GT-TOURING CHALLENGE

2023

Sporting and Technical regulation

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GP MOTORS SPORT SÉRIES SA

Route des Bonnesfontaines 6, 1700 FRIBOURG - Suisse

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ARTICLE 1 – ORGANISATION

1.1 PROMOTER – ORGANISATION AGREEMENT

The National challenge named **GT-Touring Challenge** is governed by:

- the FIA International Sporting Code and its appendixes (hereinafter "the Code")
- the sportive and technical bulletins, additives, appendixes, and balance of performance governing this Challenge.
- the general prescriptions on the FIA circuits
- the general prescriptions on the national series
- the FFSA 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 appendices may be amended or supplemented by the promoter of the series during the season, subject to approval by the FFSA before broadcast in form additive dated and numbered.

Any driver or competitor participating in the GT-Touring Challenge 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.

1.1.2. PROMOTER

The promoter of the Series:

GP MOTORS SPORT SERIES SA
Route des Bonnefontaines, 6
1700 FRIBOURG
contact.series@ultimatecup.eu

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1.1.3. ASN
The supervising ASN is the FFSA

1.1.4. Organization agreement
These regulations have been approved by the FFSA, under the number C67-2023 dated 27/02/2023

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, 2023 and will replace any other regulation for the Series.

1.2.3. All competitors entered in the GT-Touring Challenge 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, clearly stating the points on which he wishes the interpretation.

1.3. OFFICIALS

For the challenge, the promoter will appoint permanent officials:
- 1 Clerk of the Course 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

The **GT-Touring Challenge** will take place according to the schedule below:

				Coef
March	24 – 26	PAUL RICARD	France	1
May	26 – 28	HOCKENHEIM	Germany	1
September	08 – 10	MIRECOURT (to be confirmed)	France	2
October	27 – 29	MAGNY-COURS	France	1
November	24 – 26	LE CASTELLET	France	1

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

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The Endurance GT-Touring Challenge consists of races of 4 hours.
The Hyper Sprint GT-Touring Challenge is made up of meetings of 2 short races (30 minutes maximum) and one long race (50 to 60 minutes).
The Sprint GT-Touring Challenge is made up of meetings of 2 long races (50 to 60 minutes).

If one or more events listed on the calendar were not organized, Ultimate Cup Series will study a possible alternative in collaboration with the FFSA. If the Calendar is short cut because the FFSA 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

3.1.1. Licenses

All drivers, competitors and officials participating in the GT-Touring Challenge 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. A National Circuit Participation Title (TP) (see conditions with the ASA) is also accepted.

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 GT-Touring Challenge

The competitor wishing to participate in the entire GT-Touring Challenge must send the registration application to the promoter:

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Route des Bonnefontaines, 6
1700 FRIBOURG, Swiss

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.
It will be possible to register for the Endurance GT-Touring Challenge and for the Sprint GT-Touring Challenge or only for the Endurance GT-Touring Challenge or only for the Sprint GT-Touring Challenge

3.1.3. Registration for a race of the GT-Touring Challenge
For any entry in an event of the GT-Touring Challenge, 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:

GP MOTORSPORT SERIES SA
Route des Bonnefontaines, 6
1700 FRIBOURG, Swiss

It will be possible to register for the Endurance GT-Touring Challenge and for the Sprint GT-Touring Challenge or only for the Endurance GT-Touring Challenge or only for the Sprint GT-Touring Challenge

The price of each event will be defined on the registration form.

A driver may only enter by event on a single car by Challenge.

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- DRIVING TIME

For the Endurance GT-Touring Challenge :

See Appendix 4 for competitors registered in UGT3 A. For other competitors, the following rules apply:

For a 4 hours race :

- 2 drivers crew : minimum driving time is 1h40min/driver
- 3 drivers crew : minimum driving time is 1h05min/driver
- 4 drivers crew : minimum driving time is 50min/driver

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

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For any UGT3 A crew other than those indicated, the entry request will be studied by a dedicated committee composed, among others, of a representative of the organizer, the technical manager and the sports manager of the series. For any crew entered in one of the other categories, depending on its composition, the organizer reserves the right to apply a fixed penalty to maintain sporting equity between the different crews in each category. This penalty will be added to the minimum pit-stop time.
Crews including a Platinum or Gold driver will be allowed with a handicap of weight equivalent to 1.5% of the weight of the homologation of the car.

For the Sprint GT-Touring Challenge :

Crews may consist of one or two pilots.
For crews with a single driver, he have to participate :

- in qualifying session 1 and 2
- in races 1, 2 and 3

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 3

For the sprint Sprint GT-Touring Challenges, only drivers either Bronze classified by the FIA or unclassified but matching in spirit and performance with those of the FIA Bronze drivers are eligible to participate without penalty.

Silver classified driver or not classified but whose performance corresponds to that of silver drivers will be allowed to participate but will have to respect a Stop & Go penalty in front of their box. This penalty can only be taken after the first passage on the trackside timing line and only if the race is not under Safety Car or Full Course Yellow (FCY) procedure at the time of crossing the Safety Car line n°1 before entering the pit-lane. If the competitor doesn't his penalty before the end of the race, it will be converted into a 47s penalty added to his race time.

Gold classified drivers or not classified but whose performance corresponds to that of Gold drivers will be allowed to participate but will have to respect a Stop & Go penalty of 6s in front of their box. This penalty can only be taken after the first passage on the trackside timing line and only if the race is not under Safety Car or Full Course Yellow (FCY) procedure at the time of crossing the Safety Car line n°1 before entering the pit-lane. If the competitor has not taken his penalty before the end of the race, it will be converted into a penalty of 55s added to his race time.
These penalties apply to short races only. For long races, additional pit stop time will be added to the minimum stop time. It will be 30s for the crews of which one of the drivers is classified Silver FIA or not classified but whose performance corresponds to that of the Silver FIA drivers. It will be 50s for the crews whose two drivers are classified Silver FIA or not classified but whose performances correspond to those of the Silver FIA drivers. It will be the same for the drivers in this case but who drive alone on the car. It will be 40s for the crews of which one of the drivers is classified Gold/Platinium FIA or not classified but whose performance corresponds to that of the Gold/Platinium FIA drivers. The registration of two Gold/Platinum level pilots will be studied by a dedicated committee. It will be 65s for the crews of which one of the drivers is classified Gold/Platinium FIA or not classified but whose performance corresponds to that of the Gold/Platinium FIA drivers and of which the other of the drivers is classified Silver FIA or not classified but whose performance matches that of Silver FIA drivers.

A dedicated committee will, on request, determine the level of drivers not classified by the FIA. The organizer reserves the right to modify, at any time, the penalty that a driver must respect, if he considers that this does

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not reflect the real level of the driver, regardless of his FIA classification or age. Likewise, the penalty may be adapted to the circuit (pit-lane length, etc.) and / or the duration of the race.

3.2.1 Drivers Categorization (for Endurance GT-Touring Challenge competitors in the UGT3 A category only)

Each crew may consist of two or three drivers.

a) Each pilot is categorized as follows :

b) No later than 15 days before the start of the first Event (ie the opening of the administrative checks) to which he wishes to participate, each driver must submit his record to the FIA Driver Categorization Committee using the FIA Driver Categorization form available on the FIA website: http://www.fia.com/fia-driver-categorisation.
The list of categorized drivers according to the definitions contained in the FIA drivers' rules will have to be published on the FIA website no later than 48 hours before the start of the Event concerned (ie before the start of scrutineering).
At the end of each season, the FIA Driver Categorization Committee will review all the categorizations according to the performance of the race.
The list of categorizations applicable for the following season must be published before December 1st of the previous year.

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) Notwithstanding the above, 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 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

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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 challenge. 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.

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

- Platinum
- Gold
- Silver
- Bronze
- AM

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

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 GT-Touring Challenge selection committee. The answer will be communicated at the latest before the qualifying practice.

The Committee Selection of the GT-Touring Challenge made up of the Event Coordinator, the Official Timekeeper of the series and a Promoter Representative.

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The starting grid is of the form 2 x 2 in line.
The location of the pole position is mentioned in the specific regulations of each event.

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

In case of a driver passes by the pit lane for a pit-stop without driver change, this time will not be counted in his driving time unless if it is for a penalty (drive-through or stop & go).

In case of pit stop for long intervention, and / or long stop on the track, the competitor may report it to the race direction. The drivers of the concerned crew may have their driving times adjusted by decision of the stewards.

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 qualifying 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
- 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 and the technical passport
- With the certificates of approval for the fuel tank and the roll-cage

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- 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 College of Stewards 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)
• approved Restraint system
• Overall
• Underwear
• Boots
• Gloves

(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 equipment 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 FFSA 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 of the Endurance GT-Touring Challenge will be required to install the necessary equipment to read and control data acquisition (logger, sensors, etc.) except for the cars coming from monotype series (except RS01). It will be the same for the UGT3 A competitors of the Sprint GT-Touring Challenge. It may be required from other competitors (at the request of the scrutineers and validation of the stewards's college). Only in this case, the costs for the rental of the box will be borne by the organizer. The supply of the cable to connect the box to the car will remain the responsibility of the competitor.
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.

