

CHALLENGE MONOPLACE ULTIMATE CUP SERIES 2022 *Sporting and Technical Regulation*

| | |
|--|-----------|
| ARTICLE 1 – ORGANISATION | 3 |
| 1.1. PROMOTERS – ORGANISATION LICENCE – REGULATION | 3 |
| 1.2. REGULATION | 3 |
| 1.3. OFFICIALS | 4 |
| 1.4. CALENDAR | 4 |
| ARTICLE 2 – INSURANCES | 5 |
| 2.1. INSURANCES | 5 |
| ARTICLE 3 – COMMITMENT | 5 |
| 3.1. LICENCES | 5 |
| 3.2. REGISTRATIONS | 5 |
| ARTICLE 4 - CARS AND EQUIPMENTS | 6 |
| 4.1. CATEGORIES | 6 |
| 4.2. FUEL – PNEUMATICS - EQUIPMENTS | 7 |
| 4.3. RACE NUMBERS | 9 |
| 4.4. PILOT SAFETY EQUIPMENT | 9 |
| ARTICLE 5 - ADVERTISING | 9 |
| 5.1. MANDATORY ADVERTISING | 9 |
| ARTICLE 6 – SITES AND INFRASTRUCTURES | 9 |
| 6.1. RACE ROAD | 9 |
| 6.2. STAND ZONE | 10 |
| 6.3. SIGNALING AREA | 10 |
| ARTICLE 7– PROGRESS OF THE EVENT | 10 |
| 7.1. ADMINISTRATIVES CHECKS | 10 |
| 7.2. TECHNICAL VERIFICATIONS | 10 |
| 7.3. BRIEFING | 11 |
| 7.4. TESTS | 11 |
| 7.5. RACE | 12 |
| 7.6. PARC FERME | 13 |
| 7.7. WITHDRAWAL | 13 |
| ARTICLE 8 – PENALTIES | 13 |

| | |
|---|-----------|
| ARTICLE 9 – RANKING | 14 |
| 9.1. POINTS SCALE | 14 |
| 9.2. STARTERS..... | 15 |
| 9.3. FINAL RANKING OF THE CHALLENGE..... | 15 |
| 9.4. EX AEQUO..... | 15 |
| ARTICLE 10 – AWARDS CEREMONY | 16 |
| 10.1. PRIZES BY EVENT | 16 |
| 10.2. PRIZES AT THE END OF SEASON | 16 |
| 10.3. TROPHY..... | 16 |
| ANNEXES | 17 |

FEMINAL

ARTICLE 1 – ORGANISATION

1.1. PROMOTERS – ORGANISATION LICENCE – REGULATION

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

- The FIA International Sporting Code and its annexes (herinafter the Code),
- additives, annexes, sports and technical bulletins governing this challenge
- the general requirements for Circuits,
- the general requirements for the National Series,
- the general requirements and the Standard Regulation of the FFSA,
- this Sporting and Technical Regulation specific to the series.

All stakeholders (the Promoter, the ASN, organisers, competitors and circuits) undertake to apply and comply with 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 ASN.

Any driver or competitor participating in the Challenge MONOPLACE Ultimate CUP Series is deemed to be familiar with all the above-mentioned regulations. He undertakes to respect this set of texts, in both form and spirit.

Any amendment to this regulation must have the agreement of the FFSA before distribution in the form of a dated and numbered additive.

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

1.1.2. PROMOTER

GP MOTORS SPORT SERIES SA
Jardins du Salesianum 15,
1700 Fribourg
Suisse
contact.series@ultimatecup.eu

1.1.3. ASN

The supervising ASN is the FFSA (France)

Fédération Française du sport Automobile
32 avenue de New York,
75781, Paris
France

1.1.4. ORGANISATION LICENCE

This regulation has been approved by the FFSA, Visa n° C55 - 2022 dated 03/02/2022.

1.2. REGULATION

1.2.1. The French version of these Sporting and Technical Regulations 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 Regulation.

In case of doubt regarding comprehension, only the French text will be considered authentic.

1.2.2. This sporting and technical regulation will come in effect on January 1st, 2022 and will replace any other regulation for the Series.

