

ULTIMATE PROTOTYPE WINTER CUP 2026

Sporting and technical regulations

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ARTICLE 1 – ORGANISATION

PROMOTER – ORGANISING PERMIT

The national challenge entitled **Ultimate Prototype Winter Cup** is governed by:

- The FIA International Sporting Code and its appendices (hereinafter the Code),
- The sporting and technical bulletins, appendices, addenda, and the general prescriptions relating to Circuits,
- The general prescriptions relating to International Series,
- The general prescriptions and the Standard Regulations for “asphalt” circuits of the FFSA,
- These specific Sporting and Technical Regulations of the series.

All stakeholders (the Promoter, the ASNs, the organisers, the competitors, the drivers and the circuits) undertake to apply and to comply with the rules governing the challenge.

These regulations and their appendices may be amended or supplemented by the series promoter during the season, subject to approval by the ASN.

Any driver or competitor participating in the Ultimate Prototype Winter Cup Challenge is deemed to be familiar with all the aforementioned regulations. They undertake to comply with all of these texts, both in form and in spirit.

Any amendment to these regulations must have received the approval of the FFSA before being published in the form of a dated and numbered addendum.

It is incumbent upon the competitor, cf. Article 9.15.1 of the ISC, to:

- Ensure that all persons and participants concerned by their entry fully observe the provisions of the Code, the General Prescriptions relating to Circuits, the applicable Technical Regulations, these Sporting and Technical Regulations, and the regulations of each event.
- Ensure that all measures and decisions have been taken internally regarding the safety of drivers and staff during the sporting activity.

Each competitor must designate their representative in writing at the time of their entry to the challenge. For the entire duration of the event, the person responsible for an entered car at any given time during the event is jointly and severally obliged, together 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 concerning their interpretation, will be judged by the organising committee and will be subject to an addendum.

PROMOTER

GP MOTORS SPORT SERIES SA

Route des Bonnefontaines, 6

1700 Fribourg

Suisse

contact.series@ultimatecup.eu

ASN

The governing ASN is the FFSA.

Fédération Française du sport Automobile

32 avenue de New York,

75781 PARIS

ORGANISING PERMIT

These regulations have been approved by the FFSA, Visa number:

ORGANISING COMMITTEE

The Organising Committee of the **Ultimate Prototype Winter Cup Challenge** is composed as follows:

- The General Manager of the Series
- The Official Timekeeper of the Series
- A Representative of the Promoter

Depending on the case to be examined, the Organising Committee may call upon the following persons:

- The Technical Delegate
- The Race Director
- A Representative of the Panel of the Stewards

REGULATIONS

The French version of these Sporting and Technical Regulations, together with its appendices and any addenda, shall constitute the definitive text of reference in the event of dispute or interpretation.

These Sporting and Technical Regulations will enter into force on 1 January 2026.

All competitors entered in the **Ultimate Prototype Winter Cup Challenge** will be informed of any modifications made to these Sporting and Technical Regulations, specifying the date of entry into force.

Any competitor, manufacturer or driver wishing to obtain clarification on a point of the Regulations between two events may submit a request to the Promoter. Any interpretation issued by the Promoter cannot be binding on the sporting authority represented by the Race Director and the Panel of the Stewards. To do so, the competitor or driver must send the Promoter a duly substantiated request at the following address: contact.series@ultimatecup.eu, clearly specifying the points on which interpretation is sought.

OFFICIALS

For the **Ultimate Prototype Winter Cup**, the Promoter will appoint permanent officials:

- 1 Race Director responsible for the event
- 1 Technical Delegate
- 2 Stewards, including 1 Chairman

In the supplementary regulations of each event, the Promoter will designate various officials per event depending on the entries.

CALENDAR

The **Ultimate Prototype Winter Cup** Challenge will take place according to the calendar below:

PORTIMAO	14 15 February 2026	Portugal
ESORIL	21 22 February 2026	Portugal
NAVARRA	21 22 March 2026	Spain

The calendar is provisional. **The FFSA** and Ultimate Cup Series reserve the right to make any modifications. Likewise, the organiser may introduce longer format races, which may be counted outside the championship. In such cases, an addendum will establish the rules.

If one or more Events listed in the calendar are not held, Ultimate Cup Series will study a possible replacement solution in collaboration with **the FFSA**. **If the calendar is reduced by one event because the FFSA and** Ultimate Cup Series cannot replace a cancelled Event, this will result in the reimbursement of the entry fee for that event.

FORMAT

The **Ultimate Prototype Winter Cup** grid is reserved for crews composed of 2 to 3 drivers and will take place under the following format:

- Three qualifying sessions of 15 minutes each
- 2-hour or 4-hour race

ARTICLE 2 – INSURANCES

INSURANCES

For each event, the Promoter must take out an insurance policy covering the civil liability of the organiser and the participants, as well as any person involved in the organisation. This insurance must comply with the FIA Regulations and the International Sporting Code in force in the country where the event takes place. The insurance certificate will be annexed to the supplementary regulations of each event and thus made available to the competitors.

This insurance, which will be taken out by the organiser, shall not prejudice the personal insurance of any individual or legal entity participating in the event (driver, team, etc.).

All drivers participating in the event are not considered as third parties with respect to one another.

ARTICLE 3 – COMPETITORS AND DRIVERS

ENTRIES

The Promoter may refuse the entry of a competitor insofar as the **Ultimate Prototype Winter Cup Challenge** is open by invitation.

LICENCES

All drivers, competitors and officials participating in the Ultimate Prototype Winter Cup Challenge must hold a valid licence. Accordingly, at minimum, an International **ICCC licence is required and, where applicable, valid licences and/or authorisations issued by their ASN. Ultimate Cup Series will collect the supporting documents relating to the licences at the same time as the entry. The official documents will only record the licences that are presented. A sponsor may associate its name with that of the team, or even replace it, provided that the latter agrees.**

For any competitor who is a minor, a guardian must be appointed and the organiser must be informed. A parental authorisation must be sent to the Promoter in order for the entry to be valid. A copy of the guardian's licence must also be provided, except for foreigners whose ASN does not issue this type of licence.

SEASON ENTRY TO THE ULTIMATE PROTOTYPE WINTER CUP CHALLENGE

For any request to register for the full season of the **Ultimate Prototype Winter Cup Challenge**, the application must be sent to the Promoter at the following address:

GP MOTORS SPORT SERIES SA
Route des Bonnefontaines
6 - 1700 Fribourg, SUISSE

This registration must be sent to the Promoter, together with payment of the entry fees, no later than one month before the first event. Late entries may be accepted up to 7 days before the start of the first event.

ENTRY TO A RACE OF THE ULTIMATE PROTOTYPE WINTER CUP CHALLENGE

For any entry to a race of the **Ultimate Prototype Winter Cup Challenge**, the competitor must send their application to the Promoter no later than 7 days before the start of the event. To be considered, this entry must be accompanied by payment made out to:

GP MOTORS SPORT SERIES SA
Route des Bonnefontaines
6 - 1700 Fribourg, SUISSE

The entry fee for each event will be defined on the entry form. A driver may enter multiple grids of the **Ultimate Prototype Winter Cup Challenge** per event but may only enter one car per grid. A competitor's entry will be accepted within the limit of available places, with priority given to competitors entered for the full season. A competitor entered for the season who is unable to take part in one or more events must inform the organiser by any means before the closing date for entries.

In the event of non-participation in one or more events, no refund will be made.

CREWS

The rules for crew composition are set out in Appendix 4.

Each entered driver is categorised as follows:

No later than 15 days before the start of the first Event (i.e. at the opening of the administrative checks) in which they wish to participate, each driver must submit their record of achievements to the FIA Driver Categorisation Committee using the FIA driver categorisation form available on the FIA website:

<http://www.fia.com/fia-driver-categorisation>. The decisions regarding categorisations are taken under the responsibility of the FIA Driver Categorisation Committee.

The list of drivers categorised according to the definitions set out in the FIA driver categorisation regulations must be published on the FIA website no later than 48 hours before the start of the Event concerned (i.e. before the beginning of scrutineering).

At the end of each season, the FIA Driver Categorisation Committee will review all categorisations based on the performances observed in races. The categorisation list applicable for the following season must be published before 1 December of the previous year.

NON-CATEGORISED DRIVERS AT THE START OF THE EVENT

If a driver is not FIA-categorised at the start of the event, the Panel of the Stewards of the event will provisionally categorise them. These drivers must provide their record of achievements to the Panel of the Stewards.

For any driver not FIA-categorised and who has not applied for categorisation, a fee of €350 will be charged by Ultimate Cup Series.