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A sticker validating the authorization to participate in the event will be affixed at the end of the scrutineering once the cars have been accepted by the Scrutineers, the refueling facilities (if concerned) and the conformity of the equipment and facilities of the stand checked. A car cannot participate in the event without this 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

On invitation and after acceptance of the application by the promoter.

Any participation requires compulsory documents: homologation or technical form for car homologated, the technical passport, roll cage homologation for the concerned cars, the fuel tank homologation form.
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 create or change the class and/or category of a car according to its performance for any type of GT, Touring and Cup car that may be accepted. Depending on the number of entrants, it may eventually group categories together.

UGT3 A

- 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
- 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 the technical delegate and will be validated after acceptance by the scrutineers.

According to the entries various classes can be created

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UGT3 B

- 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
- Vortex 1.0 in conformity with its homologation
- 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 technical amendments are subject to a technical file. This technical file must be given to the technical delegate and will be validated after acceptance by the scrutineers.

According to the subscriber's various classes can be created.
The performances of UGT3 B cars must be lower than the ones of the UGT3 A.

UGTC4 A

- Grand Touring cars on request to the promoter.
- Any car of a level equivalent to that of UGTC4 A, or likely to be, on request with the promoter
- The performance of UGTC4 A cars must be lower than that of UGT3 A and B.

UGTC4 B

- Grand Touring cars on request to the promoter.
- Alpine A110 Cup cars from Alpine Elf Europa Cup championship in compliance with their specific regulations.
- Cars JS2R from Ligier JS Cup or Ligier European Series championships in compliance with their specific regulations.
- Any car of a level equivalent to that of UGTC4 B, or likely to be, on request with the promoter
- The performances of UGTC4 B cars must be lower than the ones of the UGT3 A and B.

Porsche Cup

Cars from Porsche Carrera Cup championships or SuperCup championship in compliance with their specific regulations.

- Porsche 992 (ABS system and data extension authorized, free brake pads, Carrera Cup France exhaust), minimum weight 1292kg (without fuel and without driver)
- Porsche 991 (ABS system authorized), minimum weight 1232kg (without fuel and without driver)
- Porsche 997 (ABS system and steering wheel gearshift paddles authorized)

Depending on the registrants, different classes may be created (class 992 / class 991 / etc.).

308 Cup

Cars from Peugeot 308 Racing Cup championship in compliance with their specific regulations.

UTCR (Ultimate Tourisme Challenge Racing)

- TCR approved cars or equivalent on application with the promoter

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Cars must comply with their homologation form. If this is not the case, any technical modification must be listed in a technical file. The file will be submitted to the Technical Delegate for validation.

Depending on the registrants, different classes may 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. He may also decide to apply a pit stop penalty (drive-through or stop & go).

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 reliable data. Any infringement to the above principles will be penalized 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.

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 additive is allowed

Type of fuel tanks accepted :

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

Fuel tank capacity 105 liters maximum unless otherwise indicated by the balance of performance.
Carried fuel: 105 liters maximum unless otherwise indicated by the balance of performance.
Competitors participating only in the Sprint GT-Touring Challenge are not affected by these limitations.

4.2.2. Tyres

Tires ovens for heating tires as well as electric tire blankets are allowed only for Endurance GT-Touring Challenge sessions and race. Tire chemical treatments are forbidden.
Systems using a type of fuel are allowed behind the garages. However, no naked flames are allowed, and an extinguisher must be permanently on hand close to the equipment when it is operating.
No device for warming the tyres or keeping them up to temperature is allowed elsewhere than in the outside area situated immediately to the rear of the garage.
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 recommended for private and free practices, qualifying and races.

For all cars taking part in the GT-Touring Challenge, slick and rain tires are allowed with the official marking of the series. The authorized rain tires are exclusively 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 (except authorization given by the promoter).

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For private practices, tyres are not limited.
These tires are only allowed during private practice. The tires registered for the meeting (qualification and race) can be used in private practice. All tires (slick or rain) must bear the specific sticker of the series including for those used in private practices (one set without sticker authorized for the private practices for the first participation). Failure to comply with this rule or with the tire registration will result in penalties.

For the Endurance GT-Touring Challenge the number of slicks tires is limited to:
- for the qualifying session and for 4h race : 12 tires maximum (maximum 14 tyres for UGT3 A cars)
Each tire shall be registered no later than 1 hour before the scheduled start of the first qualifying session.

For the Sprint GT-Touring Challenge
For all traction (308 CUP, UTCR, etc.), the number of slick tires is limited to:
- For qualifying practice and races: 6 new tires and 2 used tires (bearing the UCS marking) maximum
For all other cars, the number of slick tires is limited to:
- For qualifying practice and races: 2 sets of tires maximum (4 front tires, 4 rear tires, or 8 tires if the front and rear dimensions are identical).
Each tire shall be registered no later than one hour before the scheduled start of the first qualifying session.

Rain tires are not limited in number. 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 race.

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 additional tyres for the race.

Four additional « joker » tires (front or rear) can be used during the season by Challenge (Sprint/Endurance) 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 by Challenge (Sprint/Endurance). This allocation will not exceed four additional tires called "joker" by Challenge (Sprint/Endurance) 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

4.2.3. Equipments

4.2.3.1. Data recorder

A data recorder with sensors, homologated by the promoter, must be installed in all cars of the Challenge Endurance and for all events.
There are of the responsibility of every team, to get itself this recorder of data, as well as the sensors, to install them, and to make sure that they work correctly. The promoter will indicate later the homologated system.
Cars without data recorder, without all the necessary sensors or with a recorder out of service, will be not in conformity with the regulation and could be declared to stewards. Only Brand Cup cars will be exempted.

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 100 dB (A) at three-quarter maximum revs.

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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 COBRA 360 Multi Pilote 12V.
The competitor is responsible for the correct fitting of the transponder and permanent operation.

It is the Team Manager's responsibility to ensure at all times that the driver's name shown on the timing screens is the name of the driver who is inside the car. If the name displayed on the monitors is not that of the driver who is inside the car, for Challenge Endurance competitors, the Team Manager must inform race control and timing immediately.
In addition to this, the team-manager must complete a stop sheet, provided by the organizer, complete the name of the driver behind the wheel, the start time and end time of the relay and give this sheet duly completed to a marshall at the end of the race.
The transponder positions will be determined by the entry form given by the competitor or, failing that, by the list of entries to the event.

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 homologation of the car or, failing that, with article 252-2-2 of Appendix J FIA.

4.2.3.5 Telemetry – Radio
Data transfer by telemetry is allowed. Radio connection between the pits and the cars are authorized
It is strongly recommended that teams have a radio tuned to the frequency of the race director. It may be made compulsory if the conditions so require.

This radio connection will be an exclusive use of the race director to communicate with teams.

Teams must not use this frequency for any other information.
Informations given on the race control radio frequency will be displayed on 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.

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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.
- 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 decided 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

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.

4.2.3.8 Safety nets

Safety net is recommended 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.

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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 6.

ARTICLE 6 – SITES AND 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.

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• "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. Outside the Pit Walk period, the pit lane is closed to the public.

6.2. SIGNALLING AREA

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

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.

6.3. PIT ALLOCATION

The Promoter is solely responsible for the allocation of pits and locations in competing parks.

6.3.1.1 The location of the official billboard will be indicated in the specific regulations. This should only include information that has been approved by the sports stewards or the Race Director.

6.3.1.2. Competitors must comply with the circuit police regulations and in particular the use of sanitary facilities, electricity or water outlets, traffic in the park, and respect for local residents with regard to starting up the engines outside the prescribed hours.

As soon as the preliminaries technical scutineering is completed, any car checked won't leave the circuit facilities without the express agreement of the Race Director.

6.3.1.3. The organizer of the event shall have full discretion to enforce the rules concerning the competitor's park and shall report to the College of Sports Stewards any breach of any of the rules set out above.

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Any failure to comply with the rules defined by this article may result in a penalty which can lead to disqualification.

6.3.2. PRIVATE CARS
The Promoter may prohibit access to the paddock by private cars, except assistance vehicles, providing them an equipped car park located with the immediate access to the paddock

6.3.3. BUSINESS OPERATIONS
Any commercial or promotional operation must have received, in writing, the authorization of the Promoter and the Circuit Management.

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
- Unclip his helmet
- Open his door.

7.1. BRIEFING

Refer to the Standard Regulation Circuit "Asphalt" of FFSA, all drivers and team-managers entered at the event must attend the all Briefing or will face penalties (see Appendix 1).
There could be one briefing per Challenge (Sprint/Endurance).

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. Only the driver(s) registered on the car for the meeting are authorized to take part in private practice.

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 except with the agreement of the college of stewards.

7.2.2. Night practice
A night timed or not practice session will be organized in case of a night race. Each pilot will have to participate and make at least one lap, i.e. two consecutive passes on the timing loop on the track side except exemption granted by the college of stewards.

