

Additive n°4 to the Proto Sporting and Technical Regulation

Please find below the modifications or corrections made to the Challenge Proto Sporting and Technical Regulation 2021 of the Ultimate Cup Series with immediate effect.

3.2.1 Drivers Categorization

Each crew may consist of two or three drivers.

a) Each pilot entered in LMP3, **in P4 and in CN** is categorized as follows :

b) Each driver must forward his **FIA driver categorization** to Ultimate Cup Series 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 he has to use the FIA Driver Categorization form available on the FIA website: <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).

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.

c) For late application or if the answer is not received in time before the beginning of the event, the College of Stewards will provisionally categorize the driver. This driver must provide their racing records to the College of Stewards as well as the proof of the request made to the FIA. A €350 fee must be paid to the Ultimate Cup Series for any late application for categorization. Such internal categorization will be provisional and in no way constitutes an FIA categorization.

Uncategorized driver may participate in an Event only to the extent that the Regulations permit them to participate.

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

- Platinum (they will be considered the same as Gold drivers regarding the composition of the crews, penalties and others)

- Gold

- Silver

- Bronze

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

APPENDIX 4

| | Composition | Penalty to be respected during each mandatory pit-stop |
|-----------|--------------------------|--|
| 2 drivers | bronze + silver | 31s |
| | bronze + bronze | 0s |
| | silver + silver | 72s |
| | gold + bronze | 40s |
| 3 drivers | gold + silver + bronze | 49s |
| | silver + silver + bronze | 41s |
| | silver + silver + silver | 72s |
| | gold + bronze + bronze | 33s |
| | silver + bronze + bronze | 26s |
| | bronze + bronze + bronze | 0s |

BALANCE PENALTIES (other categories Evo Challenge Trophy)

There will be no balance penalty or driver classification requirement applicable to competitors entered in the Evo Challenge Trophy.

Method of awarding "balance penalty" for the following race in which the drivers of the three crews scoring the most points in the classification of a race in each category will participate (except LMP3): The handicap penalties are allocated to the crew, that is to say to each of the drivers.

In the case that a driver who has been awarded a "balance penalty" at the end of a race, would be part of a new crew for his next race in the same category with one or more other drivers, the "balance penalty" to be respected by this crew will be the highest value of those allocated for this race to each of the drivers according to their classification in the category at the end of their previous race. The team mate of the 1st driver cited with whom he composed the 1st crew must also respect the "balance penalty" at the next race in which they will participate unless the other driver making up this crew has already participated in a previous race (and therefore already respected the "balance penalty" of the crew).

Any driver is considered to have participated as soon as the car in which he's entered crosses the starting line or leaves the pit lane after the start.

Values and attribution of balance penalties

Penalties awarded following the podium of a race and applicable for the following race:

- Crew having finished 1st in its category
23 seconds balance penalty
- Crew having finished 2nd in its category
15 seconds balance penalty
- Crew having finished 3rd in its category
8 seconds balance penalty

If the category has less than 4 entries, the penalties will be as follows:

- Crew having finished 1st in its category
15 seconds balance penalty

- Crew having finished 2nd in its category
— 8 seconds balance penalty
- Crew having finished 3rd in its category
— no balance penalty

If the category has less than 3 entries, the penalties will be as follows:

- Crew having finished 1st in its category
— 11 seconds balance penalty
- Crew having finished 2nd in its category
— no balance penalty

If the category has less than 2 entries, the penalties will be as follows:

- Crew having finished 1st in its category
— no balance penalty

The "balance penalty" must be observed during each mandatory stop.

At the end of a race in which the drivers of a crew participate who were penalized with a "balance penalty" and do not meet the criteria to be awarded a new "balance penalty", they may subtract 15 seconds to the "balance penalty" applied to them for the next race in which they will participate (Negative "Success Penalty" impossible).

At the end of a race in which the drivers of a crew participate who were penalized with a "balance penalty" and again fall under the criteria to be awarded a "balance penalty", the "balance penalties" will add up for the next race in which they will participate.

Example:

The drivers are considered to remain the same for each racing crew from race to race.

Race 1 result:

45: 1st / # 32: 2nd / # 9: 3rd

Success Penalty course 2:

#45 : 23s / #32 : 15s / #9 : 8s

Race 2 result:

17: 1st / # 45: 2nd / # 1: 3rd

Success Penalty course 3:

#45 : 38s / #17 : 23s / #1 : 8s / #9 : 0s / #32 : 0s

Race 3 result:

1: 1st / # 9: 2nd / # 32: 3rd non-participation of # 17

Success Penalty course 4:

#1 : 31s / #45 : 23s / #17 : 23s / #9 : 15s / #32 : 8s

If the drivers change:

Consider drivers A, B and C who took part in the 1st race and finished 2nd.

For the 2nd race they are all three entered on the same car, their success penalty is 15s.

They again finish 2nd in this race, so they have a 30s "theoretical" success penalty.

For race 3, the crew is separated, driver A forms a new crew with two drivers without success penalty. Driver B forms a crew with a driver who has a success penalty of 15s, and another pilot with a success penalty of 8s. Driver C does not take part in the race.

Driver A's crew success penalty : 30s -> race result 3: 3rd (theoretical success penalty: 38s)

Driver B's crew success penalty: 30s -> race 3 result: off podium (theoretical success penalty: 15s)

For race 4, drivers A and B once again form a crew and pilot C forms a crew with two pilots without

Success Penalty.

Success Penalty for crew A and B crews: 38s

Pilot Crew Success Penalty: 0s

The organizer reserves the right to apply a fixed balance penalty to any crew depending on its composition and the level of its pilots (for a first entry, for example). It may come in addition to a balance penalty due to the results and may be modified at any time.

A summary table of the balance penalties to be observed by each team will be sent before each race.