake system
- steering wheel gearshift paddles

#### **4.2.3.8. Windows and nets**

**Windows:** If windows are not composed of laminated glass (except Plexiglas windows), you must use transparent and uncolored explosion-proof films on side windows and roof. Maximum thickness: 100 microns.

**Safety nets :** Safety net is compulsory for all cars on driver's side and must be homologated in conformity with the standard FIA 8863-2013 (FIA Technical List n°48).

Safety nets must be set on the roll cage points homologated (car homologation form) and install in conformity with FIA (racing nets installation specification V6). For cars without roll cage point homologated, the installation will be done in coordination with the technical controllers.

#### **4.2.3.9. Towing ring**

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

#### **4.2.3.10. Equipment in the pit-lane**

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

Air bottles must be firmly attached or anchored. Protection around the valves and regulator must be permanently in place. The conformity of the installations and the dates of validity of the air bottles will be checked.

No air bottle can be found beyond the 2.5m line. Mobile bottles are only allowed in the box and on the starting grid.

### **4.3. RACE NUMBERS**

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

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

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

**Color: Black numbers on a white background.**

**Font: ARIAL**

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

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

A complete "Night" kit will be available from the Promoter. The numbers must be pasted on a black or dark background. It is the competitor's responsibility to ensure that the race numbers will be visible under all circumstances.

#### **4.4. DRIVER'S SAFETY EQUIPMENT**

According to Article 3 Chapter 3 of Annex L of the FIA

## **ARTICLE 5 – ADVERTISING**

### **5.1. MANDATORY ADVERTISING**

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

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

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

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

### **5.2. STICKERS INSTALLATION**

Stickers installation diagram is shown in the appendix 5.

## **ARTICLE 6 – SITES ET INFRASTRUCTURES**

### **6.1. PIT AREA**

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

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

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

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

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

At any time, drivers taking the track must respect the red or green light- A blue flashing light is lit at the exit of the pit lane when a car on track arrives near the exit.

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

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

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

## *6.2. PIT ALLOCATION*

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.

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

**Penalties: see Appendix 1.**

## **ARTICLE 7. RUNNING OF THE EVENT**

The event begins when the administrative checks are opened.

During the whole event (tests and races):

During a pit stop, it is only when the car is stopped in front of his box that the driver leaving the car:

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

### *7.1. BRIEFING*

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

### *7.2. PRACTICES - RACE*

#### **7.2.1 Private and free practices**

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

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

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

### 7.2.2. Night practice

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

### 7.2.3. Qualifying practices

There will be one qualifying practice, divided into two 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.

Driver taking part to the 1st session will be qualified for races 1 and 3.

Driver taking part to the 2nd session will be qualified for races 2 and 4.

All crews must respect the order of the pilots as completed in the registration form or, failing that, in the entry list.

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 Q2.
- 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 Q2, the cars will be immediately placed under parc fermé conditions.

The best time achieved by each driver during the 1st session will determine the starting grid for race 1. The 2nd best time achieved will determine the starting grid for race 3.

The best time achieved by each driver during the 2nd session will determine the starting grid for race 2. The 2nd best time achieved will determine the starting grid for race 4.

In case of equal time, the classification will be established on the basis of the first driver to complete the time.

## 7.3. PIT STOPS

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

### 7.3.1. During the qualifying practices and the race

Changes of driver (only for qualifying practice) and tires must be made on the pitlane, in front of the stand.

**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 the pit stop and the personnel present in the working area. This attendant will supervise the pit stop, safety, stopping and releasing the car safely. He must show a lollipop with the number of the car concerned and he cannot be positioned in line with the longitudinal axis of the car. This person must be one of the two mechanics to work on the car. This is the only person allowed in the working area before the engine is shut down and after the engine has been restarted to rejoin the fast-lane. 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.
- 2 mechanics for mechanical interventions and / or any other actions on the car. They must wear a specific

red identification armband provided by the organizer.

It means 2 single persons. All other people must be below the 2.5m line.

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
- 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 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 agent responsible of the stop of the car must ensure that the work area is cleared and evacuated before the car leaves.

Penalty for infringement : 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.

In the event that a car is blocked to stop parallel to the pitlane or to restart and has to be maneuvered, the car must be moved, engine off, by 4 mechanics maximum all wearing an armband.