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7.2.3. Qualifying practices

For the Endurance GT-Touring Challenge:
There will be one qualifying session, divided into three sessions with a break between each of them. All drivers must complete at least one lap time (i.e. two consecutive passes on the timing line) to be qualified for the race, except for the 4-drivers crew or in case of force majeure recognized as such by the stewards.
For crews with 4 drivers, only three of the drivers will take part in the qualifying session. The 4th driver will be qualified for the race from the moment he has completed at least one timed lap (2 consecutive passages over the timekeeping line on the track side) during free practice.
Crews lined up of only two drivers will have to take part to the three qualifying sessions. In this case, one of the two drivers will take part in two different non-consecutive sessions (ie the first and the third session). For competitors in the UGT3 A category, if one of the two drivers is classified silver or gold, he may only take part in one session. Failure to comply with either of these rules will result in the cancellation of all lap times for the car concerned and its participation in the race will be subject to the approval of the college of stewards.
Only one driver is allowed to take the wheel per session under penalty of cancellation of all lap times for that session.
Qualifying Session will run as follow:

1) Q1: The best time of each driver will be retained and will be designated as MT1.
2) Q2: The best time of each driver will be selected and will be designated as MT2.
3) Q3: The best time of each driver will be selected and will be designated as MT3.

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

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

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

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

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

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

In the case where two or more cars have the same RQ and an identical qualifying time,
their order will be determined by the absolute best time achieved by these cars

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during the qualifying session (Q1, Q2 or Q3).
If that is not enough, the priority will be given to the one who made it first.
During the session, the following principles will apply:

- The cars must be in the pit-lane from the moment the light is green at the beginning of the Q1. until the checkered flag at the end of Q3.
- Any car that has returned to his pit box during this period will have all his time canceled. and will not be allowed to take part in the rest of the session.
- Refueling or emptying are not allowed.
- During this period, it is not allowed to connect a computer to the car (including wireless except telemetry), 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 Q3, the cars will be immediately placed under parc fermé conditions.

For the Sprint and Hyper Sprint GT-Touring Challenges
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

For the Sprint GT-Touring Challenge competitors :
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 3.

All crews must respect the order of the pilots as completed in the registration form or, failing that, in the entry list. Only one driver is authorized to take the wheel per session under penalty of cancellation of all times for this session.
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 except telemetry), 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.
- There can only be one driver at the wheel per session.

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

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

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

For the Sprint GT-Touring Challenge competitors, the starting grid for race 3 will be established on the addition in place of the results of races 1 and 2. In the event of a tie, the classification will be established on the basis

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of the best lap completed during races 1 and 2. If this is not enough to decide between them, priority will be given to the one who completed it first.

7.3. PIT STOPS

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

7.3.1. During the qualifying practices and the race

- Driver changes are prohibited during refueling at the fuel pump.
- Driver and tyre changes must be made on the pitlane in front of the competitor's pit.
- The change of driver is prohibited during races 1 and 2 of the Sprint GT-Touring Challenge.

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

- 1 car control officer whose primary function is to ensure the safety of pit stops and of the personnel present in the working area. This officer will supervise the pit stop, safety, stopping and releasing the car safely. He must show a lollipop with the number of the car concerned and he cannot be positioned in line with the longitudinal axis of the car. During the stop, this person may have other functions other than standstill monitoring. He will have to wear a specific blue identification armband provided by the organizer. . 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 will have to wear a specific red identification armband provided by the organizer.
- 1 driver's aid and the driver leaving the car who can only help his teammate to get into the car and strap himself up. He will have to wear a specific yellow identification armband provided by the organizer.

That is 4 people in total, not counting outgoing and incoming pilots. All other persons must be inside the box.
For crews composed of persons with reduced mobility, a second aid to the pilot is authorized.
For a wheel change 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 and maximum 1 meter 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.

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Penalty for infringement: at the Stewards' discretion
Any transport of equipment (tools, battery trolley, etc.) from or to the refueling area through the pit-lane is forbidden.
The agent responsible of the stop of the car is responsible for ensuring that a car is released from the working area only when it is safe to do so. Cars in the fast lane have priority over those leaving the working area.
Penalty: at the Stewards' discretion.

The number of mechanics working on the car is not limited when the car is inside the pit.
In case of intervention inside the stand, the car must be pushed by a maximum of 4 mechanics to enter and exit the stand, the engine stopped and positioned parallel to the pitlane in front of its stand before entering or leaving.
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.
Signaling 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 work area (including the car control officer) should be equipped as follows:

- long clothing (top and bottom, fireproof clothing recommended)
- goggles or protective mask
- helmet previously approved by the Scrutineers.
- protective gloves (in exceptional circumstances, a worker may remove gloves if absolutely necessary)

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 Refueling
For safety reasons, storage of fuel in the box is strictly prohibited. For any handling of fuel outside the refueling area, the presence of an assistant with an extinguisher will be mandatory.

During the collective 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. 2023. Gasoline should be stored outside the stands, near the door on the paddock side and a fire extinguisher on the side at all times.

Refuelling will be carried out at the pumps in the refuelling area from the beginning of the private practices.
Refuelling is forbidden during the qualifying session.
Refueling is prohibited during Sprint Challenge races. The organizer may, however, authorize refueling for cars that do not have sufficient autonomy for the long races. In this case, refueling must be carried out via a filling container in accordance with Appendix J FIA 2023, Article 252, drawings 252-1 or 252-2 and 252-5.

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- It can only take place during the compulsory stop.
- The amount of fuel added will be limited to the fuel capacity contained in a single refueling can of 25 liters maximum.
- An assistant equipped with the outfit below must stand in the immediate vicinity with in hand an extinguisher of at least 5 kg of class ABC ready to be activated.
- During the refueling operation, apart from changing the driver, all interventions are prohibited on the car and it must remain on its wheels.
- Degassing authorized by means of an empty container respecting the same constraints as that of filling
- Only the following people are allowed near the car at this time:
    - The pilots
    - The container carrier and the degassing assistant
    - The assistant in charge of the extinguisher

Outfits: all the above persons who are near the car during the operation refueling must respect the equipment of the refueling agents (see below) .

For the Endurance GT-Touring Challenge:
At least 1 mechanic or a maximum of 2 mechanics per car will refuel. The engine must be stopped before any intervention begins and cannot be restarted until all interventions have been completed. The car must be connected to the ground before refueling begins and for the complete duration of it.
In the event of non-compliance with these rules, penalties will be imposed (see Appendix 1).
These employees will be equipped with:
- FIA 8856-2000 standards suit
- fireproof hood,
- FIA Helmet in accordance with FIA standards in force
- non-flammable gloves in accordance with FIA standards in force
- non-flammable shoes and socks
- non-flammable underwear

The wearing and use of
- headlamp,
- mobile phones
- radios

is prohibited in the refueling area, except for equipment in accordance with hazardous areas. Failure to comply with these rules will result in penalties (see Appendix 1). A tolerance will be granted for the radios not respecting these rules but that will be completely concealed in the overall of the assistant (no element composing the radio equipment will be authorized outside).

- Access to the refueling station will mainly be via the pitlane
- If a car breaks down in the refueling area, it will be pushed to the intervention area by only two refueling attendants present in the area. Then, from the exit of this area to the pit, 4 team members are allowed to push the car.
- One of the two authorized operators will have to tell the car where to stop and when to start again. Anyone from the team near the car will be considered as working on the car.

For each car entered, each competitor must send a provision for fuel costs to the fuel supplier chosen by the promoter.

In case of lack of available pumps, cars must return to the track without parking at the entrance of the refuelling area.

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All vehicles must be able to refuel directly with a commercial type hose as used in usual service stations. Cars with a quick-filler (ATL, Staubli, etc.) must be refueld via a filler bottle complying with Appendix J FIA 2023, Article 252, drawings 252-1 or 252-2 and 252-5. This one must be empty before being connected to the car. Otherwise, a report will be sent to the stewards.
Nevertheless, competitors will have the opportunity to adapt the orifice(s) of the for this operation (installation of Aero filler cap, hinged cap or other). These orifices must be easily accessible manually with the fuel pistol and ~~not~~ without the aid of tools. Once opened, it must remain firmly attached to the car (cable, steel wire, hinge, ...). The installation of a non-return valve (FIA Technical List n ° 18) is highly recommended. In the event that the adaptation derogates from the homologation form of the car, the installation must be validated by the technical delegate. A document detailing the installation proposal for this filler cap must be sent no later than 15 days before the start of the event to the following email address: to be defined.
For cars with the fuel-inlet on the side, it must be installed on the side the closest possible to the fuel pump if possible.
The use of any adaptors is strictly forbidden. The use of extra ventilation during refueling is only allowed in conjunction with a vent-bottle complying with Appendix J FIA 2023, Article 252, drawings 252-1 or 252-2. This one must be empty before being connected to the car. Otherwise a report will be sent to the stewards.
Please make sure your fuel-inlet (inlet, design, hoses) is capable of refueling with 60 liters per minute with the pistol easily.
For safety reasons, the fuel flow automatically stops as soon as there is any obstruction and/or fuel flows against inlet-pipe or hose.