For any driver not FIA-categorised but who has applied for categorisation, a fee of €150 will be charged by Ultimate Cup Series.

Such categorisation will be provisional and shall in no case constitute an FIA categorisation. Non-categorised drivers will not be allowed to take part in an Event.

Drivers entered in the series will therefore be categorised as follows:

- Platinum (they will be considered the same as Gold drivers regarding crew composition, penalties and others)
- Gold
- Silver
- Bronze

Regulations relating to driver categorisation: refer to the FIA driver categorisation regulations (<http://www.fia.com/fia-driver-categorisation>).

A list of entries per grid will be posted on the promoter's website or sent by email one week before the event.

In case of dispute, the request must be submitted in writing with supporting documents before the end of the administrative checks and may be examined by the **Ultimate Prototype Winter Cup** Organising Committee. The response will be communicated no later than before the qualifying sessions.

PASSES

Passes will be granted only to team members. The competitor is solely responsible for their accompanying persons.

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

- **4 « PITLANE » badges**
- **5 « PADDOCK » badges**
- **1 « ALL » badges per driver**
- **1 « PADDOCK P1 » parking pass**
- **5 « P3 » parking passes**

ADMINISTRATIVE CHECKS

Administrative checks, mandatory for all competitors, will be carried out before the start of each event. The information relating to these checks will be specified in the supplementary regulations of the event (opening dates of the checks, times & location). Each competitor must present the required documents.

TECHNICAL SCRUTINEERING

Once the administrative checks have been completed, competitors may proceed to the technical scrutineering of the cars and equipment, which will take place at each event. These checks are mandatory and will be carried out by the Scrutineers appointed by the Race Director.

The Scrutineers may, among other things, request to verify the compliance of a car at any time; require that a competitor or their team dismantle a car during the inspection in order to verify eligibility or compliance; require that a competitor bear the costs resulting from non-compliance and/or provide a sample or part deemed necessary.

The competitor is responsible for dismantling and reassembling following the inspection.

The technical scrutineering will take place in the technical area or possibly in the competitor's garage. Information relating to these checks will be specified in the supplementary regulations of the event (opening dates of the checks, times & location).

The car must be presented in the following conditions:

- With the up-to-date homologation form in paper version and its technical passport
- With the homologation certificates for the fuel tank and the safety roll cage
- Without fuel
- With the possible restrictor(s), ready to be sealed, with the wire to be supplied by the team
- With the possible ballast, ready to be sealed, with the wire to be supplied by the team
- With the engine sealed by the manufacturer, or ready to receive the seals
- Identification and additional lights installed, if applicable
- With all mandatory stickers (safety, identification, challenge partners, etc.), in compliance with the graphic charter.

The driver equipment to be presented during scrutineering (at each driver's first entry) is as follows:

- Helmet (see below)
- RFT restraint system

- Racing suit
- Underwear
- Boots
- Gloves

A driver safety equipment form must be completed by the driver and provided during the car scrutineering. At the end of the scrutineering, each approved driver's helmet will receive a validation sticker to be affixed to the outside, at the bottom left of the chin area.

For personnel equipment (pit crew, refuelling), a "Pit Safety Equipment" form must be completed and submitted.

For any absence or delay at the administrative and/or technical checks, penalties will be applied in accordance with Appendix 5.

Checks may be carried out on any car at any time during the event. Generally, after each official session, the 1st car in each category as well as one or two cars randomly selected by the Technical Delegate will be inspected.

The presentation of a car for technical scrutineering shall be considered an implicit declaration by the competitor that the car complies with the regulations.

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

An authorisation sticker to participate in the event will be affixed at the end of the technical scrutineering once the cars have been accepted by the Scrutineers, the refuelling installations (if applicable), and the conformity of equipment and pit installations have been checked. A car may not take part in the event without this authorisation sticker. It must never be removed (penalty: exclusion) and must remain visible at all times.

It is the duty of each Competitor to prove to the Scrutineers and to the Stewards that their car complies with these regulations in their entirety at all times during the event and/or the season.

Reserve cars, as defined below, are not permitted (unless authorised by the Panel of the Stewards).

A reserve car is a car that is not intended to participate in the competition but to substitute the main car entered by the competitor.

ARTICLE 4 - ADMITTED CARS

By invitation and after acceptance of the application by the Promoter.

NP02

Car developed by Nova Proto in the configuration as defined for the Ultimate Cup Series.

WEIGHT :

The minimum weight is 865 kg.

REAR WING :

Wing height position to be respected: 900 mm from the ground.

ENGINE COMPLIANCE :

A single service provider is designated by Nova Proto for the overhaul of NP02 engines.

This engine builder is the only one authorised to service and seal the engines by the manufacturer and the Promoter.

New engines will be sealed by the manufacturer Nova Proto.

NP02 ENGINE MAPPING :

The engine mapping will be identical to the latest specification known during the 2025 season (Paul Ricard #2 2025).

NP02 FUEL TANK CAPACITY :

The fuel tank capacity is free. The only limitation is the use of the original tank from the Nova NP02 catalogue.

REAR-VIEW CAMERA :

The camera replacing the interior rear-view mirror is mandatory for the 2025 season. The make and model are, however, free. The installation must be carried out in accordance with the specifications and recommendations provided by Nova.

RIDE HEIGHTS :

Control method and minimum heights:

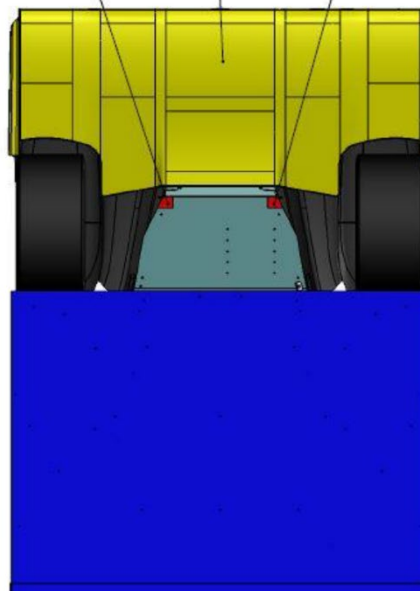
- Car without fuel, without driver, tyres inflated to 1.8 bar +/- 0.1
- Ballast of 120 kg placed on the front splitter (see photos below)
- Minimum height 50 mm under the front splitter including splitter endplates (yellow areas)
- A tolerance of 2 mm is allowed at the fixings and wear skid plate
- In addition, the minimum chassis height is 170 mm
- Check carried out at the two red zones
- Checks will be performed in the circuit's technical area
- A floor marking will allow all cars to be repositioned in the same spot on the platform



lame avant complete hauteur mini 50mm

Hauteur mini chassis 170mm

Hauteur mini chassis 170mm



BRAKE PADS :

Brake pads must be the original

Nova pads :

PLAQUETTE DE FREIN
BRAKE PAD

Ref : NP02-RST3



Other categories



MOTORS SPORT SERIES

GP MOTORS SPORT SÉRIES SA

Route des Bonnesfontaines 6, 1700 FRIBOURG - Suisse

+41 26 321 31 82

[f](#) [@](#) [@ultimatecupseries](#)
www.series.ultimatecup.racing

Depending on requests, other categories may be added and classes may be created according to the participants.

ARTICLE 5 - MANDATORY IDENTIFICATION PLAN

RACE NUMBER

A race number valid for the entire season will be assigned to each car. It must be positioned according to the identification plan. The numbers must be placed in accordance with the identification plan defined by Ultimate Cup Series.

Dimensions: Number height: 20.5 cm, spacing between two numbers: 1 cm.

Colour: White numbers on Ultimate Cup Series black background.

Font: SF Trans Robotics

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 to ensure readability during the night. It is the competitor's responsibility to ensure that the race numbers are visible under all circumstances. The numbers and backgrounds will be provided by the organiser. Only these numbers and backgrounds are authorised.

ARTICLE 6 – RUNNING OF THE EVENT

The event begins with the opening of the administrative checks. During the entire event (practice and races): During a pit stop, it is only once the car has come to a complete stop in front of its garage that the exiting driver may:

- Remove their safety net or racing net (if applicable)
- Switch off the lights
- Stop the engine
- Unfasten the harness
- Unclip the helmet
- Open the door.

BRIEFING

All drivers and team managers participating in the event must be present for the entire duration of the Briefing under penalty of sanctions (see Appendix 5).

Each competitor is required to designate the driver who will take the start, no later than one hour after the end of qualifying.