1.2.3. All competitors registered in the Ultimate Cup Series will be informed of any changes made to these Sporting and Technical Regulation by 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 can not 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, clearly stating the points on which he wishes the interpretation.

1.3. OFFICIALS

In the specific regulations of each event the Promoter shall designate at least :

- 1 Race Director and Coordinator of FFSA responsible for the event
- 1 Technical Delegate
- 3 Stewards including 1 Chair

In the particular regulations of each event will be designated by the promoter different officials depending on the number of committed.

1.4. CALENDAR 2022

The **Challenge MONOPLACE Ultimate Cup Series** will take place according to the schedule below :

| Date | | Place | | Coef |
|-------------|---------|--------------|---------|------|
| April – May | 29 – 01 | LE CASTELLET | France | 1 |
| July | 08 – 10 | MISANO (TBC) | Italy | 1 |
| September | 16 – 18 | HOCKENHEIM | Germany | 1 |
| October | 07 – 09 | MAGNY-COURS | France | 1 |
| November | 11 – 13 | PAUL RICARD | France | 2 |

The calendar is provisional. The FFSA, the National Sporting Authorities and Ultimate Cup Series reserve the right to make any modification.

If one or more scheduled Events are not organised, Ultimate Cup Series will study a possible alternative solution in collaboration with FFSA. If the Calendar is reduced by an event due to the fact that FFSA and Ultimate Cup Series cannot replace a cancelled Event, this will not give rise to any compensation or payment of any consideration other than the reimbursement to the Competitor of sums already paid for the event concerned.

ARTICLE 2 – INSURANCES

2.1. INSURANCES

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

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

2.1.3 The drivers participating in the event are not considered as third parties between them.

ARTICLE 3 – COMMITMENT

3.1. LICENCES

All drivers, competitors and officials participating in the Ultimate Cup Series must hold a valid licence. For pilots, the minimum requirement is a **National** licence, and where applicable, valid licences and/or authorisations issued by their ASN. Only registrations accompanied by copies of the licence may be taken into account. A Participation Certificate (PC) National Circuit (see ASA for conditions) is also accepted only for races in France.

The Ultimate Cup Series Monoplace Challenge is open to foreign pilots with a valid annual competition licence issued by their ASN.

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

The references of the competing licence presented will be the only ones used for official documents. Any other name or other specificity may be added to the team's name or replaced after agreement by the team itself.

3.2. REGISTRATIONS

Participation in the challenge is by invitation.

Each participant will be able to use one vehicle per meeting. (Unless authorised by the Stewards' Panel).

Registrations are taken into account according to the number of places available. Seasonal registrations will have priority.

A competitor of the MONOPLACE Ultimate Cup Series challenge is allowed to compete in other challenges of the Ultimate Cup Series on the same meeting.

3.2.1 Registration for the season

To register IN THE SEASON to this challenge the competitor will have to send the registration request accompanied by his licence and payment of the registration to the promoter not later than 10 days before the beginning of the first event. The price of the season registration will be defined on the registration form.

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3.2.2 Registration per event

To register FOR AN EVENT of this challenge the competitor will have to send the registration request accompanied by his licence and payment of the registration to the promoter not later than 10 days before the beginning of the event. The price of each event will be defined on the registration form.

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

ARTICLE 4 - CARS AND EQUIPMENTS

4.1. CATEGORIES

The Ultimate Cup Series Monoplace Challenge is open to the following categories, by invitation, after acceptance of the application by the promoter.

Required documents :

- Homologation form or technical sheet for approved cars.
- ASN Passeport.
- Protective roll bar homologation form for the cars concerned.

F3 Regionale

- Tatuus F3 T-318 with its « Ultimate Cup Series » configuration (Renault Sport engine, specific rims, etc.). A document defining the diverging points compared to the basic model and the weights to be respected will be drawn up.

Formule Renault FR 2.0

2 Classes :

- Class A : Formule Renault 2.0 from 2010 to 2018
- Class B : Formule Renault 2.0 until 2009

F4 new evo

- Any F4 or Formula 4 of the latest generation in their original definition. If there are divergent points, for example, to ensure fairness between all cars in the category, these will be defined in a specific document.