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

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

Anyone working in the working area must be equipped as follows:

- long clothing (top and bottom, fireproof clothing recommended)
- protective gloves (in exceptional circumstances, a worker can remove his gloves in case of absolute necessity)

All these rules will have to be applied from the free practice of the meeting.

### 7.3.3 Stand access :

During practices and the race:

**a)** The pit shutter (on the track side) must remain completely open;

**b)** Visibility towards the inside of the garage must remain free of any obstruction of any kind whatsoever (bodywork parts, covers, piles of tyres, trolleys, etc.);

**c)** Officials must have free access to the inside of the garage.

Penalty: at the Stewards' discretion.

## 7.4. REFUELLING

### 7.4.1 Refuelling

For any handling of fuel outside the refueling area (for example in the box or under the awning, in the paddock, etc), the presence of an assistant with an extinguisher will be mandatory. Pour toute manipulation d'essence hors de la zone de ravitaillement (par exemple dans les boxes ou sous la structure, dans le paddock, etc), la présence d'un assistant avec extincteur à la main sera obligatoire.

During the private tests, refueling must be carried out in accordance with §7.5.1 of the Technical Requirements for the Filling Device of the General Asphalt Circuit Regulations F.F.S.A. 2020. Gasoline should be stored outside the stands, near the door on the paddock side and a fire extinguisher on the side at all times.

Refueling is prohibited during free and qualifying practices and races.

## 7.5. Race

### 7.5.1. Duration

The duration of each of the races will be 30 minutes unless otherwise specified in the specific regulations of the event.

### 7.5.2. Launched start

#### 7.5.2.1. Start procedures

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

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

**The rolling start procedure will be used.**

#### START :

- 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.

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

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

- CASES OF MODIFICATION TO THE PROCEDURE

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

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

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

#### **7.5.2.2. On the starting grid,**

Toute intervention sur les voitures est interdite à l'exception de ce qui suit :

- Removing and replacing the steering wheel
- Using the radio and controls
- Tire pressure measurement and adjustment
- Tire temperature measurement
- Tightening the wheels
- Access to engine management and data acquisition systems
- Installation and removal of sun or rain protection
- Placing or removing adhesives on the bodywork and air inlets
- Connecting and disconnecting an auxiliary battery

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

- Opening the covers
- Wheel change

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

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

#### **7.5.2.4. Case of substitute drivers**

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

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

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

Request to be formulated and validated with the race management.

### **7.6. BREAKDOWN – RUNWAY EXCURSION**

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

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

### **7.7. MINIMUM PIT STOP TIME**

For each race, two Minimum Pit Stop Times will be determined for all tire changes, whether made by necessity (puncture) or by team choice (to change from slick tires to rain for example).

In the case of a stop for the change of a single wheel, the minimum stop time will be 1 minute.

In the case of a stop for the change of two or more wheels, the minimum stop time will be 2 minutes 30 seconds. As a reminder, only the same two people are authorized to intervene.

The stopping time will be the actual time of stopping in front of the stand (from the moment the car speed is equal to 0 kph and until the car speed again exceeds 0kph).

It will be checked by the timekeepers, taking into account the effective stopping time above, as well as the driving time at a speed of 60Km / h in the pit lane from the pit entry loop to the "pit exit loop" (presented during the briefing) and the standard time calculated to stop and start again. In case of doubt, a check will be made on the video and / or the data acquisitions. It will be the competitor's duty to ensure that the registration of one or other of these systems is effective, including during pit stops, with the engine off. If this were not the case, it could be considered as an aggravating cause in the study of the situation concerned.

After the pit stop, driving at an abnormally low speed and / or, behavior considered to be an obstruction to other drivers may be penalized with a "Stop & Go".

### **7.8. SAFETY CAR**

According to article 2.10 of Annex H of the FIA

### **7.9. ARRIVAL**

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

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

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

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

### **7.10. PARC FERME**

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

If it is due to a red flag, the cars will be immobilized in front of their pits without any mechanical intervention unless the College of Stewards gives permission

The parc-fermé system will not apply after the presentation of the checkered flag for break between Q1 and Q2.

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

**7.10.2.** At the finish of the race, all vehicles are, as soon as the flag is lowered, placed under the parc fermé regime.

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

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

By the pilot:

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

By team technicians or tire manufacturers:

- Tire pressure measurement,
- Tire temperature measurement.