This driver must be at the wheel at the start of the race. Penalty for non-compliance with this rule: start from the back of the grid.

PRACTICE – RACE

PRIVATE – FREE PRACTICE

Private and/or free practice sessions may be organised by the Promoter no earlier than the Thursday morning preceding the date of the qualifying sessions. Any driver taking part in private practice sessions within the framework of the event must strictly comply with the same rules as those applied during the official practice sessions and the race. Only the driver(s) entered on the car for the event are authorised to take part in private practice.

Any driver admitted to take part in the race is required to participate in at least one official practice session, as scheduled in the programme defined in the supplementary regulations of the event, and with the car in which they are entered, unless authorised otherwise by the Panel of the Stewards.

QUALIFYING PRACTICE

There will be one qualifying session, divided into three segments with a break between each. All drivers must complete at least one timed lap (i.e. two consecutive crossings of the track timing line) to qualify for the race, except in cases of force majeure recognised as such by the Stewards.

Crews composed of only two drivers must take part in all three qualifying segments; in this case, one of the two drivers will participate in two non-consecutive segments (i.e. the first and the third). For competitors in categories subject to driver classification, if one of the two drivers is classified as Bronze, they must take part in two segments. Failure to comply with either of these rules will result in the cancellation of all lap times from the session for the car concerned, and its participation in the race will be subject to approval by the Panel of the Stewards.

Only one driver is permitted to drive per segment, otherwise all lap times of that segment will be cancelled. For all competitors, the sessions will run as follows:

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

For cars that completed at least one timed lap in each segment, their qualifying time will be the average of MT1, MT2, and MT3, and their qualification rank will be 1 (RQ1). For cars that failed to complete a timed lap in one of the segments, the qualifying time will be the average of the two remaining best times, and their qualification rank will be 2 (RQ2). They will be classified behind the cars with RQ1. For cars that failed to complete a timed lap in two segments, the qualifying time will be the best of the remaining times (MT1 or MT2 or MT3), and their qualification rank will be 3 (RQ3). They will be classified behind the cars with RQ2. For cars that failed to complete any timed lap, their qualification rank will be 4 (RQ4), and their participation in the race will be subject to approval by the Stewards, who will also determine their starting order. In all cases, they will be classified behind the cars with RQ3.

The result of the qualifying session and the starting grid positions will be determined firstly by the qualification rank order (RQ1, then RQ2, then RQ3, then RQ4), and then by the classification (fastest to slowest) of the retained qualifying time as defined above. In the case where two or more cars have the same RQ and identical retained qualifying times, their order will be determined by the absolute fastest lap achieved by these cars during qualifying (Q1, Q2 or Q3). If still tied, priority will be given to the one who set it first.

During the session, the following principles will apply:

- Cars must remain in the pit lane from the moment the green light is shown at the start of Q1 until the chequered flag at the end of Q3. Any car returning to its garage during this period will have all its times cancelled and will not be allowed to continue in the session.
- No refuelling or draining is authorised.
- During this period, it is not permitted to connect a computer to the car, nor to add or remove any data or video recording support (USB stick, SD card or others). However, it will be authorised to stop the camera recording at the end of the session if this does not contravene parc fermé rules.
- At the end of Q3, cars will immediately be placed under parc fermé conditions.

In the event of identical times, the classification will be established based on the first driver to achieve the time.

In the case of an off-track excursion due solely to a driving error affecting the qualifying session (red flag, FCY procedure, etc.), the driver responsible for interrupting the session will be penalised with a 10-place grid drop for the race.

RACE

The race duration is 2 hours for all rounds, except for one, where the race duration will be 4 hours.

STARTING PROCEDURES

The starting grid will be published 30 minutes after the release of the final results of the official qualifying sessions.

The starting grid will be in a 2 x 2 line-up format (Pole position defined in the supplementary regulations of each event).

The rolling start procedure must be used. The race begins (overtaking permitted, etc.) when the red lights are switched off (procedure detailed during the drivers' briefing).

START

During the pit lane opening period, cars will leave their garage to complete one or more reconnaissance laps. At the end of the reconnaissance lap(s), the cars must take their place on the starting grid, with the drivers remaining under the marshals' instructions. If a car completes several reconnaissance laps, it must, at each lap, pass through the pit lane without exceeding the maximum authorised speed. It is forbidden to pass through the grid.

Penalty: at the discretion of the Stewards.

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

- If a yellow flashing light with red light is shown, one additional formation lap will be carried out, under the direction of the pole position car and/or the safety car.
- If a car is in difficulty and cannot start at T-5 minutes, it will be pushed into the pit lane, from where it will start after the last car, at the green light.
- Any car in the pit lane at the moment of the start may only leave after receiving authorisation given by the green light at the pit lane exit.

In case of a modification to the procedure:

If, for an unforeseen reason or due to the amount of water, it is deemed dangerous to start the race, the Race Director will delay the start by displaying a “start delayed” board. As soon as the Race Director considers that conditions are safe and that a start can be given, the information will be displayed on the timing monitors, together with the new start time of the formation lap. This information will always be displayed at least 10 minutes before the start of the formation lap.

ON THE STARTING GRID

Any intervention on the cars is prohibited except for the following:

- Removal and refitting of the steering wheel
- Use of the radio and controls
- Measurement and adjustment of tire pressure
- Measurement of tire temperature
- Wheel tightening
- Access to engine management and data acquisition systems
- Installation and removal of sun or rain protection
- Installation or removal of stickers on the bodywork and air intakes
- Connection and disconnection of a booster battery

At the “5 minutes” board, no further intervention is permitted on the cars except for closing the doors of closed cars. Wheel changes on the starting grid are only allowed for fitting rain tires between H-15 min and H-5 min. Rain tires may only be fitted if the track is declared wet by race control. Any other intervention is prohibited without the express authorization of the officials, in particular the opening of the hoods. It is strictly forbidden to start the engine of a car resting on its wheels on the starting grid if no one is behind the wheel. If one or more cars must be removed from the grid, the gaps will not be filled.

CASE OF RESERVES

A retirement is officially confirmed when the competitor or the team manager submits a written declaration (retirement form) to race control.

If a team has several cars, once the retirement of one of them has been officially declared to race control, the drivers may become reserves on another car of the team. Only in cases of force majeure may they replace a driver, within the limit of the number of registered drivers and their categorization on the car (article 3.2). The request must be submitted to race control and validated by the stewards. Simply becoming a reserve does not allow scoring points.

STANDS

Before any intervention on the car, the engine must be switched off.

DURING QUALIFYING PRACTICE AND THE RACE

- Driver changes are prohibited during refueling at the fuel pump.
- Driver and tire changes must be carried out on the pit lane, in front of the garage.

STANDS

For interventions in front of the garages, only the following persons are authorized to intervene:

- 1 attendant in charge of car control, whose primary function is to ensure the safety of the pit stop and of the personnel present in the working area. This attendant will supervise the pit stop, safety, the stopping and safe release of the car. He shall hold a lollipop displaying the number of the car concerned and must not be positioned along the longitudinal axis of the car. During the stop, this person may perform other tasks in addition to supervising the pit stop. He must wear a specific blue identification armband provided by the organizer. This is the only person authorized in the working area before the engine is switched off and after the engine has been restarted for departure. Likewise, the only equipment authorized in the working area before the engine is switched off shall be the attendant's lollipop.
- 2 mechanics for mechanical work and/or any other actions on the car. They must wear a specific red identification armband provided by the organizer.
- 1 driver assistant and the exiting driver, who may only help his teammate settle into the car and fasten the harness. He must wear a specific yellow identification armband provided by the organizer.

That makes 4 people in total, not including the exiting and entering drivers. All other persons must remain inside the garage.

For crews composed of persons with reduced mobility, a second driver assistant is authorized.

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

- Use a maximum of two impact wrenches in the working area,
- Independently take the tools and new wheels from outside the working area, bring them into the working area, and fit the wheels on the car,
- Carry the removed wheels at all times when outside the garage. However, in order to facilitate the wheel change, they may be placed flat on the ground,
- Not throw wheels or tools, nor let them drop,
- Disconnect the air jacks and return the wheels and equipment behind the 2.5 m line before the car leaves.

The area located between the line painted in front of the garage curtain (or wall) and the painted 2.5 m line may be used to place the tires and equipment required for these operations. No assistance may be provided by a person standing in this area.

For any item escaping the mechanics' control (wheel, wheel nut, etc.), or for any other infringement of this article:

Penalty: at the discretion of the Stewards.