F4 old evo

- Any F4 or Formula 4 of the old generation in their original definition. If there are divergent points, for example, to ensure fairness between all cars in the category, there will be defined in a specific document.

For the registration of any other car, the files will be studied by the organization. Depending on the decision, it may possibly be included in a "invited" category. In this case it will be completely transparent for the allocation of points for other categories.

Each cars :

- must comply with the manufacturer's technical regulation.

- have a definition file and be in compliance with it.
- must comply with the manufacturer's plans, dimensions and tolerances. In case of replacement of worn parts they must be replaced by original parts referenced by the manufacturer. Otherwise, they will not be allowed to participate in the event.

For the Formules Renault 2.0 about technical regulation and nomenclatures :

- CAR WITH CAPARO CHASSIS (2010-2011-2012) :
THE REFERENCE YEAR WHO MUST BE TAKEN INTO ACCOUNT IS 2012
- CAR WITH TATUUS CHASSIS (from December 2012):
THE REFERENCE YEAR WHO MUST BE TAKEN INTO ACCOUNT IS 2018

Link to Technical Regulations : <http://extranet-competition.renault-sport.com/>

4.2. FUEL – PNEUMATICS - EQUIPMENTS

4.2.1. Fuel

- Fuel type : Super Unleaded 98 minimum in accordance with Article 252-9 Annex J
 - The use of fuel provided by the organizer is compulsory from the start of private practice and for the duration of the meeting. Checks will be carried out.
 - No additives are authorised.
 - Type of fuel tank accepted : original fuel tank FT3 type.
- Refuelling is prohibited during the runway driving phases
For safety reasons, it is reminded that it is strictly prohibited to have gasoline in the boxes.

4.2.2. Pneumatics

MICHELIN is the sole supplier of tyres, distribution and mounting on the circuit will be carried out by APR. All vehicles must be equipped with MICHELIN France tyres (slick & rain) ordered and/or purchased from APR.

Any order will be done at the latest 10 days before the event, at the company :

APR

3, rue du Pavin Parc logistique 63360 GERZAT / FRANCE

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

apr-contact@apr-europe.com

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

Each competitor must use the size and type of tires referenced for their car in the table in Appendix 2 of the regulations.

Any competitor entering with a car not listed in the table must contact the Promoter.

No other type of tyre and/or brand will be tolerated, whether at private tests, free practice, qualifying or race tests. During these sessions, all tires (slick or rain) must bear the specific sticker of the series (except exemption given by the promoter). Failure to comply with this rule or with the tire registration will result in penalties.

Any system to heat tyres (heated blankets or other) or to provide any chemical treatment is prohibited.

Valve caps are recommended during private and free practices, qualifying and races.

4.2.2.1 Tyres marking

1. Attribution:

The number of slicks tyres is limited to 4 front and 4 rear per event including (qualifying tests and races) with a single rubber hardness.

A specific marking (bar code) will identify these tyres. Each of these tyres must be registered at least one hour before the start of the first qualifying session. Otherwise, a penalty may be imposed by the Stewards' Panel.

Rain tires are not limited in number. Slick / rain mixing is prohibited.

Tires for wet tracks may only be used if the track has been declared wet by the Race Director / Clerk of the Course for the practice session (free practice, qualifications) or the race.

Four additional tyres (front or rear), known as "joker" tyres, may be used during the season in the event of a damaged tyre, following the advice of the tyre supplier and the approval of the technical controller. In the case of a race entry, only one additional tyre may be granted. This allocation may not exceed four additional "joker" tyres during the season.

2. Marking procedure:

A specific document stating the procedure for marking tyres will be edited later.

4.2.3. Equipments

4.2.3.1. Exhaust

In accordance with regulations during testing and racing, the use of a muffler is mandatory.

The limits and conditions for measuring the sound level are set as follows:

| | |
|------------------------------|----------------------------|
| Maximum measured noise level | 100 dB |
| Measurement regime | 75 % of the maximum regime |

The measurement will be done in accordance with the FIA method (see technical regulations).