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

This concerns in particular:

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

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

## ARTICLE 8. RECLAMATIONS- APPEL

Penalties: See Appendix 1 - Penalty Summary Ultimate Cup Series

Complaints and appeals - see Article 13 and 15 of the CSI and the AUTO SPORT SUISSE General Prescriptions.

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

### 8.1. ON BOARD CAMERA

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

Brand and type of camera are free.

The camera must be installed before the technical checks. Only mechanical and rigid mounts are allowed. The assembly will be validated by the technical scrutineers. The on board camera must always be activated and set to recording mode when the car is on the track or in the pit lane. Any failure to do so may result in a penalty.

Any outdoor camera installation is prohibited.

## ARTICLE 9. CLASSIFICATION

### 9.1. WINNER

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

## 9.2 ORDER OF ARRIVAL

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

## 9.3 POINTS

To score points in the general classification of the category, a car must have covered at least 75% of the distance from the 1st in the general classification of the category, the latter having itself covered at least 50% of the distance from the 1st of the race.

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

In the case where a car is the only starter in its category, to score points, it must have covered at least 50% of the distance from the 1st of the race.

In the case where a car is the only starter in its class, to score points, it must have covered at least 75% of the distance from the 1st in the general classification of the category.

## 9.4. CLASSEMENT PAR COURSE

It will be established per race

- a general classification for each category (UGT – UGT Free- UGTX - UGTC).
- a classification by class in each category (depending on the type of car engaged in each category)
- an « Ultimate » classification by category for AM drivers

If during the season a driver loses its AM classification due to its performances, it will no longer have the possibility to accumulate points in this classification.

## 9.5. POINT ALLOCATION\*

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

Challenge GT Sprint Ultimate Cup series			
Classement Classification	Général par catégorie Overall	Par classe / By class	
		minimum 4 partants	moins de 4 partants

	<i>by Category</i>	<i>4 starters</i>	<i>less than 4 starters</i>
1 <sup>er</sup>	16	8	5
2 <sup>ème</sup>	12	6	4
3 <sup>ème</sup>	10	5	3
4 <sup>ème</sup>	8	4	
5 <sup>ème</sup>	6	3	
6 <sup>ème</sup>	4	2	
7 <sup>ème</sup>	2	1	
8 <sup>ème</sup>	1		
Au-delà / over	0.5		

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

De plus, il sera établi un classement général « Ultimate » (pilotes AM) selon le même barème que celui utilisé pour le classement général de catégorie (1<sup>er</sup> Ultimate : 25 points, 2<sup>ème</sup> Ultimate : 18 points, 3<sup>ème</sup> Ultimate : 15 points, etc).

In addition, a general « Ultimate » (AM drivers) according to the same scale as that used for the general classification of the category (1<sup>st</sup> Ultimate : 25 points, 2<sup>nd</sup> Ultimate : 18 points, 3<sup>rd</sup> Ultimate : 15 points, etc).

### 9.6. FINAL RANKING OF THE CHALLENGE

All races entered in the Challenge GT Sprint Ultimate Cup Series calendar count towards the final classification of the challenge (no race outside the championship). Each driver of a crew will total the points obtained in the classification of each race (general category classification + classification by class if applicable) which will be multiplied by the coefficient defined in article 1.4. For the pilots taking part in the four races, the results of races 1 and 2 will be added and divided by two and the results of races 3 and 4 will be added and divided by two.

At the end of the season, a race will be deducted from the final result. For the pilots participating in the four races, the worst average of races 1/2 or races 3/4 will be deducted.

There will be one challenge winner per category.

In the event of downgrading or exclusion of a race by the Stewards and / or ASN, for whatever reason, the race cannot be the one that will be counted down for the final classification.

### 9.7. EX AEQUO

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

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

## 9.8. TEAM RANKING

The "Team" ranking will reward the team with the highest number of points, considering the results obtained by the car having scored the most points of each team in each race, regardless of the category in which this car obtained its points. If the category had fewer than 4 entries, only 50% of the points will be counted in the calculation.

## ARTICLE 10. PRIZE

### 10.1. PRIZE PER EVENT

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

There will be one podium per category.

There will be one "ULTIMATE" podium for AM drivers all categories.

**10.1.1** After each race, will be awarded :

- the drivers of the first three cars in each category of the Challenge GT Sprint Ultimate Cup series.
- the first 3 "Ultimate" drivers (AM)
- the class winners. (Depending on the number of classes)

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

Any driver claiming to be on the podium must present themselves in a suit identified in accordance with the Challenge Ultimate Cup series identification plan.