For crews composed of pilots with reduced mobility, an adjustment to these rules can be made.

7.5. RACE

The driver who will start the race must be appointed by his team at the latest 1 hour after the end of the qualifying tests, by completing the appropriate form.
For the Sprint GT-Touring Challenge, only race 3 is concerned and only the cars in which two drivers are entered. The driver who will start must be nominated by his team at no later than 1 hour after the end of race 2, by completing the appropriate form. Otherwise, driver 1 will have to start race 3.
Penalty: See Appendix 1.
It will no longer be possible to change the driver at the start without penalty (see appendix 1), except in cases of force majeure. The driver declared to take the start must be the driver behind the wheel at all times from the begining of the starting procedure until the moment the race is started.

7.5.1. Duration

For the Endurance GT-Touring Challenge : The duration of the races will be, 4 hours

For the Sprint GT-Touring Challenge:
There will be two short races (30 minutes maximum) and a long race (60 minutes maximum).

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).
In the event of an equality during qualifying, priority will be given to the car that has achieved the time in first.

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The rolling start procedure will be used. The race begins (possibility of overtaking, etc.) when the red lights go out (detailed procedure presented during the driver briefing).

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,
Any intervention on cars is prohibited except as follows:
- 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
"5 minutes" board : no further work allowed on the cars except closing doors of closed cars.

The change of wheels on the starting grid can only be done to mount rain tires between H-15 min and H-5 min. The rain tires can only be fitted if the track is declared wet by the race direction.

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

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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. The simple fact of becoming a substitute does not allow you to score points.

7.6. BREAKDOWN – RUNWAY EXCURSION

In the event of a runway excursion or breakdown on the circuit during the event, repairs must be carried out by the driver alone with the tools carried in the car. During the race, if a car stops, the engine must be restarted with the starter by the driver alone : Starting aid by stroller is prohibited.

The car must be towed to the pit, by any means from the circuit's breakdown service, under the control of the stewards, in order to resume the race after repairs and inspection by the technical stewards.
Any car presenting a potential danger (excessive deterioration or deterioration of a safety component) must be stopped for repairs. The car may not rejoin the race without the consent of the Scrutineers.

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 the Endurance GT-Touring Challenge :
At each Event for each race, a Minimum Pit Stop Time will be established, taking into account the time driven with a max. speed of 60 kph in the pit lane from the "pit entry loop" to the "pit exit loop" (shown during the briefing) and the calculated standard times for stopping, restarting and tire and driver changing.
The "Minimum Pit Stop Time" will be published in the Briefing Notes of each Competition Event.
The pit stop must be carried out in front of the designated pit or area of each team under the responsibility of the designated Team Manager.
For the 4 hours races :
The Minimum Pit Stop Time will be used for 5 pit stops that occur during the races irrelevant of the works done at the time of the pit stop. This time will not include the time spent in the refueling area.
Competitors have to perform 5 mandatory pit stops with a time greater or equal to the Minimum Pit Stop Time.
The mandatory Pit Stops must be carried out within 3 hours and 45 minutes from the start of the race.

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At the latest, for the last mandatory pit stop, the car must cross the pit entry loop before 3h44 minutes and 59.999 seconds of race time elapsed.
In the case where, during this period, the number of pit stops respecting the « Minimum Pit Stop Time » is less than 5, the car will receive a STOP & GO penalty + the missing time compare to the « minimum pit stop time rounded up to the upper second.
It is during each of these five compulsory stops that the cars entered will have to respect the possible time penalties or benefit of bonuses allowing the balance of the crews (see appendix 4). They must be respectively added or subtracted from the minimum pit stop time.

A stop made under the Safety-Car or FCY procedure cannot be counted among the validated compulsory pit stops. The FCY regime will be considered active from the moment the race director declares the imminent implementation of a FCY ("Full Course Yellow in 30s" for example). In the case of the Safety-Car or the FCY, it is the passage on the "pit entry loop" line that will prevail:
- If crossing the "pit entry loop" line before the implementation of an SC or the declaration of an FCY: the stop may be considered as one of the mandatory stops
- If crossing the "pit entry loop" line after the implementation of an SC or the declaration of an FCY: the stop cannot be considered as one of the mandatory stops. However, it is still authorized to change the driver, to intervene on the car, etc.
At the end of a Safety-Car period, any car returning to the pits with the aim of making one of its mandatory stops must have imperatively crossed the timing line on the track side during the re-entry lap of the Safety-Car. Otherwise the stop will not be validated as one of the mandatory stops. If the car was already in the pit lane (at the petrol station for example) when the Safety-Car re-entered, it must imperatively return to the track before being able to make one of its mandatory pit stops.

For any event of a duration different from 4 hours, the time penalties will be specified in the special rules of the event.
For crews composed of persons with reduced mobility, the minimum stopping time will be adjusted.
After stopping at the pits, driving at an abnormally low speed and or, behavior being considered as an obstruction to other drivers may be punished with a "Stop & Go".

For the Sprint GT-Touring Challenge:
For each short 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 indicative minimum stop time will be 1 minute.
In the case of a stop for the change of two or more wheels, the indicative minimum stop time will be 2 minutes 30 seconds. As a reminder, only the same two people are authorized to intervene.

This stopping time corresponds to 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. This total time will be given at the start of each weekend and it is the one that will prevail in the event of a control.

For the long race, there will be a mandatory pit stop as well as a Minimum Pit Stop Time to be observed to which additional stopping time may need to be added (see article 3.2).

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For a 50 minute race, the car must be stopped by passing the timing loop at the entrance to the pit lane between the 21st minute and 30 seconds of race and the 28th minute and 30 seconds of race (not before 21m.30s.000 and not after 28m.29s.999).
For a 60 minute race, the car must be stopped by passing the timing loop at the pit lane entrance between the 26th minute and 30 seconds of race and the 33rd minute and 30 seconds of race (not before 26m.30s.000 and not after 33m.29s.999).

These times will be counted from the start of the race (green lights or red lights go out).

Except for cars where only one driver is entered, the driver change must take place during the compulsory stop. Only one driver change is allowed during the race.

If the Safety Car or an FCY is present on the track during a stopping window, the closing of this window will be delayed by 5 minutes.
If the stop windows are not respected (early entry or after the limit), the car will be notified of a STOP & GO + time difference between the actual entry time and the low or high limit of the stop window rounded up to the next second.

In the event that a stop does not respect the “Minimum Pit Stop Time”, the car will be notified of a STOP & GO + missing time penalty per stop compared to the rounded “minimum pit stop time” to the upper second.

If a red flag is displayed during the mandatory stop window, all cars must return to the pit lane, where they will be in parc fermé until the Clerk of the Course decides otherwise. The race will be restarted in the race order at the end of the last full lap before the pit window opens, with the second driver at the wheel. Further instructions will be given by the clerk of the course. On the instructions of the Clerk of the Course, cars which have not made their pit stop will be released from the Parc Fermé only for the possible change of tires and driver. If it is impossible to resume the race, the final classification will be that of the race order at the end of the last full lap before the opening of the stopping window.

In the event of a stop outside the window for a tire change, the minimum pit-stop times for the short race must be observed.

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

For the Sprint GT-Touring Challenge:
For each race, the same rules as for the long race of the Sprint GT-Touring Challenge will apply.

7.8. SAFETY CAR

According to article 2.10 of Annex H of the FIA

7.9. FULL COURSE YELLOW « FCY »

The Race Director may declare a Full Course Yellow period if he deems it necessary for safety reasons.
The FCY message will be displayed on the monitors and the Full Course Yellow instruction will be announced to the competitors by the Race Direction radio after a countdown.
Once the message Full Course Yellow is displayed on the monitors, all cars must immediately slow down and maintain the speed announced during the driver briefing throughout the FCY, in a single line, and maintain the distance between them and the front and rear cars.

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All steward positions will have a waved yellow flag and a sign indicating FCY.
It is strictly forbidden to pass under FCY, except in the case of a stopped car, a car with a technical problem, a car entering or leaving the pit lane.
Any car driven unnecessarily slowly, erratically or deemed potentially dangerous to other drivers at any time when the FCY is being used, will be reported to the Sports Stewards. This will apply whether the car is driven on the track, in the pit entrance, pit lane or pit exit.

7.10. 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.). During this lap, overtaking will not be allowed, except to overtake a very slow or stopped car. The Race Director may waive this additional lap for drivers crossing the finish line at a very slow pace.

7.11. PARC FERME

7.11.1. 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 breaks between Q1 and Q2 and between Q2 and Q3.
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.

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

7.11.3. 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.