Controls will be conducted during the tests and races. A preventive inspection will be available to competitors before the qualifying tests.

4.2.3.2. Transponder

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

Competitors are responsible for :

- good mounting of the transponder;
- its permanent good functioning.

4.2.3.3. Telemétrie – Transmission

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

- Any telemetry system is prohibited.
- Any radio system and car / stand links and conversely is authorised
- Provided that the equipment is integrated into the car bodywork, data acquisition systems are authorised, including the cells necessary for their operation.

4.2.3.4. The lightening

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

4.2.3.5. Starting

The automatic start, controlled from the pilot's seat, the control being operated exclusively by the pilot, is mandatory and only admitted for the start of the race and for later starts during the race.

Is prohibited:

- In the pit lane: reverse with engine running
- On the track or in the pit lane the starting aid by stroller

4.3. RACE NUMBERS

Each car will be bearing the race number assigned by the Promoter. Race numbers and advertising on cars must comply with the graphic charter in the annex 1 to the Sporting and Technical regulation.

A number on the front bonnet :

- digit height : 10 cm. / line width : 2 cm/ spacing between two digits : 2 cm.
- position : visible for an observer standing at the front of the car.

Two side numbers :

- digit height : 20 cm. / digit width : 3 cm. / spacing between two digits : 5 cm.
- position : rear wing drift.

4.4. PILOT SAFETY EQUIPMENT

According to article 3 chapter 3 of appendix L of the FIA

ARTICLE 5 - ADVERTISING

5.1. MANDATORY ADVERTISING

The Ultimate Cup Series imposes a certain advertising to be affixed to the cars and the racing suits of all drivers and competitors participating in the Challenge Monoplace Ultimate Cup Series (see Annex 1).

All advertisements competing with any of the Ultimate Cup Series partners are prohibited (tolerated upon request and after acceptance of the Promoter), on cars and combinations. The sticker plan can not be modified by competitors and drivers.

The car's brand name or emblem must appear on the car in the original location. The names of the drivers must appear on each side of the bodywork.

In case of non-respect of the sticker plan defined by the organization, penalties will be inflicted (see article 8).

ARTICLE 6 – SITES AND INFRASTRUCTURES

6.1. RACE ROAD

Only the race route must be used by the drivers throughout the course of the races and tests.

At all times, cars must keep at least two wheels entirely on the part of the track between the roadsides or paint strips.

The usage of roadsides, even if they are drivable, is strictly prohibited, except in cases of force majeure.

It is strictly prohibited for any driver, subject to immediate disqualification and request for sanction from FFSA, to drive in his vehicle in the opposite direction to that of the race. This prohibition is valid both during the course of the actual races and during the tests sessions.

Any driver who is obliged to stop his vehicle at any point on the circuit must immediately put it away in such a way that it does not inconvenience the other drivers. The circuit marshals may participate in this operation, but their intervention, subject to disqualification, can not have the effect of starting the engine.

The pilot must remain under the orders of the marshals in post.

Any driver of a vehicle temporarily stopped on the circuit for any reason must, to restart during the race, use his starter.

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

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

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

Overtaking under yellow flag is prohibited.

6.2. STAND ZONE

Except as specifically announced during the briefing, throughout an Event, speed will be limited to 60 km/h in the pit lane and maximum safety measures will be taken. Any violation of this rule during free practice and qualifying for a Race (cumulative over the season) will result in penalties for the driver.

Any irregular use of the pit area : access, speed, (maximum speed in the pit lane: 60 km/h) traffic, stopping, exit, etc. will be subject to penalties (see article 8).

6.3. SIGNALING AREA

Only two team members per committed car are allowed in the signaling area during the tests and the race(s). Persons under 16 years old are not allowed in the stand area. Penalties : see Article 8.

ARTICLE 7– PROGRESS OF THE EVENT

7.1. ADMINISTRATIVES CHECKS

Administrative checks, mandatory for all competitors, will be held before each start of the event. The information relating to this control will be specified in the specific regulations of the test (dates of opening of the control, times & place). Each competitor must present the required documents. A competitor who has not satisfied the administrative checks will not be able to participate in the qualifying session.