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

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

The promoter may allocate lots at its convenience.

### 10.2. TROPHIES

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

## SPORTING AND TECHNICAL REGULATION APPENDIX

APPENDIX 1 – Summary of penalties (*subject to validation by the Federation*)

APPENDIX 2 - Michelin tyres type and sizes

APPENDIX 3 - Classes list

APPENDIX 4 – Race stop and restart

APPENDIX 5 – Stickers installation

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## APPENDIX 1 – PENALITES Page 1/6

Ultimate Cup Séries regulations	DESIGNATION	INFRACTION	Clerk of race	Stewards
<b>3.5</b>	<b>Technical Scrutineering</b>	Late arrival at the assigned scrutineering slot		Report to Stewards
<b>4.2.1</b>	<b>Cars and equipments Fuel</b>	Technical non compliance		Report to Stewards
		Type of fuel non compliance		Report to Stewards
		Additive in the fuel		Report to Stewards
<b>4.2.1</b>	<b>Fuel tank</b>	Improper fuel tank	Compliance or or not allowed to start	
<b>7.4.1</b>	<b>Refuelling</b>	Presence of fuel in the pits		Report to Stewards
		No use of authorized and/or homologated filling material		Report to Stewards

## APPENDIX 1 - PENALITES Page 2/6

Ultimate Cup Séries regulations	DESIGNATION	INFRACTION	Clerk of race	Stewards
<b>7.4.1</b>	<b>Refuelling</b>	Participation in qualifying practice with fuel not provided by the service provider	Car stopped	Cancellation of all practice times
		Non compliance with rules of deposit for fuel costs		Report to Stewards
<b>4.2.2</b>	<b>Pneumatiques</b>	Use of tires ovens or 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
<b>4.2.3.2</b>	<b>Exhaust</b>	Non-compliance with the maximum authorized noise value or the tolerance	Stop the car by presenting the black flag with orange circle for compliance.	

## APPENDIX 1 - PENALITES Page 3/6

Ultimate Cup Séries regulations	DESIGNATION	INFRACTION	Clerk of race	Stewards
<b>4.2.3.3</b>	<b>Transponder</b>	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.	
<b>Article 7</b>	<b>Racing nets</b>	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.	
<b>4.2.3.5</b>	<b>Telemetry &amp; scrutineers</b>	Data transfer via telemetry		Report to Stewards
		No statement to the scrutineers of frequencies used for radio links by car		Report to Stewards
<b>4.2.3.6</b>	<b>Lighting</b>	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.	
	<b>Wiper</b>	Absence ou non fonctionnement d'essuie-glace	Arrêt de la voiture par présentation du Drapeau noir avec rond orange pour remise en conformité.	
<b>4.2.3.7</b>	<b>Specificities Starting up</b>	Failure to follow the procedure in case of breakdown on the track		Report to 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 pit-stop time for wheel change	1 STOP & GO + missing time compared to the "minimum pit-stop time" rounded up to the next higher second If penalty not carried out, add. 40" + missing time	

## APPENDIX 1 - PENALITES Page 4/6

Ultimate Cup Séries regulations	DESIGNATION	INFRACTION	Clerk of race	Stewards
7.5	<i>Pit-stop</i>	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	<i>Towing ring</i>	Absence or non respect of conformity	Compliance or start refused	Rapport could be sent to the Stewards
4.3	<i>Race Number</i>	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	<i>Compulsory advertising</i>	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	<i>Pit lane</i>	Speeding in the pit lane	STOP & GO of 5 seconds per Km/ h higher during the race, 50 € per additional km/ h during the practice sessions	Rapport could be sent to the Stewards
6.3.7		Regular use of the pit area (access, speed, traffic, stop, exit, etc.)	STOP & GO	Rapport could be sent to the Stewards
6.4	<i>Trackside support</i>	Failure to identify signalers	1 DRIVE THROUGH if one not or badly identified person + one STOP & GO penalty for each extra people	
7.1	<i>Briefing</i>	Absence or late arrival at briefing		Report to Stewards
7.2	<i>Practices</i>	Failure to follow the procedure in practices		Report to Stewards
7.5.2.1	<i>Starting procedure</i>	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	<i>Substitutes</i>	No declaration of retirement		Report to Stewards
7.10	<i>Finish</i>	Several passing under the checkered flag		Report to Stewards
7.11	<i>Parc fermé</i>	Failure of the parc fermé rules		Report to Stewards