SAFETY

When a car stops in the working area, it must park at least 50 cm and at most 1 m from the wall or the boundary line of the working area (2.50 m line). The car must be parked parallel to the line/wall mentioned above. The car attendant must ensure that the working area is cleared and evacuated before the car leaves.

Penalty for infringement: at the discretion of the stewards.

Any transport of equipment (tools, spare battery, etc.) to or from the refueling area across the pit lane is prohibited.

The car attendant is responsible for ensuring that a car may only leave the working area when safety conditions are met. Cars in the fast lane have priority over those leaving the working area.

Penalty: at the discretion of the Stewards.

The number of mechanics working on the car is not limited when the car is inside the garage. In case of intervention inside the garage, the car must be pushed by a maximum of 4 mechanics to enter and exit the garage, engine off, and positioned parallel to the pit lane in front of its garage before entering or leaving.

If a car is obstructed from stopping parallel to the pit lane or from leaving and needs to be maneuvered, the car must be moved, engine off, by a maximum of 4 mechanics, all wearing an armband. Signaling area: maximum 2 people per car.

Failure to comply with these rules will result in penalties (see Appendix 3).

Any person intervening in the working area (including the car attendant) must be equipped as follows:

- Long clothing (top and bottom, fireproof clothing recommended)
- Safety glasses or face shield
- Helmet previously approved by the Scrutineers
- Protective gloves (in exceptional circumstances, an intervenor may remove gloves if absolutely necessary)

All these rules must be applied as from the free or private practice sessions of the event.

ACCESS TO THE PITS

During practice and the race:

- a) The garage curtain (track side) must remain fully raised
- b) Visibility into the garage must remain unobstructed, with no covering of any kind (bodywork parts, curtains, stacks of tires, trolleys, etc.)
- c) Officials must have free access inside the garage.

Penalty: at the discretion of the Stewards.

REFUELING

For safety reasons, fuel storage in the garages is strictly prohibited. For any fuel handling outside the refueling area, the presence of an assistant holding a fire extinguisher is mandatory. During collective practice, refueling must be carried out in accordance with §7.5.1 of the technical requirements for the filling device of the standard asphalt circuit regulations of the F.F.S.A. 2025. Fuel must be stored outside the garages, near the paddock-side door, with a fire extinguisher permanently placed next to it.

Refueling will be carried out at the pumps, in the refueling area, starting from the beginning of private practice.

Refueling is prohibited during qualifying practice.

During the race, refueling will be carried out by the staff of the fuel supplier chosen by the promoter. The engine must be switched off before any intervention begins and may only be restarted once all interventions are completed.

- Access to the refueling station will be mainly through the pit entry lane.
- If a car breaks down in the refueling area, it may only be pushed to the working area

by a maximum of two people. From the exit of this area to the garage, four people are allowed to push the

car.

- One of the two authorized attendants must indicate to the car where to stop and when to leave. Any team member near the car will be considered as intervening on the car. Any intervention on the car in the refueling area is prohibited.

- For each registered car, each competitor must provide the fuel supplier chosen by the promoter with an advance payment for fuel costs.

- In case of insufficient pumps available, cars must wait at the entrance to the refueling area.

- All cars must be capable of being refueled directly with a fuel nozzle of the same type as those found in service stations. Cars equipped with fast refueling systems (ATL, Staubli, etc.) must be refueled using a filling can compliant with FIA Appendix J 2023, Article 252, drawings 252-1 or 252-2 and 252-5. This can must be empty before being connected to the car. Otherwise, a report will be submitted to the stewards. For these cars, the competitor will have the option to have refueling carried out by a mechanic. This attendant must be equipped with:

- FIA 8856-2000 standard overalls
- Fireproof balaclava
- FIA-approved full-face helmet compliant with current FIA standards
- Fire-resistant gloves compliant with current FIA standards
- Fireproof shoes and socks
- Fireproof underwear
- Nevertheless, competitors may adapt the tank filling inlet(s) for this operation

(installation of an Aero cap, flap, or other). It must be easily accessible manually for this operation and must not require the use of tools. Once opened, it must remain securely attached to the car (cable, steel wire, hinge, etc.). The installation of a non-return valve (FIA Technical List n°18) is strongly recommended. If the adaptation derogates from the homologation form of the car, the installation must be validated by the technical delegate. A document detailing the proposed installation of this cap must be submitted to him no later than 15 days before the start of the event. As far as possible, the filling inlet must be positioned on the correct side in relation to the position of the fuel pumps.

- The use of an adapter is strictly prohibited. The use of an additional venting inlet during refueling is only permitted with the use of a venting can compliant with FIA Appendix J 2023, Article 252, drawings 252-1 or 252-2. This can must be empty before being connected to the car. Otherwise, a report will be submitted to the stewards.

- It is the competitor's responsibility to ensure that the tank (inlet, pipes, etc.) can be filled without issue with a fuel nozzle at a flow rate of 60 L/min.

- For safety reasons, the fuel pump will automatically shut off as soon as there is an obstruction on the nozzle.

- For crews composed of drivers with reduced mobility, an adaptation of these rules may be granted.

BREAKDOWN – OFF-TRACK

In case of an off-track 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, when a car stops, the engine must be restarted with the starter by the driver alone: push-start assistance is prohibited.

The car must be towed back to the garage by any means of the circuit recovery service, under the control of the marshals, in order to resume the race after repairs and inspection by the scrutineers. Any car presenting a danger (excessive damage or damage to a safety element) must be stopped for repair. The car may only rejoin the race with the approval of the scrutineers. In the event of a breakdown or problem in the pit lane requiring reverse gear, the driver must switch off the engine and may then be pushed in front of his garage by his mechanics; a maximum of 4 people are authorized to push a car to its garage. Any car heading to the end of the pit lane waiting for the green light must get there by its own means (Penalty: at the discretion of the Stewards). Any reverse driving under power in the pit lane, or driving in the wrong direction in it, will be penalized (see Appendix 3). Under no circumstances may the driver push his car, including in the pit lane (Penalty: exclusion of the competitor). Any refueling with fuel, water, oil, etc. on the track is prohibited (Penalty: exclusion of the competitor).

MINIMUM PIT STOP TIME

A Minimum Pit Stop Time is imposed and must be respected for each mandatory stop during the race. This mandatory stop time is measured between the “pit entry loop” and the “pit exit loop” (presented during the briefing).

The “Minimum Pit Stop Time” will be published in the briefing notes of each event or by a bulletin from the Panel of the Stewards.

The pit stop must take place in front of each competitor’s garage or designated area and under the responsibility of the Team Manager.

During 2-hour races, competitors must make 2 mandatory pit stops with a time greater than or equal to the minimum pit stop time. Mandatory pit stops must be completed within 1 hour and 45 minutes from the start of the race. For the last mandatory pit stop, the car must cross the pit entry line no later than 1h44 minutes and 59.999 seconds of elapsed race time.

If, within this period, the number of stops respecting the “Minimum Pit Stop Time” is fewer than 2, the car will be given a STOP & GO penalty plus the missing time compared to the “minimum pit stop time,” rounded up to the next second.

During the 4-hour race, competitors must make 5 mandatory pit stops with a time greater than or equal to the minimum pit stop time. Mandatory pit stops must be completed within 3 hours and 45 minutes from the start of the race. For the last mandatory pit stop, the car must cross the pit entry line no later than 3h44 minutes and 59.999 seconds of elapsed race time.

If, within this period, the number of stops respecting the “Minimum Pit Stop Time” is fewer than 5, the car will be given a STOP & GO penalty plus the missing time compared to the “minimum pit stop time,” rounded up to the next second.

It is during each of the five mandatory stops that the entered cars must serve any time penalties imposed to balance the crews (see balance penalty table). These must be added to the minimum pit stop time.

A stop carried out under a Safety Car or FCY procedure cannot be counted among the validated mandatory pit stops. The FCY procedure will be considered active from the moment the race director declares its forthcoming implementation (“Full Course Yellow in 30s,” for example). In the case of a Safety Car or FCY, the passage at “Safety Car Line 1” will be the reference:

- If the passage over “Safety Car Line 1” occurs before the deployment of the SC or the declaration of an FCY: the stop may be considered as one of the mandatory stops.
- If the passage over “Safety Car Line 1” occurs after the deployment of the SC or the declaration

of an FCY: the stop may not be considered as one of the mandatory stops. It remains, however, authorized to change drivers, work on the car, etc.

At the end of a Safety Car period, any car entering the pits with the aim of carrying out one of its mandatory stops must have crossed the track-side timing line during the lap when the Safety Car returned to the pits. Otherwise, the stop will not be validated as one of the mandatory stops. If the car was already in the pit lane (at the fuel station, for example) when the Safety Car returned to the pits, it must return to the track before being allowed to complete one of its mandatory pit stops.