Passes will be limited and can only be used by the people who make up the teams. The competitor is the sole responsible for his companions.

7.2. TECHNICAL VERIFICATIONS

On each event at the end of the administrative control, competitors must report to the technical delegate (appointed by the event director) to carry out the technical inspections of vehicles & equipment in compliance with the conformity in force.

Technical control will be held in the technical room (or, possibly in the competitors' box) and the information relating to this inspection will be specified in the particular rules of the test (opening dates, times & place).

The technical delegate can:

- A. check the admissibility of a car or competitor at any time during an event ;
- B. ask that a car be dismantled by the competitor to verify that the eligibility or compliance conditions are fully respected ;
- C. ask a competitor to pay reasonable costs resulting from the exercise of the rights mentioned in this article;
- D. ask a competitor to provide any samples or parts they may deem necessary ;
- E. check the weight of the vehicle location specified during technical checks)
- F. check the compliance of the fuel used at all times

Cars must be presented for technical verifications at the time indicated on the timing of the verifications under the following conditions :

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

- All homologation and other documents may be requested during this verification
- with the homologation sheet and the technical passport of the car in paper version
 - with the engine sealed or ready to receive the seals
 - without fuel
 - with all the mandatory stickers (security, identification, partners of the Series, etc.), in accordance with the graphic charter (see appendix 1)
 - with homologated slick tyres.

The pilot's safety equipment must be presented during the check are:

- helmet (see hereafter)
- restraint system
- Underwear
- racing suit
- shoes
- gloves

A driver's safety equipment sheet must be completed by the driver and must be provided when checking the car.

At the end of the check, each approved driver helmet will receive a validation sticker to stick on the outside at the bottom left of the chin location.

This should allow controllers to verify the conformity (see the conditions defined in Annex L of the International Sporting Code). The helmet and head restraint system must not have undergone any modifications other than those provided by the manufacturer.

For any absence or delay in administrative and/or technical controls, penalties will be applied (See article 8 of this regulation and according to the standard rules of circuits "Asphalte" of FFSA).

The commitment rights for each event include participation in the final detailed technical checks. The team must ensure the dismantling and reassembly following the inspection.

In the case of technical non-compliance, the competitor may be excluded from the Challenge for the current year and will lose all his rights.

7.3. BRIEFING

At the end of the administrative and technical checks, all drivers authorised to participate in the competition are required to attend a briefing.

The presence of the pilots participating in the event is MANDATORY during the entire briefing period subject to penalty. (see Article 8)

7.4. TESTS

7.4.1 COLLECTIVE TESTS

Collective tests may be organized the days before the start of the meeting.

7.4.2 PRIVATE/FREE PRACTICE

Private/free practices will be organized (except in cases of force majeure) during the meeting preceding the qualifying session.

7.4.3 QUALIFYING SESSION

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

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

In the case of a time draw, the classification will be established on the basis of the first driver who will achieve the time.

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

In the case of draw, the classification will be established on the basis of the best lap time done during the races 1 and 2. If this is not enough to decide between them, the priority will be given to the first one having achieved it.

7.5. RACE

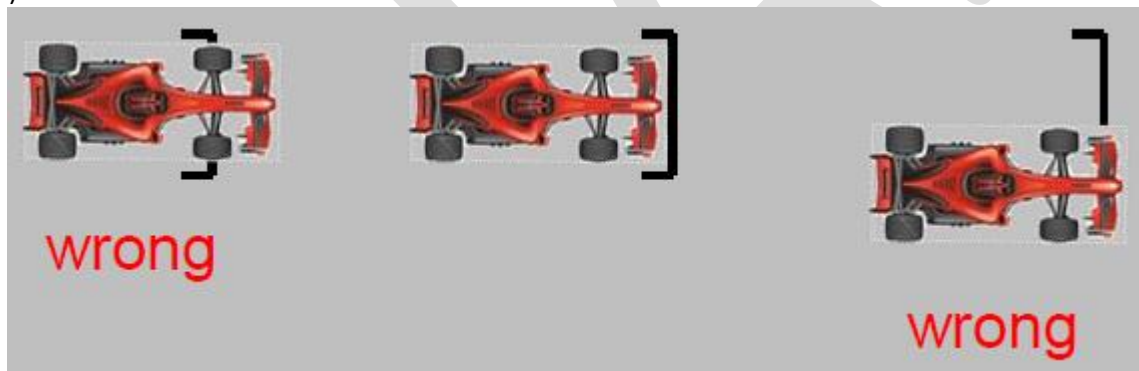
The provisional calendar for each meeting includes two or three races.