### GP MOTORS SPORT SERIES SA

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## APPENDIX 1 - PENALITES Page 5/6

Ultimate Cup Séries regulations	DESIGNATION	INFRACTION	Clerk of race	Stewards
8	<b>Driver who:</b>	<ul style="list-style-type: none"> <li>&gt; caused the suspension of a race under 150 article</li> <li>&gt; breached these Sporting Regulations or the Code</li> <li>&gt; fait prendre un faux départ à une ou plusieurs voitures</li> <li>&gt; caused a collision</li> <li>&gt; forced a driver off the track</li> <li>➤ illegitimately prevented a legitimate overtaking move by a driver</li> <li>&gt; illegitimately impeded another driver during overtaking.</li> </ul>	<p>STOP &amp; GO</p> <p>Investigation Penalty automatically transformed into a 40-second penalty in the last three rounds</p>	<p>Rapport could be sent to the Stewards OU Other sanction on the following event(s)</p>
8.3.1	<b>and/or During practices</b>	<ul style="list-style-type: none"> <li>Non respect of safety instructions in the pit lane and signaling area</li> <li>Non-respect de la route de course</li> <li>Non respect of flags signals</li> <li>Non-respect des drapeaux</li> <li>Repeat offense</li> </ul>	<p>STOP &amp; GO</p> <p>Annulation du temps du tour au cours duquel l'infraction a été constatée</p> <p>Cancellation of the time of the round during which the infringement was detected</p> <p>STOP &amp; GO et annulation du meilleur temps de la séance d'essais</p>	<p>Rapport susceptible d'être transmis aux CS</p> <p>Report to Stewards</p>

## APPENDIX 1 – PENALITES Page 6/6

Ultimate Cup Séries regulations	DESIGNATION	INFRACTION	Clerk of race	Stewards
8.3.2	<i>and/or</i> <b>During practices</b>	Jump start	DRIVE THROUGH Penalty automatically converted to a 30-second penalty in the last three rounds	
		Start simulation during the formation lap		
		Failure of the gap imposed during the rolling start or under Safety Car procedure		
		Overtaking during the formation lap before the rolling start or under Safety Car procedure,		
		Failure to respect position on the starting grid		
		Failure of the racing line		
		Unsporting behavior		
		Failure of flags signals		
10	<b>Prize-giving</b>	Non attendance at the podium at the end of the race race.		Report to Stewards
		Comportement antisportif sur le podium.		