7.11.4. 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:

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

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

ARTICLE 8. CLAIM - APPEAL

Penalties: See Appendix 1 - Penalty Summary Ultimate Cup Series
Complaints and appeals – see article 7 & 8 of the FFSA 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. INCIDENTS

An "incident" means a fact or series of events involving one or more pilots, or any action of a pilot, which is reported to the Stewards by the race director (or noted by the Stewards and reported to the race director for investigation), and who has:

- obliged a suspension of a race pursuant to Article 150;
- violated these Sporting Regulations or the Code;
- carried out a false start ;
- caused a collision;
- has pushed out of the track another pilot;
- Illegally prevented a legitimate overtaking maneuver by a pilot;
- illegally hindered another pilot during a passing maneuver.

Unless it is absolutely clear that a pilot is behind one of the above cases, any incident involving more than one car will usually be investigated after the race.
The decision to put under investigation will be communicated to the competitor by screen and / or by the Competitor Relations Officer. The driver involved can not leave the circuit without having been heard by the College of Stewards.

8.2. 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.

8.3. PENALTIES

The following penalties may be applied

8.3.1. During the practice sessions

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Presentation of a black panel with letters STOP and GO (dimensions 60 x 40 cm) with the number of the car/ pilot concerned:

- For non-compliance with the flags,
- For anti-sport drive,
- For non-compliance with safety instructions in the pit lane and signaling zone,

And also:

- Cancellation of the lap time during which this infringement was detected, for failure to comply with the race road,
- Cancellation of the best time of the practice session for non-compliance with the flags, the penalty may be increased according to the seriousness of the offence,
- Cancellation of the times realized in the session concerned for anti-sport drive.

These decisions will be communicated as soon as possible to the competitor or its representative.

8.3.2. During the race

8.3.2.1. Presentation of a black panel with white letters Drive Through (dimensions 60 x 40 cm) and the number of the car/ pilot concerned, for:
- early departure,
- starting simulation during the formation tour,
- no respect the distances imposed during the formation lap before the start, or no respect the line
- overtaking during the formation lap start the start launched or under the Safety Car procedure,
- non-compliance with the race road,
- anti-sport drive,
-non-compliance with the flags,
-non-compliance with safety instructions in the pit lane and signaling zone.

A Drive Through penalty notified to a competitor during the last three laps by the Race Director will be automatically transformed into a 30 second penalty in the race ranking.

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

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

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

8.3.2.3. Upon presentation of one of the panels above, accompanied by the number of the car/driver concerned, the penalty must be applied within 3 laps of the Race Director's notification of the infringement. This penalty cannot be done during a "full course yellow" or a "safety car" session

8.3.2.4. The presentation of one of the above panels will be made to the car/driver, if necessary, during three successive laps in front of the Race Direction (except in case of FCY or SC).
If this repeated presentation has no effect, the panel Stewards shall summon the pilot concerned and take any penalties it deems appropriate according to the gravity and repetitiveness of the infringement.

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8.3.2.5. Upon the report or request of the Race Director, it shall be up to the Stewards of the meeting to decide whether one or more drivers involved in an incident should be penalized.
The Stewards may impose on any driver involved in an incident, in addition to the existing penalties, a reduction in the number of places on the starting grid for a subsequent race entered by the driver. This penalty should only be applied in the event of unsporting attitude.
If a penalty specified in Articles 8.1., 8.3.1., 8.3.1., 8.3.2.1 must be imposed and notified after the end of the race, Articles 8.3.2.1. and 8.3.2.2. shall not apply and a time penalty of 30 seconds in the case of Article 8.3.2.1 and 40 seconds in the case of Article 8.3.2.2 (+ the eventual time of the Stop and Go penalty) shall be added to the race time performed by the car concerned.

8.3.3. The penalties of Drive Through, Stop and Go, are not subject to any complaint or appeal.

8.4. EXCLUSION

Any decision to disqualify a driver taken by the Stewards during the practice or the race will be notified by the Race Director after presentation of a black flag by a reasoned written note given to the driver.

8.4.1. In case of a driver's exclusion, the Stewards College shall decide whether or not the drivers immediately following him will move up a place.

8.4.2. A Steward shall note the offences for which recidivism is likely to increase the penalty, the College of Stewards being the only body empowered to determine the notion of recidivism....

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 FFSA 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**.**

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9.4. CLASSIFICATION BY RACE

It will be established per race
- a general classification for each category (UGT3 A – UGT3 B – UGTC4 – Porsche Cup – MJ2L – …).
- a classification by class in each category (depending on the type of car engaged in each category)

9.5. POINT ALLOCATION

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

Endurance GT-Touring Challenge	
Classement ***Classification***	***Général*** ***par catégorie*** ***by Category*** ***Overall***
1st	25
2 nd	18
3 rd	15
4 th	12
5 th	10
6 th	8
7 th	6
8 th	4
9 th	2
10 th	1
Au-delà / *over*	0.5

Sprint GT-Touring Challenge	
Classement ***Classification***	***Général*** ***par catégorie*** ***by Category*** ***Overall***
1er	16
2ème	12
3ème	10
4ème	8
5ème	6
6ème	4
7ème	2
8ème	1
Au-delà / *over*	0.5

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9.6. FINAL RANKING OF THE CHALLENGE

All races on the GT-Touring Challenge mentioned in the Challenge calendar count towards the final challenge ranking. If a driver wants to participate in the final classification of the challenge, he must be registered, by meeting, in the races of the Sprint GT-Touring Challenge and the one of the Endurance GT-Touring Challenge, regardless of the category in which he is entered in one or in the other challenges (Sprint/Endurance). For the final classification of the GT-Touring Challenge, he will accumulate the points registered in the Endurance GT-Touring Challenge in his category and in the Sprint or Hyper Sprint GT-Touring Challenge in his category. Any class points will not be taken into account.

Endurance GT-Touring Challenge points:
All Endurance GT-Touring Challenge races entered in the GT-Touring Challenge calendar count for the final classification of the GT-Touring Challenge and of the Endurance GT-Touring Challeng. 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.

There will be one Endurance GT-Touring Challenge winner per category and one Endurance GT-Touring Challenge winner overall. For the latter, the following table will be taken into account. The points are to be multiplied by the coefficient defined in article 1.4. All the races entered in the calendar of the Endurance GT-Touring Challenge of the GT-Touring Challenge count for the general classification of the challenge (no race out-challenge). There will be no prize giving after each race for this classification.

During the season, the organizing committee will meet and add, or not, points to each competitor, up to a maximum of 37.5 points. For this he will base himself on the overall performance of the competitor, his state of mind, the presentation of the team and the cars or any other criterion he deems useful. The organizer will publish a count of these points and include them in the published rankings.

For the drivers of a car, to be able to score points during the last meeting, a car must have taken part in at least 2 of the first 4 meetings (the category and the entry number being taken as proof).

Classement ***Classification***	***Général de la course Overall of the race***
1er	25
2ème	18
3ème	15
4ème	12
5ème	10
6ème	8
7ème	6
8ème	4
9ème	2
10ème	1
Au-delà / *over*	0.5

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Sprint GT-Touring Challenge points:
All Hyper Sprint GT-Touring Challenge races entered in the GT-Touring Challenge calendar count for the final classification of the challenge. Each driver of a crew of two drivers will add the points obtained in the classification of each race in which he participated (general category classification + classification by class if applicable) which will be multiplied by the coefficient defined in article 1.4. . For drivers taking part alone in the three races, the results of races 1 and 2 will be added together and divided by two.
During the season, the organizing committee will meet and add, or not, points to each competitor, up to a maximum of 72 points. For this he will base himself on the overall performance of the competitor, his state of mind, the presentation of the team and the cars or any other criterion he deems useful. The organizer will publish a count of these points and include them in the published rankings.
For the drivers of a car, to be able to score points during the last meeting, a car must have taken part in at least 2 of the first 4 meetings (the category and the entry number being taken as proof).
There will be one Hyper Sprint GT-Touring Challenge winner per category.

9.7. EX AEQUO

Drivers who, as two or three, have formed a permanent crew throughout the Series season, will all score the same number of points (except for the Sprint GT-Touring Challenge) and, if applicable, may all be awarded the Drivers' title. However, two or more drivers of different crews will finish the season with the same number of points, the highest place will be awarded to the GT-Touring Challenge or to the different challenges (Sprint/Endurance) :
- (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. Any class points will not be taken into account in the calculation. There will be one "Teams" classification winner per challenge (Sprint/Endurance). There will be a winner of the "Teams" classification for the GT-Touring Challenge for the teams taking part, in the same meeting, in the Endurance Challenge and in one of the Sprint Challenge

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.

10.1.1 After each race, will be awarded:
- the crews of the first three cars in each category of the in the challenge (Sprint/Endurance) in which they are taking part

For categories with less than 4 starters only the first one will be called on the podium.
Any driver applying for the podium must present himself in a suit identified in accordance with the identification plan of the GT-Touring Challenge

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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.