7.5.1 STARTING PROCEDURE

Standing start is the starting procedure

The starting grid is of the offset type, and will be established from the results of the qualifying session (see article 7.4) except if the Race Direction advises otherwise.

When setting up on the grid, no part of the car must protrude from the start box (position painted on the ground).



On the starting grid, any intervention on the cars is prohibited except as follows :

- remove and replace the steering wheel,
- use of radio and controls,
- measurement and adjustment of tyre pressure,
- Tyres temperature measurement
- wheel tightening
- access to engine management and data acquisition systems,
- installation and removal of sun or rain protection,
- application or removal of adhesive on the bodywork and air inlets
- connection and disconnection of a booster battery -

Any other intervention is prohibited without the express authorisation of the officials. This concerns in particular:

- the opening of the bonnet,
- the change of wheels.

7.5.2 FINISH

The finish is given by the black and white Chequered flag on the leading car at the end of the race.

7.6. PARC FERME

The parc fermé regime is the one under which the cars are located at the end of a qualifying session or race, as soon as the chequered flag is presented.

In the case of interruption of the race or qualifying practices due to the presentation of the red flag, competitors are also under the parc fermé regime and must comply with the instructions of the Race Director or his assistants.

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

By the pilot :

- remove and replace the steering wheel,
- use of radio and controls,
- cut-off electrical circuits.

By team technicians or tire manufacturers :

- Tire pressure measurement
- Tire temperature measurement.

Any other intervention is prohibited without the express authorisation of the officials responsible for monitoring the application of the parc fermé regime. This concerns in particular :

- Opening the bonnets,
- The change of the wheels,
- Access to engine management and data acquisition systems
- The removal of the video card

The parc fermé by decision of the race direction may take place on any other place defined by the last one. For cars that have had or suffered damage, the parc fermé can be carried out directly in the team's technical area.

7.7. WITHDRAWAL

The Race Direction must be informed of any abandonment due to the incapacity of a vehicle to start for any reason. No reimbursement of entry fees will be made.

ARTICLE 8 – PENALTIES

Recap of penalties (Ultimate Cup Series 2022). Complaints and appeals - see Articles 7 and 8 of the FFSA General Requirements. Any violation of these rules will result in penalties imposed by the Stewards, even if these violations are not listed in the table below

| Object | Difference noticed in the regulation | Steward report | Race Direction |
|--------------------------------|--------------------------------------|----------------|-----------------------------------|
| <i>Technical Verifications</i> | Any delay | X | |
| <i>Cars and equipments</i> | Non compliant | X | |
| <i>Fuel</i> | Non-compliant fuel type | X | |
| | Additive in fuel | X | |
| <i>Tank</i> | Non compliant | X | Disqualification from the meeting |