For crews composed of drivers with reduced mobility, the minimum pit stop time will be adapted.

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

The crew balance penalties will be specified in an appendix for each event.

For circuits where the refueling area is located after the garages, a waiting zone will be set up at the pit lane exit before the "pit exit loop." Cars must wait in this zone until the end of their mandatory stop time.

SAFETY CAR

According to Article 2.10 of FIA Appendix H

The Race Director may declare a Safety Car procedure if deemed necessary for safety reasons.

During the race, in the event of a Safety Car procedure, the pit lane entry will be closed during the first lap after the procedure has been triggered.

If a competitor needs to refuel during this closed period, a maximum refueling of 10 liters will be permitted. If a competitor must enter the pits for a repair operation, he may do so but will be given a 1-minute stop & go penalty after leaving the pits.

FULL COURSE YELLOW "FCY"

The Race Director may declare a Full Course Yellow period if deemed 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 Race Control via radio after a countdown. Once the Full Course Yellow message is displayed on the monitors, all cars must immediately slow down and maintain the speed announced during the drivers' briefing for the entire duration of the FCY, in a single line, keeping the distance from the car in front and the car behind. All marshal posts will display a waved yellow flag and a board indicating FCY. Overtaking under FCY is strictly prohibited, except in the case of a stopped car, a car with a technical problem, or a car entering or leaving the pit lane. Any car being driven unnecessarily slowly, erratically, or in a manner deemed potentially dangerous for other drivers at any time while the FCY is in use will be reported to the Stewards. This applies whether the car is being driven on the track, in the pit entry, or in the pit exit lane.

During the race, in the event of a Full Course Yellow procedure, the pit lane entry will be closed. If a competitor needs to refuel during a Full Course Yellow procedure, a maximum refueling of 10 liters will be permitted. If a competitor must enter the pits for a repair operation, he may do so but will be given a 1-minute stop & go penalty after leaving the pits. No driver change will be permitted during the Full Course Yellow procedure. If a competitor enters the pit lane under Full Course Yellow, the entire stop will be considered as having taken place under Full Course Yellow, even if the Full Course Yellow procedure is followed by a Safety Car procedure.

At the announcement by the Race Director of the time of the FCY procedure trigger (“Prepare to FCY at ..h..min..sec”), which will define the start time of the procedure, any car having crossed Safety Car Line 1 may enter the pits without penalty. Cars that have not yet crossed Safety Car Line 1 will be subject to the penalties provided for in the event of pit entry under Full Course Yellow procedure.

If the FCY procedure is followed by a SC procedure, the pit lane entry will be reopened by announcement from Race Control. In accordance with the regulations, any stop carried out under Safety Car procedure will not be counted as a mandatory stop.

RED FLAG

RACE STOPPED BY A RED FLAG

If a race must be interrupted by a red flag, several situations may apply:

- If less than two race laps have been completed, the race is stopped, all cars must return to the pit lane and park on the pit lane roadway under parc fermé conditions. Cars are under the authority of Race Control. A new start will be given with the initial starting grid. When the track is deemed suitable again, the indication “3 minutes before pit lane reopening” will be given. At the announced time, the pit lane will be opened and cars will proceed directly to the starting grid. The 5-minute procedure will begin upon the arrival of the first car on the starting grid (restricted grid access: no guests). The procedure will then follow the normal sequence (5’, 3’, 1’ and 15 sec).
- If more than 2 laps but less than 75% of the race distance have been completed, the race is stopped, all cars must return to the pit lane and park on the pit lane roadway under parc fermé conditions. Cars are under the authority of Race Control. When the track is deemed suitable again, the restart will take place behind the Safety Car. The procedure will begin 10 minutes before the pit lane reopening. At the 10-minute signal, drivers must return to their cars, and no intervention on the cars will be allowed. At the 5-minute signal, all drivers must be in their cars (helmet on and strapped in). At the 3-minute signal, all cars positioned in front of the leader will leave the pit lane to rejoin the back of the pack inside the pit lane. At the 1-minute signal, engines must be started, SC boards and yellow flags will be displayed around the circuit, and the Safety Car will switch on its light bar. At the scheduled time, a Safety Car operation will be deployed, cars will take to the track, and the race will be resumed.
- If more than 75% of the race distance has been covered, the race may be definitively stopped. Cars must return to the pit lane and park on the pit lane roadway under parc fermé conditions.

In all cases, the race time will not be stopped during race interruptions. If less than 50% of the race distance has been covered under green flag conditions, only 50% of the points will be awarded.

RED FLAG RESPONSIBLE

In the case of an off-track excursion due to a driving error or inappropriate on-track behavior affecting the progress of the session (deployment of a Safety Car, red flag, FCY procedure, etc.), the driver responsible for triggering the procedure may, by decision of Race Control, be penalized by the Panel of the Stewards.

FINISH

The checkered flag will be shown to the leading car crossing the finish line once the race time has elapsed. If the end-of-race signal is given, for any reason, before the prescribed time has elapsed, the race will be

considered finished at the moment the leading car last crossed the line before the signal was given. If the end-of-race signal is delayed for any reason, the race will be considered to have ended at the time it should have ended.

After receiving the signal, all drivers must complete one lap of the circuit and take the exit indicated by the organizer according to their classification (podium, parc fermé, etc.). During this lap, overtaking is not permitted, except to pass a very slow or stopped car. The Race Director may exempt drivers crossing the finish line at very low speed from this additional lap.

PARC FERMÉ

The parc fermé regime applies to cars at the end of a qualifying session, as soon as the checkered flag or a red flag is shown. If it is due to a red flag, cars will be stopped in front of their garage with no mechanical intervention permitted unless authorized by the Panel of the Stewards. During the race, in the event of an interruption caused by the showing of the red flag, competitors are also under parc fermé conditions and must comply with the instructions of the Race Director and/or his assistants.

1.1.1. At the end of the race, from the moment the checkered flag is shown, all cars are placed under parc fermé conditions.

1.1.2. Vehicles remain under parc fermé conditions for 30 minutes from the posting of the provisional official classification, unless otherwise decided by the officials. Failure to comply with this rule will result in exclusion of the offender.

1.1.3. When cars are under parc fermé conditions, any intervention is prohibited except for the following:

By the driver:

- Removal and refitting of the steering wheel,
- Use of the radio and controls,
- Switching off the electrical circuits.

By the team's technicians or tire manufacturers:

- Measurement of tire pressure,
- Measurement of tire temperature.

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

This applies in particular to:

- Opening the hoods,
- Changing the wheels,
- Access to engine management and data acquisition systems, including wireless mode,
- Removal of the video card.

1.1.4. No person is allowed inside the "parc fermé" unless expressly authorized by the officials in charge of monitoring parc fermé.

DRIVING TIME

For each event, driving times will be specified in the table “Balance Penalties and Driving Times.”

Driving time begins at the race start for the driver taking the start. It ends when crossing the pit entry loop for the driver on track, or at the last crossing of the timing line for the driver finishing the race. It begins again when crossing the pit exit loop for any driver taking over after a pit stop.

If the same driver crosses both the pit entry loop and the pit exit loop (for example, a stop without a driver change), this time will not be counted in his driving time, unless it concerns a penalty (drive-through or stop & go).

In the case of a pit stop for long intervention and/or extended stoppages on track, the competitor may report it to Race Control.

The drivers of the crew concerned may have their driving times adjusted by decision of the Stewards.

For any crew different from those indicated, the entry request will be reviewed by the organizing committee.

BALANCE PENALTIES AND DRIVING TIMES

SEE appendix of each event.

ARTICLE 7 – CLASSIFICATIONS AND AWARDS

WINNER

The winner of the classification will be the one who, after crossing the finish line, has covered the required distance in the minimum time, or the greatest distance within the allotted time for timed races. Only the timing recorded by the official timekeepers licensed by the FFSA is valid and will be used to establish the classifications of practice sessions and races.

ORDER

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

POINTS

To score points in the overall category classification, a car must have covered at least 75% of the distance of the 1st in the overall category classification, with the latter itself having covered at least 50% of the distance of the race leader. To score points in its class, a car must have covered at least 75% of the distance of the 1st in its class, with the latter itself having covered at least 75% of the distance of the 1st in the overall category classification. If a car is the sole starter in its category, to score points it must have covered at least

50% of the distance of the race leader. If a car is the sole starter in its class, to score points it must have covered at least 75% of the distance of the 1st in the overall category classification.