ANNEXE 2- CHALLENGE GT SPRINT ULTIMATE CUP SERIES Page 1/3									
Voiture /Car			ANNEE / YEAR	Pneu avant/front tyre			Pneu Arrière/rear tyre		
				Dimension	Slick	Pluie / Rain	Dimension	Slick	Pluie / Rain
Alpine	Cup			25/64-18	S8L	P2L FW	27/65-18	S9L	P2L FW
Alpine		GT4		25/64-18	S9M RFID	P2L FW	27/65-18	S9L	P2L FW
Aston Martin	Vantage N24			27/65-18	S9L	P2L FW	27/65-18	S9L	P2L FW
Aston Martin	DBRS9	GT3		30/65 -18	S9M RFID	P2L FW	31/71-18	S9M RFID	P2L FW
Aston Martin	DBRS9	GT3	2013/2014	30/68 -18	S9M RFID	P2L FW	31/71-18	S9M RFID	P2L FW
Aston Martin		GT3	2016	30/68 -18	S9M RFID	P2L FW	31/71-18	S9M RFID	P2L FW
Aston Martin		GT4		30/65 -18	S9M RFID	P2L FW	30/68 -18	S9M RFID	P2L FW
Audi	R8 LMS	LMS		27/65-18	S9L	P2L FW	31/71-18	S9M RFID	P2L FW
Audi	R8 LMS ULTRA	GT3		30/65 -18	S9M RFID	P2L FW	31/71-18	S9M RFID	P2L FW
Audi	R8	GT3	2016	30/68 -18	S9M RFID	P2L FW	31/71-18	S9M RFID	P2L FW
Audi	R8	GT4		30/65 -18	S9M RFID	P2L FW	31/71-18	S9M RFID	P2L FW
Bentley	GT3			31/71 -18	S9M RFID	P2L FW	31/71-18	S9M RFID	P2L FW
BMW	M3	GT4		25/64-18	S9M RFID	P2L FW	27/65-18	S9L	P2L FW
BMW	M3			27/65-18	S9L	P2L FW	30/68 -18	S9M RFID	P2L FW
BMW	M4	GT4		30/65 -18	S9M RFID	P2L FW	30/65 -18	S9M RFID	P2L FW
BMW	Z4	GT3		30/68 -18	S9M RFID	P2L FW	31/71-18	S9M RFID	P2L FW
BMW	M6	GT3	2016	31/71 -18	S9M RFID	P2L FW	31/71-18	S9M RFID	P2L FW
Chevrolet	Camaro	GT3		31/71-19	S9M RFID	P2L FW	31/71-19	S9M RFID	P2L FW
Chevrolet	Camaro	GT3	2016	31/71-19	S9M RFID	P2L FW	31/71-19	S9M RFID	P2L FW
Chrysler	Viper	GT1		30/65 -18	S9M RFID	P2L FW	31/71-18	S9M RFID	P2L FW
Chrysler	Viper	GT3		30/65 -18	S9M RFID	P2L FW	31/71-18	S9M RFID	P2L FW
Corvette	Z06	GT 3		30/65 -18	S9M RFID	P2L FW	31/71-18	S9M RFID	P2L FW
Corvette	Z06	GT 3	2014	30/68 -18	S9M RFID	P2L FW	31/71-18	S9M RFID	P2L FW
Corvette C7R	C7R	GT3	2016	30/68 -18	S9M RFID	P2L FW	31/71-18	S9M RFID	P2L FW
Ferrari	F458	Challenge		24/65-19	S8L	P2G	28/69-19	S9A	P2G
Ferrari	F355	Challenge		25/64 -18	N2	P2L FW	27/68-18	N2	P2L FW
Ferrari	F360	Modena		25/64 -18	N2	P2L FW	27/68-18	N2	P2L FW
Ferrari	F458	GT 3	Avant 2013	30/65 -18	S9M RFID	P2L FW	31/71-19	S9M RFID	P2L FW
Ferrari	F458	GT 2		30/68 -18	S9M RFID	P2L FW	31/71-18	S9M RFID	P2L FW
Ferrari	F488	GT3	2016	30/68 -18	S9M RFID	P2L FW	31/71-18	S9M RFID	P2L FW
Ferrari	F458	GT 3	2013/2014	30/68 -18	S9M RFID	P2L FW	31/71-19	S9M RFID	P2L FW
Ford	Mustang	FR 500/GT3		30/65 -18	S9M RFID	P2L FW	31/71-18	S9M RFID	P2L FW
Ford	GT	GT3		30/65 -18	S9M RFID	P2L FW	31/71-18	S9M RFID	P2L FW
GC	10	V8	(option 1)	25/64-18	S9M RFID	P2L FW	30/68 18	S9M RFID	P2L FW
GC	10	V8	(option 2)	27/68 -18	N2	P2L FW	31/71-18	N2	P2L FW
Ginetta	G55	Cup		25/64 -18	S9M RFID	P2L FW	27/65-18	S9L	P2L FW
Ginetta	G50			25/64-18	S9M RFID	P2L FW	27/65-18	S9L	P2L FW