| | | | |
|---|---|----------------|--|
| <i>Refueling</i> | Non-compliance with procedures | X | |
| <i>Tyres</i> | Non-compliant of the manufacturer, size and/or type of rubber and/or tyres not marked and/or not declared | X | Disqualification from the meeting |
| | Use of any means to heat the tyres. | X | |
| <i>Exhausts</i> | Technical verifications exceeding the static noise level | X | |
| | Test and/or race sessions See regulations in progress | X | |
| <i>Transponder</i> | No presence or malfunction of the transponder | | Vehicle stop by flag presentation to ensure compliance |
| <i>Telemetry & Transmission</i> | If use | X | |
| <i>Lightening</i> | Non-conformity of the procedure in the event of a breakdown on the circuit | | Vehicle stop by flag presentation to ensure compliance |
| <i>Equipments</i> | Non-conformité de la procédure en cas de panne sur la piste | X if necessary | Race Direction Decision |
| <i>Specificities and Stand Zone</i> | Non-conformity of the procedure in the pit lane | | STOP & GO |
| <i>Specificities and Signaling area</i> | Exceeding the number of people per car in the paneling area | X if necessary | |
| <i>4.3 Race numbers</i> | In the case of non-compliance with this article | X if necessary | Race Direction Decision |
| <i>5.1 Mandatory advertising</i> | | | |
| <i>7 Prégrille</i> | | | |
| <i>7.0 Briefing</i> | | | |
| <i>7.2 Race</i> | | | |
| <i>7.3 Parc fermé</i> | In the case of non-compliance with this article | X if necessary | |
| <i>10 Prizes</i> | | | |

ARTICLE 9 – RANKING

9.1. POINTS SCALE

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

To score 100% of the points in the general classification of the category, a car must have covered at least 75% of the distance of the 1st place in the general classification of the category which must have covered at least 50% of the distance of the 1st of the race.

In order to score 50% of the points in the general classification of the category, a car must have covered at least 50% of the distance of the 1st place in the general classification of the category which must have covered at least 50% of the distance from the 1st of the race.

If a car has covered less than 50% of the distance from 1st in the general classification of the category, it will

not score a point.

If the 1st in the general classification of a category has covered less than 50% of the distance from the 1st in the race, no car in the category will score point.

The points in the general classification of the category will be counted on the basis of the following scale :

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

In addition, a general Ultimate AM ranking will be established per category and per race (drivers aged 40 and over) according to the same scale as that used for the general classification of the category (1st AM : 28 points, 2nd AM : 24 points, 3rd AM : 20 points, etc).

If certain categories are divided into classes, the scale of points by class will be defined in an addendum to the regulations.

9.2. STARTERS

All drivers will be considered as starters if he appears on the official list of authorised drivers.

9.3. FINAL RANKING OF THE CHALLENGE

There will be a final ranking per category. Each driver will total the points obtained in the ranking of his category (and eventually of his class) for each race which will be multiplied by the coefficient defined in Article 1.4. A general classification will be established combining the scratch and the class. In the same way a general ranking of Ultimate AM per category will be established, combining scratch and class for drivers aged 40 and over during the first race of the season. The final ranking of the Challenge will be established as follows : The two worst results of races in which the driver has participated (or declared a non-starter due to retirement) will be deducted from the final result.

In the case of downgrading and/or disqualification of a race, for any reason, by the Stewards and/or the ASN, the race shall not be counted towards the final classification.

9.4. EX AEQUO

In the case of Ex aequo between competitors, the highest place in the Challenge will be attributed:

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

ARTICLE 10 – AWARDS CEREMONY

10.1. PRIZES BY EVENT

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

- General ranking of each category
- Eventually ranking of each class;
- Ultimate AM Ranking of each category

A podium will be made for classes and categories with at least 4 starting cars. Drivers must present themselves in an identified racing suit in accordance with the identification plan established by Ultimate Cup Series Sports.

10.2. PRIZES AT THE END OF SEASON

At the end of the season, will be rewarded on the same basis as mentioned previously.

General ranking of each category : accumulation of category + eventually Class points.

Ultimate AM Ranking of each category

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

10.3. TROPHY

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

ANNEXES

ANNEX 1 page 1/2
Graphical Charter



COMBINAISON DU PILOTE
DRIVER'S SUIT OVERALL

 Taille / Size : 11 cm

Le logo ULTIMATE CUP doit être placé à gauche, sur la poitrine.
The ULTIMATE CUP logo must be placed on the left on the chest.

 Taille / Size : 12 cm

Le logo MICHELIN doit être placé à droite, sur la poitrine.
The MICHELIN logo must be placed on the right on the chest.