RACE CLASSIFICATION

It will be established per race:

- an overall classification by driver,
- an overall classification by Team,
- an “AM” classification by category for crews that are 100% Bronze (or with an average age equal to or greater than 50 years).

ALLOCATION OF POINTS

Points will be awarded **by category** according to the scale below for 2-hour races:

CLASSIFICATION	GÉNÉRAL PAR CATÉGORIE / OVERALL BY CATEGORY
1st	25
2nd	18
3rd	15
4th	12
5th	10
6th	8
7th	6
8th	4
9th	2
10th	1
Beyond	0.5

For 4-hour races, a coefficient of 2 will be applied. All races included in the **Ultimate Prototype Winter Cup** calendar will count toward the final classification of the challenge. Each driver of a crew will accumulate the points obtained in the classification of each race (overall category classification), which will be multiplied by the competition coefficient if applicable. There will be one winner of the **Ultimate Prototype Winter Cup** per category and one overall winner of the **Ultimate Prototype Winter Cup**.

For the latter, the following table will be applied. Points will be multiplied by the competition coefficient if applicable. All races included in the **Ultimate Prototype Winter Cup** calendar will count toward the overall classification of the challenge. There will be no prize-giving ceremony after each race for this classification.

FINAL CLASSIFICATION OF THE CHALLENGE

All races included in the **Ultimate Prototype Winter Cup** calendar will count toward the final classification of the challenge.

Each driver of a crew will accumulate the points obtained in the classification of each race (overall classification), which will be multiplied by the competition coefficient if applicable.

There will be one winner of the **Ultimate Prototype Winter Cup** per category and one overall winner of the **Ultimate Prototype Winter Cup**.

CLASSIFICATION	GÉNÉRAL DE LA COURSE / OVERALL OF THE RACE
1 st	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
Beyond	0.5

For the latter, the following table will be applied. Points will be multiplied by the competition coefficient if applicable. All races included in the **Ultimate Prototype Winter Cup** calendar will count toward the overall classification of the challenge. There will be no prize-giving ceremony after each race for this classification.

TIE

Drivers who, as a crew of two or three, have competed together throughout the entire Series season will all score the same number of points and may, where applicable, all be awarded the title reserved for Drivers. However, if two or more drivers from different crews finish the season with the same number of points, the higher place in the Ultimate Prototype Winter Cup challenge will be awarded:

- to the holder of the greatest number of first places
- if the number of first places is the same, to the holder of the greatest number of second places
- 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.

TEAMS CLASSIFICATION

The “Teams” classification will reward the team having scored the highest number of points in its category, considering the results obtained by the car that scored the most points for each team in each race. If the category had fewer than 4 entries, only 50% of the points will be taken into account in the calculation.

There will be a team classification for each category.

“Only teams holding a competitor’s legal entity license issued by the ASN of their registered office may appear in the team classification.”

AWARDS

The prize-giving ceremony will take place on the podium, after the end of the race. There will be one podium per category. After each race, the crews of the first three cars in each category of the **Ultimate Prototype Winter Cup** will be rewarded. For categories with fewer than 4 starters, only the first will be called to the podium. Any driver claiming a podium position must appear in a racing suit identified in accordance with the identification plan of the **Ultimate Prototype Winter Cup**.

The prizes at the finish, indicated in the category regulations or in the specific regulations of the competition, are awarded to the competitor or to the person designated by him on the entry form. Only drivers who have completed at least 75% of the number of laps completed by the winner of the category may claim the prizes awarded.

The promoter may award additional prizes at its discretion. Trophies or cups will be awarded to each driver entitled to the podium of each race and in the end-of-season classification.

ARTICLE 8 – TIRES - FUEL - EQUIPMENT

TIRES

Tire warming cabinets and tire warmers are permitted. Any chemical treatment of the tires is prohibited. Systems using fuel are permitted behind the garages. However, no open flames are allowed and a fire extinguisher must be permanently placed next to the device while it is operating. No tire heating or temperature-maintenance device is permitted anywhere other than the outside area located immediately behind the garage. This means that tires cannot be covered, they must remain visible to officials and in open air at all times, except in the external area located immediately behind the garage.

Valve caps are recommended for private practice, free practice, qualifying, and races.

For all cars participating in the Ultimate Prototype Winter Cup, only tires validated by the promoter, slicks and wets bearing the specific series marking, will be accepted (one set without sticker is authorized for private practice during the first participation). Cutting or re-grooving of slick and wet tires is prohibited unless specifically authorized by the manufacturer. Each competitor must use the tire size and type referenced for his car. Any competitor entering with a car not listed in the reference table must contact the Promoter.

Even if the reference dimensions are similar, no other type from the same brand and no other brand will be allowed, whether in private practice, free practice, qualifying, or races (unless authorized by the promoter).

For private practice, tires are not limited, however they must bear the specific series marking. These tires may only be used during private practice. Tires registered for the event (qualifying and races) may also be used in private practice. Failure to comply with these rules or with tire registration will result in penalties. The number of slick tires for 2-hour races is limited to a maximum of 4 tires for qualifying and the race. The number of slick tires for 4-hour races is limited to a maximum of 8 tires for qualifying and the race. For any event of a different duration, the number of tires will be specified in the event's supplementary regulations.

Each of these tires must be marked no later than 1 hour before the scheduled start of the first qualifying session.

Rain tires are not limited in number. Mixing slicks and wets is prohibited. Wet-weather tires may only be used if the track has been declared wet by the Race Director for the practice session (free practice, qualifying) or the race.

In order to ensure normal and safe wear of the tires allocated for each race, it is strongly recommended to follow the usage recommendations (camber, pressure) issued by the manufacturer. Furthermore, for safety reasons, the promoter reserves the right to authorize additional tires for the race.

Four additional tires (front or rear), known as "jokers," may be used during the season in case of tire damage, subject to the tire supplier's opinion and validation by the technical scrutineer. In case of a race entry, only one additional tire may be granted. This allocation may not exceed four additional "joker" tires during the season.

Tires must be ordered at least 10 days before the event, exclusively from the company:

APR

3, rue du Pavin - Parc Logistique - 63360 GERZAT / France

Tel : 04 73 24 24 24

Email : apr-contact@apr-europe.com

FUEL

- Fuel type: Unleaded Super 98 minimum in compliance with Article 252-9 Appendix J
- The use of fuel supplied by the organizer is mandatory from the start of private practice and for the entire duration of the event. Checks will be carried out.
- Any additive is prohibited.

EQUIPMENT

EXHAUST

In compliance with the noise level regulations of Article 4.2.3 Exhaust of the 2025 Standard Asphalt Circuit Regulations :

During practice and races, the use of a muffler is mandatory.

The limits and conditions for measuring the noise level are set as follows: Maximum noise level measured 100 dB / Measurement regime 75% of maximum engine speed.

All measures taken to ensure that the maximum noise limits are not exceeded must be of a permanent nature and must not be nullified by exhaust gas pressure.

Checks may be carried out during scrutineering, as well as during practice and races.

A noise measurement area will be available near the technical inspection area on the day of scrutineering.

This measurement will be used to establish a “static measurements” database, intended solely for informational and preventive purposes.

TRANSPONDER

Each car must be equipped at every event with a COBRA 360 Multi Driver 12V transponder. The competitor is responsible for the correct installation of the system and its proper functioning at all times.

It is the responsibility of the Team Manager to ensure at all times that the driver's name displayed on the timing screens matches the driver actually inside the car. If the name displayed on the monitors does not correspond to the driver in the car, the Team Manager must immediately inform Race Control and the timekeeping officials.

Transponder positions will be determined by the entry form submitted by the competitor, or, failing that, by the official entry list for the event.

BALLAST

When a car carries ballast to meet the regulatory weight, this ballast must be declared by the competitor and sealed during scrutineering. The ballast must be secured in such a way that tools are required for its removal.

Any ballast installation must comply with the car's homologation or, failing that, with Article 252-2-2 of FIA Appendix J.

TELEMETRY – TRANSMISSION

L Data transfer by telemetry is permitted if the system is originally supplied or offered as an option by the manufacturer, in particular:

- Steering angle sensor
- Suspension sensors
- GPS
- Brake pressure
- Wheel speed
- Tire pressure
- On-board cameras.

Additional systems are prohibited, in particular:

- Instrumented push rods
- Pitot tube
- Tire temperature
- Underfloor pressure
- Display of telemetry data on on-board cameras in live mode
- Ride height.