ANNEXE 2- CHALLENGE GT SPRINT ULTIMATE CUP SERIES Page 2/3									
Voiture /Car			ANNEE / YEAR	Pneu avant/front tyre			Pneu Arrière/rear tyre		
				Dimension	Slick	Pluie / Rain	Dimension	Slick	Pluie / Rain
Ginetta	GT4			25/64-18	S9M RFID	P2L FW	27/65-18	S9L	P2L FW
Ginetta	G57		2016	30/65 -18	S9M RFID	P2L FW	31/71-18	S9M RFID	P2L FW
Ginetta	G55	GT3		30/68 -18	S9M RFID	P2L FW	31/71-18	S9M RFID	P2L FW
Lamborghini	Super	Trofeo		27/65-18	S9L	P2L FW	30/65-18	S9M RFID	P2L FW
Lamborghini	Gallardo	GT3		30/65 -18	S9M RFID	P2L FW	31/71-18	S9M RFID	P2L FW
Lamborghini	Gallardo	GT3	2016	30/65 -18	S9M RFID	P2L FW	31/71-18	S9M RFID	P2L FW
Lamborghini	LP560			30/65 -18	S9M RFID	P2L FW	31/71-18	S9M RFID	P2L FW
Lamborghini	LP600			30/65 -18	S9M RFID	P2L FW	31/71-18	S9M RFID	P2L FW
Lamborghini	HURRACAN		2016	30/68 -18	S9M RFID	P2L FW	31/71-18	S9M RFID	P2L FW
Ligier	JS2R			25/64-18	S9M RFID	P2L FW	27/65-18	S9L	P2L FW
Maserati	Coupé	GSL/GT 3 (opt2)		27/65-18	S9L	P2L FW	30/65-18	S9M RFID	P2L FW
Maserati	MC 3	GT3		30/68 -18	S9M RFID	P2L FW	31/71-18	S9M RFID	P2L FW
Maserati	TROFEO			30/65 -18	S9M RFID	P2L FW	31/71-18	S9M RFID	P2L FW
McLaren	...	GT3	Avant 2014	30/65 -18	S9M RFID	P2L FW	31/71-18	S9M RFID	P2L FW
Mercedes	SLS	GT3		30/68 -18	S9M RFID	P2L FW	31/71-18	S9M RFID	P2L FW
Mercedes	AMG	GT3	2016	30/68 -18	S9M RFID	P2L FW	31/71-18	S9M RFID	P2L FW
Mercedes	AMG	GT4		30/65 -18	S9M RFID	P2L FW	30/68 -18	S9M RFID	P2L FW
MITJET	ST			27/68-18 S8L	S8L	27/65-18 P2L FW	27/68-18 S8L	S8L	27/65-18 P2L FW
Mosler	MT	900		30/65 -18	S9M RFID	P2L FW	31/71-18	S9M RFID	P2L FW
Nissan	GT-R	GT3		31/71 -18	S9M RFID	P2L FW	31/71-18	S9M RFID	P2L FW
Porsche	997	R-GT3		30/65 -18	S9M RFID	P2L FW	31/71-18	S9M RFID	P2L FW
Porsche	Cayman	S-Cup		25/64-18	S9M RFID	P2L FW	27/65-18	S9L	P2L FW
Porsche	997	RS/GT de série		25/64-18	S9M RFID	P2L FW	31/71-18	S9M RFID	P2L FW
Porsche	997	Cup	2010	25/64-18	S9M RFID	P2L FW	30/68 -18	S9M RFID	P2L FW
Porsche	996	Cup		25/64 -18	N2	P2L FW	27/68-18	N2	P2L FW
Porsche	997	Cup		25/64 -18	N2	P2L FW	27/68-18	N2	P2L FW
Porsche	964	RS,RSR		25/64 -18	N2	P2L FW	27/68-18	N2	P2L FW
Porsche	Cayman	GT4		25/64 -18	N2	P2L FW	27/68-18	N2	P2L FW
Porsche	996	bi-Turbo GT2		27/65-18	S9L	P2L FW	31/71-18	S9M RFID	P2L FW
Porsche	991	Cup		27/65-18	S9L	P2L FW	31/71-18	S9M RFID	P2L FW
Porsche	997	Cup S		27/65-18	S9L	P2L FW	31/71-18	S9M RFID	P2L FW
Porsche	996	RS,RSR		27/65-18	S9L	P2L FW	31/71-18	S9M RFID	P2L FW
Porsche	997	RSR		27/65-18	S9L	P2L FW	31/71-18	S9M RFID	P2L FW
Porsche	993	Turbo GT2		27/65-18	S9L	P2L FW	31/71-18	S9M RFID	P2L FW
Porsche	911	Turbo		27/65-18	S9L	P2L FW	31/71-18	S9M RFID	P2L FW
Porsche	996	R		27/68 -18	N2	P2L FW	31/71-18	N2	P2L FW