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SPORTING AND TECHNICAL REGULATION APPENDIX

APPENDIX 1 - Summary of penalties

APPENDIX 2 - Tyres type and sizes

APPENDIX 3 - Categories list

APPENDIX 4 - Driving times and handicaps of the Endurance GT-Touring Challenge

APPENDIX 5 – Race stop and restart

APPENDIX 6 – Stickers installation

APPENDIX 7 – Additives

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APPENDIX 1 – Penalties Page 1/6				
Ultimate Cup Séries regulations	**DESIGNATION**	**INFRACTION**	**Clerk of race**	**STEWARDS**
3.2	***Teams - Driving time***	Failure to respect the minimum driving time	Penalty applied to the final result: deletion of 1 lap and addition to the race time of 10s per missing lap Number of missing laps = missing driving time / best time in the car race (rounded up)	
		Exceeding the maximum driving time	Penalty applied to the final result: deletion of 1 lap and addition to the race time of 10s per extra laps Number of extra laps = extra driving time / best time in the race of the car (rounded up)	
3.5	***Technical Scrutineering***	Late arrival at the assigned scrutineering slot		Report to Stewards
4.2.1	***Cars and equipments Fuel***	Technical non compliance		Report to Stewards
		Type of fuel non compliance		Report to Stewards
		Additive in the fuel		Report to Stewards
4.2.1	***Fuel tank***	Improper fuel tank	Compliance or or not allowed to start	
7.4.1	***Refueling***	Presence of fuel in the pits		Report to Stewards
		No use of authorized and/or homologated filling material		Report to Stewards
		Refueling outside authorized area		Report to Stewards
		Exceeding the authorized litrage	STOP & GO + 10 seconds for each extra liter	
		Failure to comply the number of mechanics and/or people involved in the refueling area	1 drive through if one extra people + one STOP & GO penalty for each extra people	
		Failure to comply the equipment of people involved in the refueling area	1 drive through if one person not in compliance + one STOP & GO penalty for each extra person	

APPENDIX 1 - Penalties Page 2/6

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Ultimate Cup Séries regulations	DESIGNATION	INFRACTION	Clerk of race	STEWARDS
7.4.1	***Refueling***	Participation in private, free or qualifying practice with fuel not provided by the service provider	Car stopped	Cancellation of all practice times
		Failure to follow the procedure for access to the pumps	STOP & GO	Rapport could be sent to the Stewards
		Failure to follow the procedure for exit the fuel station	STOP & GO	Rapport could be sent to the Stewards
		Unauthorized intervention on the car in the refueling area	STOP & GO	Rapport could be sent to the Stewards
		Noncompliance with rules of deposit for fuel costs		Report to Stewards
4.2.2	***Tyres***	Use of not allowed systems to heat tyres, as well as any chemical treatment on tyres		Report to Stewards
		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 private and/or free practice, qualifying practice and race	Car stopped	Report to Stewards
4.2.3.2	***Exhaust***	Non-compliance with the maximum authorized noise value	Stopping the car by showing the black flag with orange circle for compliance.	

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APPENDIX 1 - Penalties Page 3/6				
Ultimate Cup Séries regulations	**DESIGNATION**	**INFRACTION**	**Clerk of race**	**STEWARDS**
4.2.3.3	***Transponder***	Transponder default	Stop the car by presentation of black flag with orange disc. and brought into conformity.	
		Wrong Identification of the driver in the car	Stop the car by presentation of black flag with orange disc. and brought into conformity. Qualifying: All of misidentified driver's lap times are cancelled if not declared.	
4.2.3.6	***Lighting***	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.	
	Wiper	Wiper absent or not working	Car stopped by presentation of black flag with orange circle and brought into conformity.	
4.2.3.7	***Specificities Starting up***	Failure to follow the procedure in case of breakdown on the track		Rapport could be sent to the Stewards
		Failure of the procedure in the pit lane	STOP & GO	Rapport could be sent to the Stewards
		Starting aid by pushing unauthorized	Car stopped by presentation of black flag with orange circle and brought into conformity.	
		Non-compliance with the minimum number of valid pit-stops (article 7.7)	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	
		Non-compliance with rules governing the use of stands	STOP & GO	
		Driver change during a refueling		Rapport could be sent to the Stewards

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APPENDIX 1 - Penalties Page 4/6

Ultimate Cup Séries regulations	DESIGNATION	INFRACTION	Clerk of race	STEWARDS
7.5	***Pit-stop***	Exceeding the number of people working on a car in front of the pits	1 drive through if one extra people + one STOP & GO penalty for each extra people	
		Exceeding the number of people per car in the signalling area	1 drive through if one extra people + one STOP & GO penalty for each extra people	
4.2.3.9	***Towing ring***	Absence or non respect of conformity	Compliance or start refused	
4.3	***Race Number***	Failure of compliance and readability of race number on the car	Car stopped by presentation of black flag with orange circle and brought into conformity	
5.1	***Compulsory advertising***	Non-compliance with the advertising identification plan	Start refused and/or car stopped by presentation of black flag with orange circle and brought into conformity	
		Non-compliance with the opposition advertising rules		Report to Stewards
6.3	***Pit lane***	Speeding in the pit lane	STOP & GO of 5 seconds per Km/ h higher during the race, 50 € per additional km/ h iduring the practice sesssions	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	***Trackside support***	Failure to identify signalers	1 DRIVE THROUGH if one not or badly identified person + one STOP & GO penalty for each extra people	
7.1	***Briefing***	Absence or late arrival at briefing		Report to Stewards
7.2	***Practices***	Failure to follow the procedure in practices		Report to Stewards
7.5	***Race***	Failure to hand in the starting driver declaration form or change of the driver name	1 DRIVE THROUGH (if delay or change more than one hour before the start of the starting procedure) 1 STOP & GO of 1 minute (if change less than one hour before the start of the departure procedure)	Rapport could be sent to the Stewards
7.5.2.1	***Starting procedure***	Failure to respect the line up of cars in planned schedule	STOP & GO	
7.5.2.2		Unauthorized intervention on the car on the start grid	Start from the pit lane	Rapport could be sent to the Stewards

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7.10	***Finish***	Several passing under the checkered flag		Report to Stewards
7.11	***Parc fermé***	Failure of the parc fermé rules		Report to Stewards

APPENDIX 1 - Penalties Page 5/6

Ultimate Cup Séries regulations	DESIGNATION	INFRACTION	DIRECTEUR DE COURSE	STEWARDS
8	***Driver who:***	> caused the suspension of a race under 150 article	STOP & GO Investigation Penalty automatically transformed into a 40-second penalty in the last three rounds	Rapport could be sent to the Stewards OU Other sanction on the following event(s)
		> breached these Sporting Regulations or the Code		
		> fait prendre un faux départ à une ou plusieurs voitures		
		> caused a collision		
		> forced a driver off the track		
		➢ illegitimately prevented a legitimate overtaking move by a driver		
		> illegitimately impeded another driver during overtaking.		
8.3.1	***and/or During practices***	Non respect of safety instructions in the pit lane and signaling area	STOP & GO	
		Non respect of flags signals	Cancellation of the time of the round during which the infringement was detected	
		Repeat offense		Report to Stewards
		Non respect of flags signals	STOP & GO and cancellation of the best time of the test session	Rapport could be sent to the Stewards

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		Unsporting behavior	STOP & GO	Rapport could be sent to the Stewards

APPENDIX 1 – Penalties Page 6/6

Ultimate Cup Séries regulations	DESIGNATION	INFRACTION	DIRECTEUR DE COURSE	COMMISSAIRES SPORTIFS
8.3.2	***and/or During practices***	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		
		Non respect of safety instructions in the pit lane signalisation and signaling area		

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10	***Prize-giving***	Non attendance at the podium at the end of the race race. Unsporting behavior on the podium		Report to Stewards

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ANNEXE 2- GT -Touring Challenge Page 1/3									
				Pneu avant/front tyre			Pneu Arrière/rear tyre		
Voiture /Car			ANNEE / YEAR	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
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

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ANNEXE 2- GT-Touring Challenge Page 2/3									
				Pneu avant/front tyre			Pneu Arrière/rear tyre		
Voiture /Car			ANNEE / YEAR	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	2L			255/40-18 99Y	Pilot Sport 4	25/64-18 P2L FW	255/40-18 99Y	Pilot Sport 4	25/64-18 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

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ANNEXE 2- GT-Touring Challenge Page 3/3									
				Pneu avant/front tyre			Pneu Arrière/rear tyre		
Voiture /Car			ANNEE / YEAR	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
Porsche	992	Cup		30/65 - 18	Cup N3	P2L FW	31/71 - 18	Cup N3R	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
Vortex		S1	2016	30/68 -18	S9M RFID	P2L FW	31/71-18	S9M RFID	P2L FW
TCR				27/65 -18	S9M RFID	P2L	27/65 -18	S9M RFID	P2L

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APPENDIX 3

Categories list

Ref. ARTICLE 4 - 4.1. Cars accepted

UGT3 A

Mainly actual homologated GT3 cars or with an equivalent level (RS01, etc).

UGT3 B

Mainly homologated GT3 cars of « old generation » or with an equivalent level (Vortex 1.0, etc). The performances of UGT cars must be lower than the ones of the GT Class 3 A.