Telemetry is prohibited. Any real-time data transmission from the car to the pit while the car is running is forbidden. However, connected on-board cameras or on-board phones that may film the dashboard and the information displayed on it in real time are permitted.

Radio communication is authorized in the cars. It is strongly recommended that teams have a radio tuned to the Race Control frequency. It may be made mandatory if conditions require. This radio will be used by the Race Director to communicate with the teams. Teams may not use this frequency for any other information. Information provided on the Race Control radio frequency will also be displayed on the screens. All such messages, written or oral, must be respected. All teams must be connected to the Race Control messaging system.

LIGHTING

Production headlights must retain their homologated or original configuration and may consist of several light sources; LED headlights are permitted. Turn signals, rear lights, and reflectors are mandatory. Each car must be equipped with a red LED rain light at the rear or comply with its homologation form. The power of the headlights and rear lights must in no case cause glare.

Car identification lights by their garage:

Such a light must in no case be of the flashing, rotating, or strobe type, which are strictly reserved for intervention vehicles.

The rear rain light must be switched on permanently when the track has been declared wet, unless otherwise instructed by the Race Director.

For races taking place at night:

- Each car must have one front light source on each side and one rear light source on each side, functioning at all times during the event.
- A maximum of 4 additional high beams may be installed. The additional lights must comply with the car's homologation form or be validated by the technical delegate if not listed in the homologation form. They must be securely fixed and must not extend beyond the perimeter of the car (projection on the ground of the car's surface seen from above). These additional lights may be LED. An additional light will be considered as ONE light if the LED width does not exceed 20 cm.
- Additional lights must preferably be integrated into the front bumper. For this purpose, holes may be drilled in the front bumper. They must be installed within the same area as the original headlights or below the horizontal line formed by the base of the original headlights.
- These modifications must not generate aerodynamic downforce nor additional cooling airflow.

In the event of a malfunction of the lighting or light-signaling system of a car, whether on track or circulating in the pit lane, the Race Director may immediately notify the competitor, who must then remedy the situation at the next pit stop. For safety reasons, at his sole discretion, the Race Director may decide to order the immediate stop of the car for repairs.

At least one functioning windshield wiper is mandatory.

SPECIFICS – ENGINE START

The engine must be started by the driver alone, seated at the wheel without external assistance. This is the only procedure permitted for the race start and for any subsequent starts during the race. Starting with the help of an auxiliary battery is authorized on the starting grid.

WINDOWS AND NETS

The racing net is recommended on the driver's door side for all cars and must be homologated in accordance with FIA standard 8863-2013 (FIA Technical List n°48).

They must be attached to the homologated anchorage points (see the car's homologation form) and installed in accordance with the installation specifications published by the FIA (Racing Nets Installation Specifications V6). For cars without homologated anchorage points, installation must be carried out in coordination with the technical delegate.

TOWING EYE

All cars must be equipped at the front and rear with a towing eye or strap in compliance with the car's homologation form.

EQUIPMENT IN THE PIT LANE

Folding gantries, air hose support(s), or lighting supports must not extend beyond the outer limit of the "working area" and must be at least 2 meters above the ground. Air bottles must be securely fastened or anchored. Protection around the valves and the regulator must be permanently in place. The compliance of the installations and the validity dates of the air bottles will be checked.

No air bottle may be located beyond the 2.5 m line. Mobile bottles are only permitted in the garage and on the starting grid.

ARTICLE 9 – ADVERTISING

MANDATORY ADVERTISING

Competitors and drivers participating in the **Ultimate Prototype Winter Cup** must display on their car and racing suits, for each event and before the start of scrutineering, the advertising imposed by the Promoter (see sizes and locations according to the Ultimate Cup Series identification plan, Appendix 1). Drivers may display other advertising. Under no circumstances may the car identification defined by the Promoter be modified by the drivers and/or competitors.

Any advertising competing with the **Ultimate Prototype Winter Cup** and one of its partners is prohibited on cars and racing suits (unless agreed by the Promoter). Failure to comply with the identification plan defined by the Ultimate Cup Series will result in penalties (see Appendix 3).

STICKERING PLAN

The stickering plan to be respected is detailed in Appendix 1.

ARTICLE 10 – SITES AND FACILITIES

PIT AREA

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

- "Fast lane": the lane closest to the signaling wall. A car may only access the fast lane under its own power.
- "Acceleration and deceleration lane": the central lane.

- “Working area”: the section closest to the garages where work on the cars is permitted. It is marked on one side by a wall or a painted line in front of the garage curtain and on the other by a separating line from the central lane.

Unless otherwise specified during the briefing, the speed limit in the pit lane is 60 km/h under penalty of sanction.

1.1.1. Any driver who has overshoot his designated stopping place may only return to it with the engine switched off, the car being pushed by hand.

1.1.2. At the pit exit, a three-color light (red - green - blue) operated by a marshal is used as follows:

- At all times, drivers taking to the track must obey the red or green light.
- A flashing blue light is activated at the pit exit when a car on track is approaching the exit.

1.1.3. To rejoin the track, the driver must immediately take the racing line formed by the pit lane, by crossing the solid line that marks the limit of the stopping area known as the “working area.”

1.1.4. Any irregular use (access, speed, circulation, stopping, exit) of the pit area will be subject to penalties (see Appendix 3).

1.1.5. Children under 16 years of age are not allowed in the pit lane except during the period reserved for the Pit Walk.

SIGNALLING PIT WALL

Two persons will be designated per car so that they have a trackside location with access permitted throughout the entire duration of practice sessions and the race. This location will be authorized by means of an orange armband, duly identifiable and specific to the category. These members may give useful indications to the drivers, without however using emblems, flags and/or lights similar to those used by the organization, and only from this location.

Penalties : see Appendix 7

PIT LANE ALLOCATION – COMPETITORS’ AREA

The Promoter has sole authority for the allocation of pit garages and spaces in the competitors’ areas. The location of the official notice board will be indicated in the Supplementary Regulations. It shall only display information that has been approved by the Panel of Stewards or the Race Director.

1.1.1. Competitors must comply with the circuit’s internal regulations, in particular regarding the use of sanitary facilities, electrical or water connections, circulation within the paddock, and respect for local residents concerning the starting of engines outside the prescribed hours. As soon as the preliminary technical checks are completed, any car that has been inspected may not leave the circuit facilities without the express authorization of the Race Director.

1.1.2. The event organizer shall have full authority to enforce the regulations concerning the competitors' area and must report to the Panel of Stewards any breach of the rules stated above. Any infringement of the rules defined in this article may result in a penalty up to and including disqualification.

1.1.3. SPECIFIC CARS

The Promoter may prohibit access to the paddock for specific cars, with the exception of service vehicles, provided that a designated parking area located in the immediate vicinity of the competitors' area is made available for them.

1.1.4. COMMERCIAL ACTIVITIES

Any commercial or promotional activity must have received prior written authorization from the Circuit Management.

ARTICLE 11. INCIDENTS – PROTESTS – APPEALS

Penalties: See Appendix 3 – Summary of Penalties **Ultimate Prototype Winter Cup Challenge**
Protests, appeals, right of review – see Articles 13, 14 and 15 of the International Sporting Code. The Panel of Stewards may impose additional penalties in accordance with Appendix 5 for any breach of these regulations, even if such infringements are not listed in Appendix 5.

INCIDENTS

An “incident” means an occurrence or a series of occurrences involving one or more drivers, or any action by a driver, which is reported to the Stewards by the Race Director (or noted by the Stewards and referred to the Race Director for investigation), and which:

- Required the suspension of a race under Article 150
- Constituted a breach of the present Sporting Regulations or the Code
- Caused one or more cars to make a false start
- Caused a collision
- Forced a driver off the track
- Unfairly prevented a legitimate overtaking manoeuvre by a driver
- Unfairly impeded another driver during an overtaking manoeuvre.

Unless it is completely clear that a driver was wholly responsible for one of the above cases, any incident involving more than one car will generally be investigated after the race. The decision to initiate an investigation will be communicated to the competitor via screen message and/or by the Competitor Relations Officer. The driver concerned may not leave the circuit without having been heard by the Panel of Stewards.

ONBOARD CAMERA

The onboard camera is mandatory and must be mounted in such a way that it records the racetrack facing forward. The data from the onboard camera system may be used by the Stewards, the Official Sporting Supervisor, and/or the Race Director, or the Promoter, to investigate any incident. The brand and type of camera are free. The camera must be installed before the technical checks. Only mechanical and rigid mountings are permitted. The installation must be approved by the scrutineers. The onboard camera must always be switched on and set to recording mode whenever the car is on track or in the pit lane. Any failure to comply may result in a penalty. Any external camera installation is strictly prohibited.

