

# ULTIMATE PROTOTYPE WINTER CUP

## CHALLENGE 2026

### *Sporting and technical regulations*

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## ARTICLE 1 – ORGANISATION

### 1.1 -PROMOTER – ORGANISING PERMIT

1.1.1 - The National Challenge entitled **Ultimate Prototype Winter Cup Challenge** is governed by:

- The FIA International Sporting Code and its appendices (hereinafter referred to as the “Code”);
- The sporting and technical bulletins, appendices, amendments, and the General Prescriptions relating to Circuits;
- The General Prescriptions relating to National Series;
- The General and the Specific Prescriptions for closed circuits issued by the FPAK;
- The present Sporting and Technical Regulations specific to the series.

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

1.1.3 -These Regulations and their appendices may be amended or supplemented by the Series Promoter during the season, subject to ASN approval.

1.1.4 - Any driver or competitor taking part in the Ultimate Prototype Winter Cup is deemed to be fully aware of all the aforementioned regulations. They undertake to comply with these texts, both in form and in spirit.

1.1.5 - Any amendment to the present Regulations must be approved by the FPAK before being published in the form of a dated and numbered bulletin.

1.1.6 - It is the competitor’s responsibility, pursuant to 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, the present Sporting and Technical Regulations, and the regulations of each event;

- Ensure that all internal measures and decisions have been taken regarding the safety of drivers and personnel during the sporting activity.

1.1.7 - Each competitor must designate their representative in writing at the time of entering the Challenge. Throughout the duration of the event, the person responsible for a car entered at any time in the event is required, jointly and severally with the competitor, to ensure that these provisions are respected.

1.1.8 - Any situation not foreseen in these Regulations, or any need for modification, as well as any dispute that may arise concerning their interpretation, shall be judged by the Organising Committee and shall be the subject of a bulletin.

## **PROMOTER**

### **GP MOTORS SPORT SERIES SA**

**Route des Bonnefontaines, 6**

**1700 Fribourg**

**Suisse**

**[contact.series@ultimatecup.eu](mailto:contact.series@ultimatecup.eu)**

**ASN**

The governing ASN is the FPAK:

**Federação Portuguesa de Automobilismo e Karting**

**Portela Business Center**

**Estrada Portela, 73**

**Piso 2 - Escritório 6**

**2790-124 Carnaxide**

## ORGANISING PERMIT

The present regulations have been approved by the FPAK, Visa no. ...., dated .....

### **1.2 - ORGANISING COMMITTEE**

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

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

1.2.2 - Depending on the matter under review, the Organising Committee may call upon the following persons:

- The Technical Delegate;
- The Race Director;
- A representative of the Panel of the Stewards.

### **1.3 - REGULATIONS**

1.3.1 - The French version of the present Sporting and Technical Regulations, together with its appendices and any possible bulletins, shall constitute the definitive text of reference in the event of dispute or interpretation.

1.3.2 - These Sporting and Technical Regulations shall come into force on January 1st, 2026, and shall replace any other regulations previously applicable to the Challenge.

1.3.3 - All competitors entered in the **Ultimate Prototype Winter Cup Challenge** will be informed of any amendments made to these Sporting and Technical Regulations, with the date of entry into force duly specified.

1.3.4 - 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 shall not be binding on the Sporting Authority, represented by the Event Director and the Panel of the Stewards.

1.3.5 - For this purpose, the competitor or driver must submit a duly substantiated request to the Promoter at the following address:  
**GP MOTORS SPORT SERIES SA, Route des Bonnefontaines, 6, Fribourg, Switzerland,**  
clearly specifying the points on which clarification is sought.

#### **1.4 -OFFICIALS**

For the **Ultimate Prototype Winter Cup Challenge**, the Promoter shall 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 shall appoint additional officials for the event, depending on the entries.

#### **1.5- CALENDAR**

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

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

The calendar is provisional. The FPAK and Ultimate Cup Series reserve the right to make changes. Similarly, the organiser may introduce longer races that will not count towards the final **Ultimate Prototype Winter Cup Challenge** standings. In this case, a bulletin will be drawn up to establish the rules.