UGTC4 A:

Mainly GT cars with a lower level that the GT3, conform to their homologation or with an equivalent level. The performances of UGTC4 A cars must be lower than the ones of the UGT3 A and B.

UGTC4 B:

Mainly GT cars with a lower level that the GT3, conform to their homologation or with an equivalent level. The performances of UGTC4 B cars must be lower than the ones of the UGT3 A and B and UGTC4 A.

- Alpine A110 Cup cars from Alpine Elf Europa Cup championship in compliance with their specific regulations.
- JS2R cars from Ligier JS Cup or Ligier European Series championships in compliance with their specific regulations

According to the entries the category can be split into two categories: A (for the fastest UGTC4) and B (for the least efficient UGTC4).

Porsche Cup

Cars from Porsche Carrera Cup championships or SuperCup championship in compliance with their specific regulations.

- Porsche 992 (ABS system and data extension authorized, free brake pads, Carrera Cup France exhaust), minimum weight 1292kg (without fuel and without driver)
- Porsche 991 (ABS system authorized), minimum weight 1232kg (without fuel and without driver)
- Porsche 997 (ABS system and steering wheel gearshift paddles authorized)

Depending on the registrants, different classes may be created (class 992 / class 991 / etc.).

308 Cup

Cars from Peugeot 308 Racing Cup championship in compliance with their specific regulations.

UTCR

Front-wheel drive cars (mainly TCR homologated cars or equivalent)

For all categories, an adapted BoP will try to maximize the use of car capacities and to guarantee a fair competition between the cars for each category. Other categories can be created according to requests. Depending on the number of entrants, categories could be grouped together.

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APPENDIX 4

DRIVING TIMES AND HANDICAPS of the Endurance GT-Touring Challenge (except for competitors in the UGT3 A category)

For driving times, refer to article 3.2.

Method of awarding "balance bonus" for the following race for the crews depending of their classification in a race in each category
The balance bonuses are allocated to the crew
In the case that a ~~driver~~ crew who has been awarded a "balance bonus" at the end of a race, would be modified for the next race (one driver added, one driver changed, etc) the "balance bonus" to be respected by this crew will be divided by two.
If a crew does not participate in the next race, it will entirely lose the benefit of its balance bonus.

Values and attribution of balance bonuses
Bonuses awarded following the podium of a race and applicable for the following race :

- Crew having finished 1st in its category
  0 seconds balance bonus
- Crew having finished 2nd in its category
  -5 seconds balance bonus
- Crew having finished 3rd in its category
  -10 seconds balance bonus
- Crew having finished beyond 3rd place in its category
  -15 seconds balance bonus

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

- Crew having finished 1st in its category
  0 seconds balance bonus
- Crew having finished 2nd in its category
  -10 seconds balance bonus

The organizer reserves the right to apply a fixed balance bonus 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 bonus due to the results and may be modified at any time.

A summary table of the balance bonuses for each team will be sent before each race.

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DRIVING TIME FOR A 4 HOURS RACE (UGT3 A)

	Composition	platinum/gold	silver	bronze	AM
2 drivers	AM + AM				mini 1h30/driver
	bronze + bronze			mini 1h30/driver	
	bronze + AM			mini 1h30	mini 1h30
	silver + AM		mini 1h30/maxi 2h		
	silver + bronze		mini 1h30/maxi 2h		
	gold + AM	mini 1h30/maxi 2h			
	gold + bronze	mini 1h30/maxi 2h			
3 drivers	gold + AM + AM	mini 1h/max 1h30			mini 1h/driver
	gold + bronze + bronze	mini 1h/max 1h15		mini 1h/driver	
	gold + bronze + AM	mini 1h/max 1h15		mini 1h	mini 1h
	silver + AM + AM		mini 1h/max 1h30		mini 1h/driver
	silver + bronze + bronze		mini 1h/max 1h15	mini 1h/driver	
	silver + bronze + AM		mini 1h/max 1h15	mini 1h	mini 1h
	silver + silver + bronze		mini 1h/max 1h15/driver		
	silver + silver + AM		mini 1h/max 1h15/driver		
	bronze + bronze + bronze			mini 1h/driver	
	AM + AM + AM				mini 1h/driver
	bronze + AM + AM			mini 1h	mini 1h/driver
	bronze + bronze + AM			mini 1h/pilote	mini 1h
4 drivers	AM + AM + AM + AM	Mini 50min/driver			
	Bronze + AM + AM + AM				
	Bronze + Bronze + AM + AM				
	Bronze + Bronze + Bronze + AM				
	Bronze + Bronze + Bronze + Bronze				
	Silver + AM + AM + AM				
	Silver + Silver + AM + AM				
	Silver + Bronze + Bronze + AM				
	Silver + Bronze + AM + AM				
	Silver + Bronze + Bronze + Bronze				
	Silver + Silver + Bronze + AM				
	Silver + Silver + Bronze + Bronze				

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BALANCE PENALTY FOR A 4 HOURS RACE (UGT3 A)

	Composition	penalties to be observed at each of the 5 compulsory stops
2 drivers	AM + AM	0s
	bronze + bronze	8s
	bronze + AM	0s
	silver + AM	10s
	silver + bronze	27s
	gold + AM	10s
	gold + bronze	27s
3 drivers	gold + AM + AM	0s
	gold + bronze + bronze	20s
	gold + bronze + AM	10s
	silver + AM + AM	0s
	silver + bronze + bronze	20s
	silver + bronze + AM	10s
	silver + silver + bronze	31s
	silver + silver + AM	19s
	bronze + bronze + bronze	8s
	AM + AM + AM	0s
	bronze + AM + AM	0s
	bronze + bronze + AM	0s
4 drivers	AM + AM + AM + AM	0s
	Bronze + AM + AM + AM	0s
	Bronze + Bronze + AM + AM	0s
	Bronze + Bronze + Bronze + AM	0s
	Bronze + Bronze + Bronze + Bronze	8s
	Silver + AM + AM + AM	0s
	Silver + Silver + AM + AM	11s
	Silver + Bronze + Bronze + AM	11s
	Silver + Bronze + AM + AM	3s
	Silver + Bronze + Bronze + Bronze	20s
	Silver + Silver + Bronze + AM	19s
	Silver + Silver + Bronze + Bronze	28s

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APPENDIX 5

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 thepoints are awarded.
More than 75% of the plan distance or time.	Parc fermé	Race finished			Classification etablished in the round preceeding the end of the race. All points awarded.

The college of stewards will be able to adjust the distance according to the available track time. Driving times and the number of mandatory stops may be adjusted accordingly.

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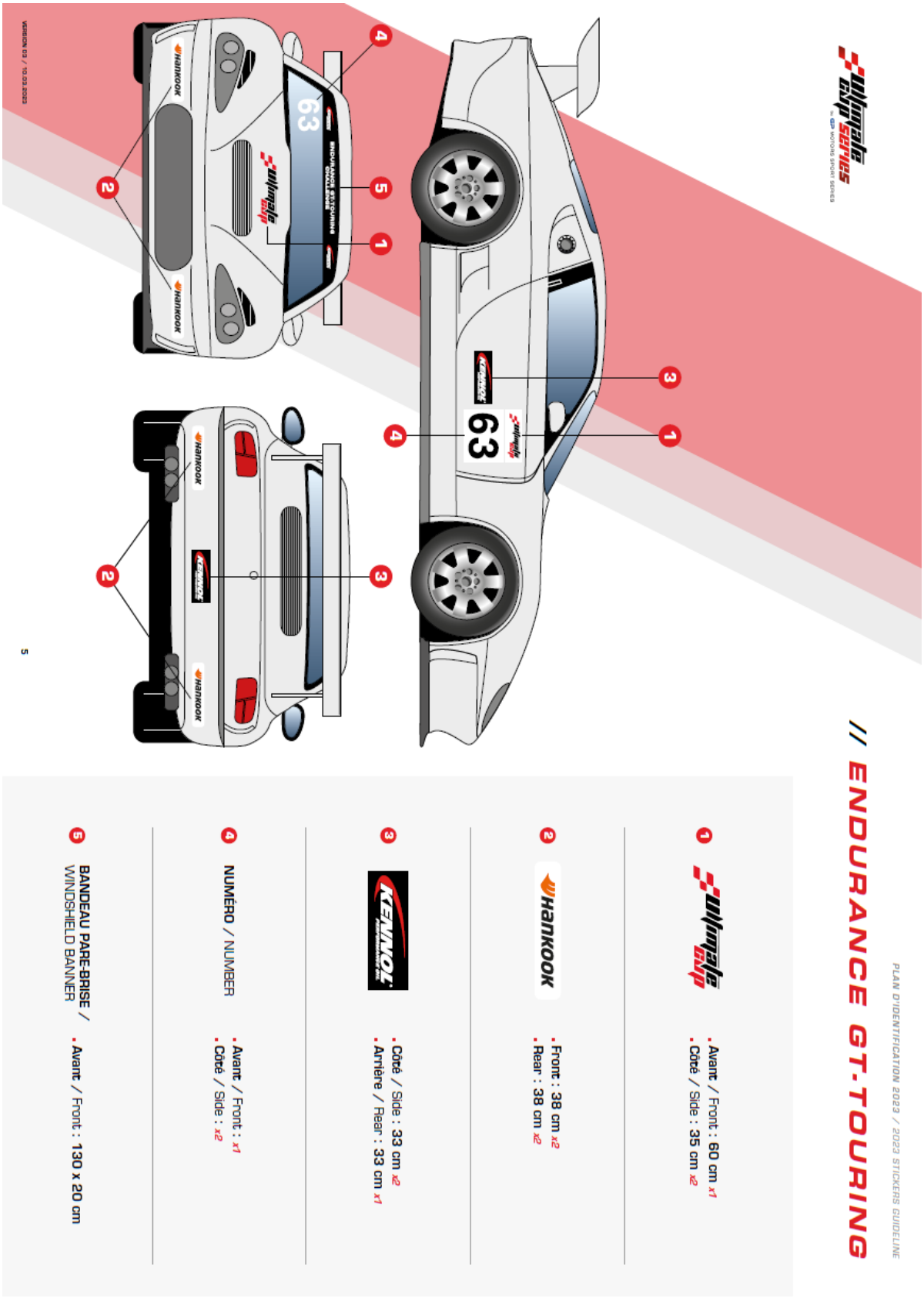
APPENDIX 6 - Mandatory sticker plans 1/2