PENALTIES

The following penalties may be applied.

DURING PRACTICE SESSIONS

Display of a black board with the words **STOP and GO** in white letters (dimensions 60 x 40 cm), accompanied by the number of the driver concerned:

- For failure to respect flags
- For unsportsmanlike conduct
- For failure to comply with safety instructions in the pit lane and signaling area

And also:

- Deletion of the lap time during which the infringement was committed, for failure to respect the racing line
- Deletion of the fastest time of the practice session for failure to respect flags, with the penalty possibly increased depending on the seriousness of the infringement
- Deletion of all lap times set in the session concerned for unsportsmanlike conduct

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

DURING THE RACE

Display of a black board with white letters **PIT LANE PASSAGE – Drive Through** (dimensions 60 x 40 cm), accompanied by the number of the driver concerned:

- For a jump start
- For performing a practice start during the formation lap
- For failing to respect the prescribed distances during the formation lap at the start, or for crossing the line
- For overtaking during the formation lap preceding a rolling start or under Safety Car procedure
- For failure to respect the racing line
- For unsportsmanlike conduct
- For failure to respect flags
- For failure to comply with safety instructions in the pit lane and signaling area.

A Drive Through penalty notified to a competitor during the last three laps by Race Control will automatically be converted into a 30-second time penalty added to the race classification.

Display of a black board with white letters **STOP and GO** (dimensions 60 x 40 cm), accompanied by the number of the driver concerned:

- For failure to respect driving time limits.

The duration of the penalty will correspond to the infringement committed. The **STOP and GO** must be served in front of the competitor's garage under the responsibility of the team manager.

Upon presentation of one of the above boards, accompanied by the number of the driver concerned, the penalty must be served within 3 laps following notification of the infringement by the Race Director. The penalty must not be carried out under FCY or Safety Car conditions.

The presentation of one of the above boards may, if necessary, be repeated on three successive passages (outside FCY or SC) of the car in front of Race Control. If this repeated procedure remains without effect, the Panel of Stewards will summon the driver concerned and impose any penalties it deems appropriate depending on the seriousness and frequency of the infringement.

On report or request from the Race Director, it will be for the Stewards 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 grid place drop for a subsequent race contested by the driver. This penalty must only be applied in cases of unsportsmanlike conduct.

Drive Through and Stop and Go penalties are not subject to protest or appeal.

DISQUALIFICATION

Any decision to disqualify a driver taken by the Stewards during practice sessions or the race will be notified by the Race Director, following the presentation of a black flag, by means of a written statement with reasons delivered to the driver.

1.1.1. In the event of a driver's disqualification, the Panel of Stewards will decide whether the drivers immediately classified behind him shall move up one place or not.

1.1.2. A Steward will record infringements for which a repeat offense may result in an increased penalty, with the Panel of Stewards being solely empowered to determine the notion of repeat offense.

ARTICLE 12. APPENDICES TO THE SPORTING AND TECHNICAL REGULATIONS NNEXES AUX REGLEMENTS SPORTIF ET TECHNIQUE

ANNEXE 1 – Graphic Charter

ANNEXE 2 – Suspension of a Race

ANNEXE 3 – Penalties

ANNEXE 4 – Driving time chart and Balance Penalties

PROVISIONAL
WINTER CUP



MOTORS SPORT SERIES

GP MOTORS SPORT SÉRIES SA

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www.series.ultimatecup.racing

APPENDIX 1

GRAPHIC CHARTER

A – Driver suit



COMBINAISON PILOTE DRIVER SUIT

1



Size : 11 x 6 cm

Le logo doit apparaître à gauche [côté cœur], sur la poitrine.
Logo must appear on the left (heart side) on the chest.

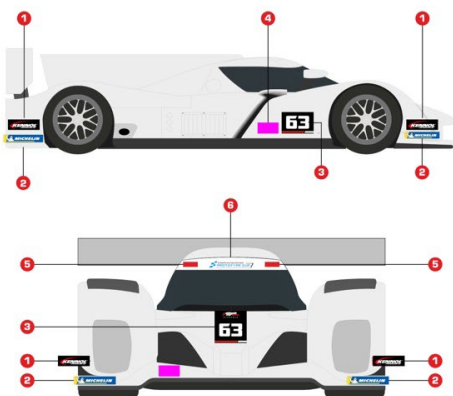
Ces patches sont fournis par le promoteur. Toute marque concurrent devra être masquée.
These patches are provided by the promoter. All competing brands must be hidden.

VERSION 01 / 15.01.2024

B– LMP3 prototype



PROTO LMP3 / P4 LMP3 / P4 PROTO



VERSION 04 / 14.03.2024

3

1		• Côté avant / Front sides : 30 cm (x2) • Côté arrière / Rear sides : 30 cm (x2)
2		• Côté avant / Front sides : 35 cm (x2) • Côté arrière / Rear sides : 35 cm (x2)
3	PLAQUE NUMÉROS NUMBERS PLATE	• Côté / Sides : 35 x 25 cm (x2) • Hauteur / Height : 35 x 25 cm (x1) • Nombre / Number : 20.3 cm
4	STICKER CATÉGORIE CATEGORY STICKER	• Côté / Sides : 10 x 6 cm (x2)
5	ESPACE À RÉSERVER POUR L'ORGANISATION AREA TO BE RESERVED FOR ORGANISATION	
6	BANDEAU PARE-BRISE WINDSCREEN BANNER	• 100 x 40 cm (x1)

C – NP02 prototype



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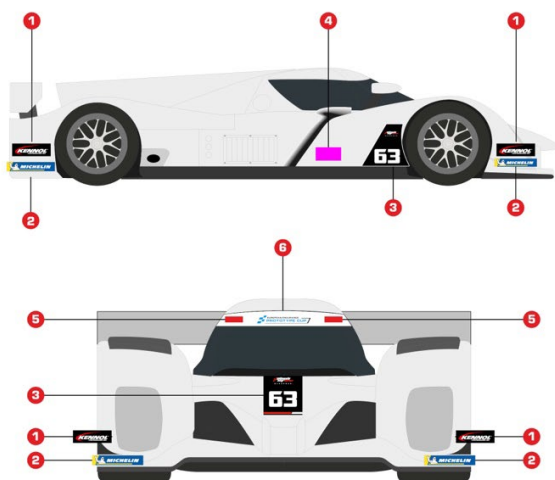
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PLAN IDENTIFICATION / GRAPHICAL CHART

PROTO NP02 NP02 PROTO



VERSION 04 / 14.03.2024

1		Côtés avant / Front sides : 30 cm (x2) Côtés arrière / Rear sides : 30 cm (x2)
2		Côtés avant / Front sides : 35 cm (x2) Côtés arrière / Rear sides : 35 cm (x2)
3	PLAQUE NUMÉROS NUMBERS PLATE	Côtés / Sides : 35 x 25 cm (x2) Capot / Bonnet : 35 x 25 cm (x1) Numéro / Number : 20,5 cm
4	STICKER CATÉGORIE CATEGORY STICKER	Côtés / Sides : 16 x 6 cm (x2)
5	ESPACE À RÉSERVER POUR L'ORGANISATION AREA TO BE RESERVED FOR ORGANISATION	
6	BANDEAU PARE-BRISE WINDSCREEN BANNER	100 x 40 cm (x1)



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APPENDIX 2

ARRET D'UNE COURSE ET NOUVEAU DEPART

Arrêt de la course	Position des voitures après l'arrêt	Procédure à appliquer	Distance	Grille	Classement points attribués
Moins de 2 tours.	Sur la grille	Nouveau départ	Distance d'origine moins 2 tours, ou le temps total moins 4 minutes	D'origine	Attribution de la totalité des points
Plus de 2 tours et moins de 75 % de la distance ou du temps prévus.	Sur la grille	Nouveau départ pour une deuxième partie de course	Deuxième partie calculée pour compléter la distance d'origine moins 2 tours, ou le temps total moins 4 minutes	Constituée par le classement au tour précédant l'arrêt de la course	Classement établi par addition des tours et du temps (épreuves régionales : classement établi selon l'arrivée de la deuxième partie de la course). Attribution de la totalité des points. En cas d'impossibilité de donner un nouveau départ : attribution de 50% des points.
Plus de 75 % de la distance ou du temps prévus.	Parc fermé	Course terminée			Classement établi au tour précédant l'arrêt de la course. Attribution de la totalité des points

APPENDIX 3

Pénalties

See appendix.

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