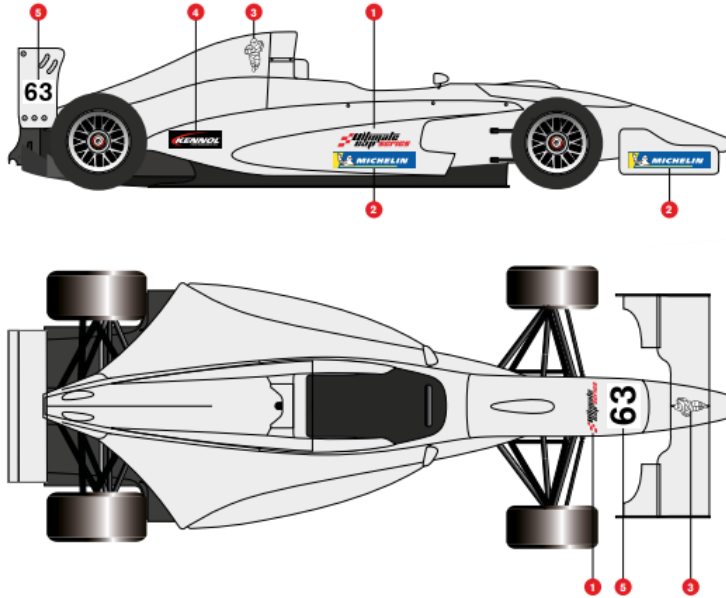
 Taille / Size : 11 cm

Le BIBENDUM SPRINTER doit être placé sur chaque épaule.
The BIBENDUM SPRINTER must be placed on each shoulder.

Ces patches peuvent être fournis par ULTIMATE CUP au besoin.
Toute marque concurrente devra être obligatoirement cachée.
*These patches can be provided by ULTIMATE CUP as needed.
All competing brands must be mandatory hidden.*

PLAN DE STICKAGE 2022 / 2023 STICKERS GUIDELINES 2

ANNEX 1 page 2/2



1 ULTIMATE CUP

AVANT / FRONT : 60 cm x 1
CÔTÉS / SIDES : 35 cm x 2

2 MICHELIN

DERIVE / FRONT WING : 40 cm x 2
CÔTÉS / SIDES : 50 cm x 2

3 BIBENDUM SPRINTER

CÔTÉS / SIDES : 20 cm x 2

4 KENNOL

CÔTÉS / SIDES : 33 cm x 2

5 NUMÉRO DE COURSE / RACE NUMBER

AVANT / FRONT : x 1
CÔTÉS / SIDES : x 2

Les stickers seront fournis par ULTIMATE CUP.
Stickers will be provided by ULTIMATE CUP.

PLAN DE STICKAGE 2022 / 2023 STICKERS GUIDELINES 6

| ANNEXE 2- CHALLENGE MONOPLACE ULTIMATE CUP SERIES 2022 | | | | | | | | | |
|--|--|--|--------------|-----------------------|-------|--------------|------------------------|-------|--------------|
| Voiture /Car | | | ANNEE / YEAR | Pneu avant/front tyre | | | Pneu Arrière/rear tyre | | |
| | | | | Dimension | Slick | Pluie / Rain | Dimension | Slick | Pluie / Rain |
| FR2.0 | | | | 20/54-13 | S412 | P412 | 24/57-13 | S512 | P412 |
| F3R | | | | 24/61-17 | S512 | P512 | 28/64-17 | S512 | P512 |
| F4 | | | | 20/54-13 | S412 | P412 | 24/57-13 | S412 | P412 |

FEMINA

ANNEXE 3

Balance of performance

This balance of performance is made for one base. The Ultimate Cup committee can review this performance balance for each meeting, if it wishes. An addendum will be sent at least 15 days before.

For all categories, the balance of performance will be adapted to try to maximize the exploitation of the cars' capabilities and to ensure fair competition between the cars in each category. Other categories may be created if requested. Depending on the number of entries, categories may be grouped together.

Below is the Initial Balance of Performance:

| | BOP INITIALE | |
|--------------------------------|--------------|---------|
| | FR2,0 BOP | F3R BOP |
| POIDS AVEC PILOTE & EQUIPEMENT | 590 | 709 |
| CV | 195 | 235 |