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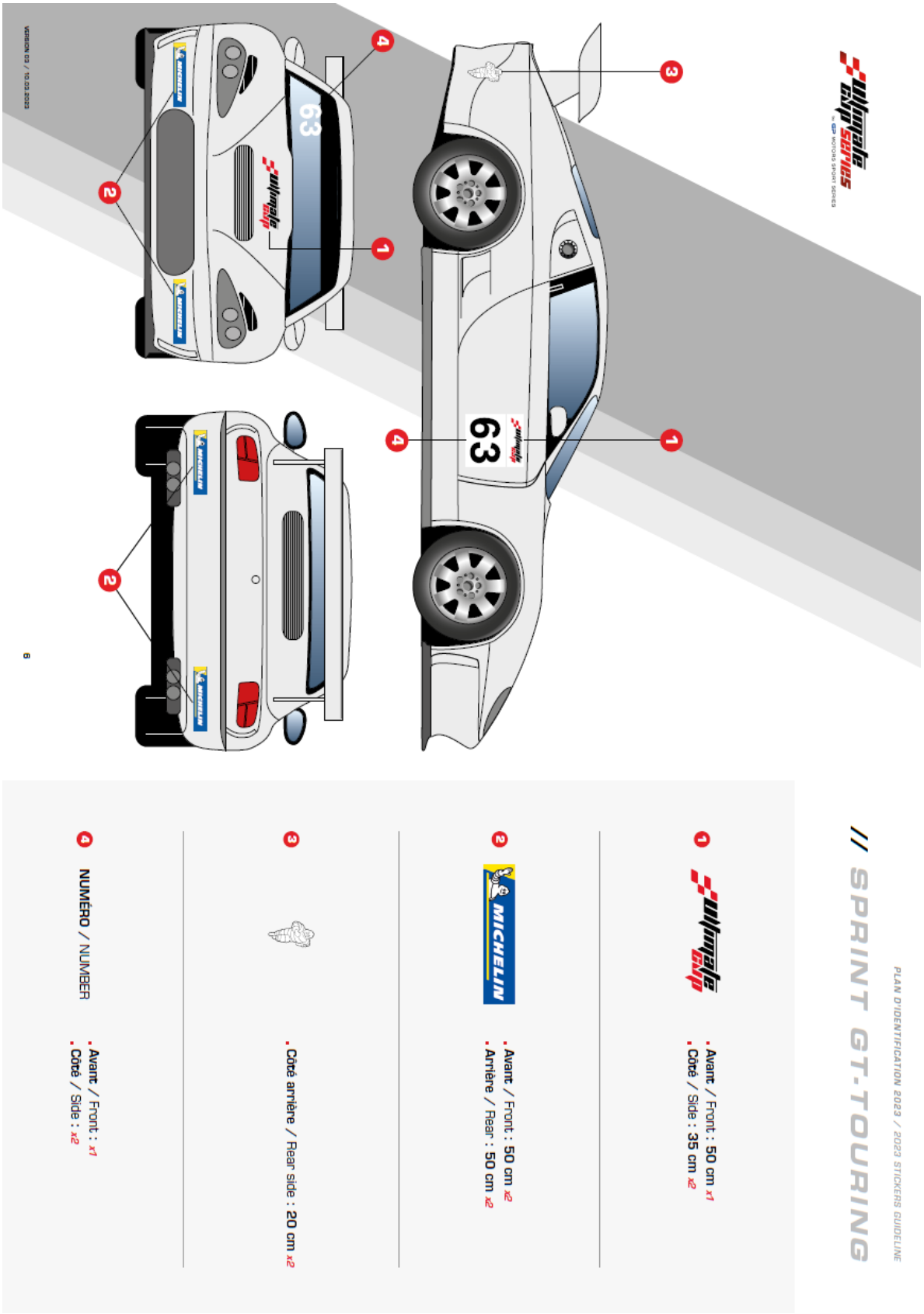
APPENDIX 6 - Mandatory sticker plans 2/2



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APPENDIX 7 – ADDITIVES 1/3

ULTIMATE CUP SERIES

GT-TOURING CHALLENGE RULES

Additive n°1

4.2.2. Tyres

For all cars participating in the GT-Touring Challenge only MICHELIN tyres for the Sprint GT-Touring Challenge and HANKOOK tyres for the Endurance GT-Touring Challenge, slick and rain tyres bearing the specific marking of the series will be accepted. The authorized rain tyres are exclusively Michelin P2L for the Sprint GT-Touring Challenge and HANKOOK for the Endurance GT-Touring Challenge supplied by APR. The re-cutting of slick and rain tyres by the competitors is forbidden.

9.8 TEAM CLASSIFICATION

The " Teams " classification will reward the team with the highest total 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 less than 4 entrants, only 50% of the points will be considered in the calculation. Any class points will not be considered in the calculation. There will be one winner of the "Teams" classification per Challenge (Sprint/Endurance)

There will be one winner of the " Teams " classification for the GT-Touring Challenge for the teams taking part, on the same meeting, in the Endurance challenge and in the Sprint challenge.

Depending on the number of participants per category, a team ranking may also be counted per category.

9.9 CTC RANKING (Cavalino Tridente Challenge)

Depending on the number of entries, the "CTC" classification will reward the team entering a Ferrari or a Maserati 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 has obtained its points.

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APPENDIX 7 – ADDITIVES 2/3

ULTIMATE CUP SERIES

GT-TOURING CHALLENGE RULES

Additive n°2

4.1. CAR ALLOWED

UGT3 A (not allowed in Sprint Cup)

- Cars homologated in FIA GT1 in accordance with article 258.
- Cars homologated in FIA GT2 in accordance with article 257.
- Cars homologated in FIA LMGTE conforming to the specific "LMGTE" regulations.
- Cars homologated in GT1, GT2, more than 5 years old having undergone technical modifications and not conforming to their specific regulations.
- Cars approved in GT1 article 258, GT2 article 257.

- Cars homologated in GT3 FIA and GT3 ASN before 2010 (year of homologation) which have undergone technical modifications, and which do not comply with their specific regulations " GT3 article 257A ". Cars homologated in GT3 FIA and GT3 ASN before 2010 (year of homologation), conforming to their specific regulations " GT3 article 257A ".

- Cars homologated in GT3 FIA and GT3 ASN from 2010 (year of homologation), conforming to the specific regulations " GT3 article 257A ".

- RS01

- Any other GT, on application to the promoter

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

Any technical modification must be listed in a technical file. The latter must be submitted to the Technical Steward for validation. Depending on the number of entries, different classes may be created.

UGT3 A2

This class will authorize old generation GT cars on file with the promoter as well as branded cup cars whose performance will be judged superior to GT3B, and which cannot reach the performance of UGT3 A also on file with the promoter.

APPENDIX 7 – ADDITIVES 3/3

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ULTIMATE CUP SERIES

GT-TOURING CHALLENGE RULES

Additive n°3

4.1. CAR ALLOWED

Porsche Cup (not allowed in Sprint Cup)

Cars from the Porsche Carrera Cup or SuperCup championships that comply with their original regulations.

- Porsche 992 (ABS authorisation and data extension, free brake pads, Carrera Cup France exhaust), minimum weight 1292kg (without fuel or driver)
- Porsche 991 (ABS authorisation), minimum weight 1232kg (without fuel or driver)
- Porsche 997 (ABS and steering wheel paddles allowed)

Due to the length of the races, the cars may be equipped with the endurance brake kit supplied by the manufacturer. This must be adapted in its entirety.

Depending on the number of entries, different classes may be created (class 992 / class 991 / etc.).

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