ANNEXE 2- CHALLENGE GT SPRINT ULTIMATE CUP SERIES Page 3/3									
Voiture /Car			ANNEE / YEAR	Pneu avant/front tyre			Pneu Arrière/rear tyre		
				Dimension	Slick	Pluie / Rain	Dimension	Slick	Pluie / Rain
Porsche	911	GT3 R	2013/2014	30/65 -18	S9M RFID	P2L FW	31/71-18	S9M RFID	P2L FW
Porsche	911	GT3 R	2016	30/65 -18	S9M RFID	P2L FW	31/71-18	S9M RFID	P2L FW
Porsche	997	RSR	(2010-2012)	30/65 -18	S9M RFID	P2L FW	31/71-18	S9M RFID	P2L FW
Porsche	996	Turbo GT2		30/65 -18	S9M RFID	P2L FW	31/71-18	S9M RFID	P2L FW
Renault	RS01	Trophy		30/68 -18	S9M RFID	P2L FW	31/71-18	S9M RFID	P2L FW
Saleen				30/65 -18	S9M RFID	P2L FW	31/71-18	S9M RFID	P2L FW
SF	V8			27/68 -18	N2	P2L FW	31/71-18	N2	P2L FW
SF	FOENIX			30/68 -18	S8M RFID	P2L FW	31/71-18	S9M RFID	P2L FW
Vortex		S1	2016	30/68 -18	S9M RFID	P2L FW	31/71-18	S9M RFID	P2L FW

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## APPENDIX 3

### Classes list

#### Ref. ARTICLE 4 - 4.1. Cars accepted

The UGT Free category mainly includes GT cars with a Balance of Performance adapted to maximize the performances.

The UGT 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 the ones of the UGT and UGT Free 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.

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## APPENDIX 4

# RACE STOP AND RESTART

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

APPENDIX 5 Page 1/2

Stickers installation

Plan de stickage obligatoire  
Mandatory stickers installation

Combinaison de pilote / Racing Suit \_\_\_\_\_



Taille / Size 12 cm



Taille / Size 9 cm



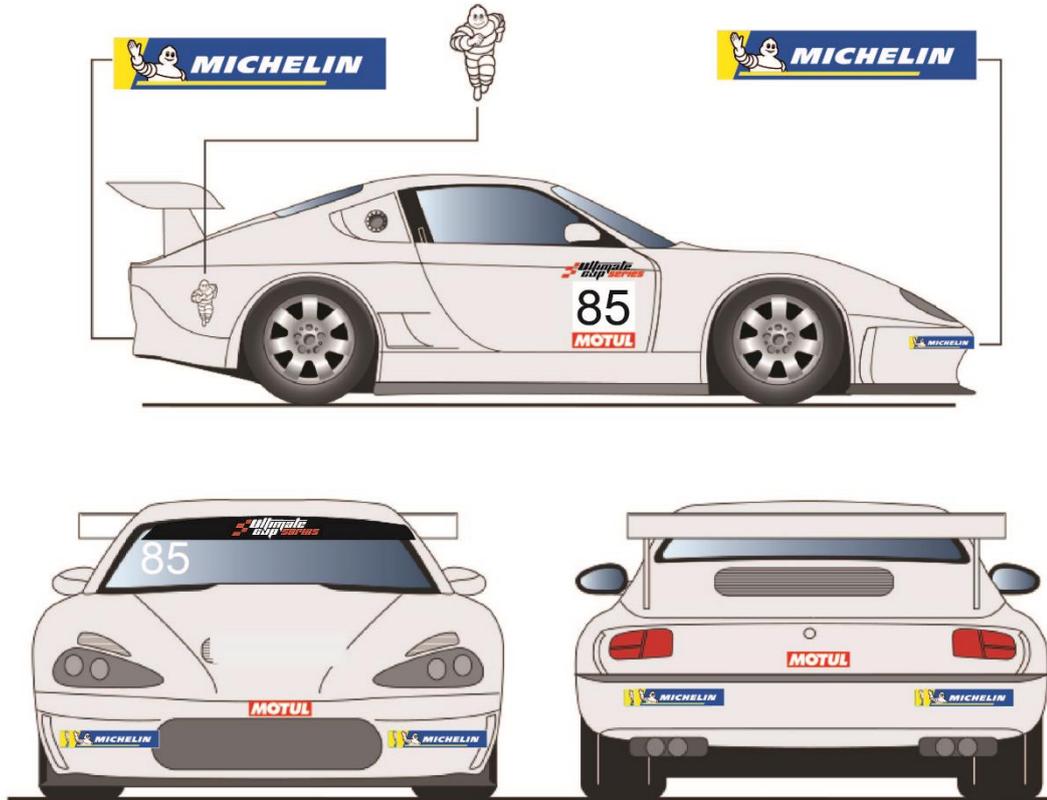
Taille / Size 11 cm



Taille / Size 11 cm

## APPENDIX 5 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