If one or more events on the calendar are not organised, Ultimate Cup Series will consider a possible replacement solution in collaboration with the FPAK. If the calendar is



shortened by one event because the FPAK and Ultimate Cup Series are unable to replace a cancelled event, the entry fee for that event will be refunded.

## **1.6 - FORMAT**

**1.6.1 - Ultimate Prototype Winter Cup Challenge** grid is reserved for crews composed of 2 to 3 drivers and will run under the following format:

- 3 (three) qualifying sessions of 15 minutes each;
- 3-hour races.

## **ARTICLE 2 - INSURANCE**

### **2.1 - INSURANCE**

For each event, the Promoter must take out an insurance policy covering the civil liability of the organiser and 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 shall be annexed to the Supplementary Regulations of each event and made available to the competitors.

This insurance, taken out by the organiser, shall not prejudice the personal insurance of any natural or legal person participating in the event (driver, team, etc.).

All drivers taking part in the event shall not be considered as third parties in relation to one another.

## **ARTICLE 3. COMPETITORS AND DRIVERS**

### **3.1 - ENTRIES**

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



### **3.1.1 - LICENCES**

a) 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.

b) The official documents will only list the licences that are presented. A sponsor may associate their name with that of the team, or even replace it, provided the team agrees.

c) For any potential minor competitor, a guardian must be appointed, and the organiser must be duly informed. A parental authorisation must be submitted to the Promoter for the entry to be valid. A copy of the guardian's licence must also be provided, except in the case of foreign competitors whose ASN does not issue such a licence.

### **3.1.2 -SEASON ENTRY TO THE ULTIMATE PROTOTYPE WINTER CUP CHALLENGE**

a) Any application for a full-season entry to the **Ultimate Prototype Winter Cup Challenge** must be submitted to the Promoter at the following address:

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

b) This entry must reach 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 prior to the start of the first event.

### **3.1.3 - ENTRY TO A ROUND OF THE ULTIMATE PROTOTYPE WINTER CUP CHALLENGE**

a) For any entry to a round of the **Ultimate Prototype Winter Cup Challenge**, the competitor must submit their application to the Promoter no later than 7 days prior to 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**

- b) The entry fee for each event will be specified on the entry form.
- c) A driver may enter multiple grids of the **Ultimate Cup Series Challenge** per event, but may only enter one car per grid per event.
- d) A competitor's entry will be accepted within the limit of available places, with priority given to full-season entrants.
- e) 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 entry closing date.
- f) In the event of non-participation in one or more events, no refund will be made.

### **3.1.4 – CODE OF GOOD CONDUCT**

- a) The Ultimate Prototype Winter Cup Challenge is a Series characterised by equality of opportunity and fairness in both technical and sporting terms. All those involved in the Series, i.e. participants, officials and organisation, make a significant contribution to how the Series is perceived, both internally and by the general public and to the atmosphere in the Series through their conduct and their communication.
- b) All those involved are responsible for conducting themselves in such a way as to uphold and safeguard in the long term the professionalism that prevails in the Series, as well as the esteem in which the Series and its participants are held within motorsport and by the general public. Moreover, fair and sporting competition represents an important safety aspect for all participants and is intended to minimise the risks involved.
- c) For this reason, all those involved agree to acknowledge the philosophy of the Ultimate GT Winter Cup and to comply with the rules of conduct of the Series.

(a) Both on and off the race track, all those involved will:

- treat all participants, officials and organisers respectfully,
- follow the laws and the rules of the sport, exemplify and promote fairness together with the rules of conduct,
- neither express themselves or behave in an insulting, offensive or abusive way, nor tolerate such expressions or modes of conduct, either in direct conversations, interviews, etc. or in other communication, e. g. press releases, posts on social media, etc.
- always behave in the interests of safety and permanently cooperate in efforts to reduce risks,
- sustainably use resources, giving priority to the well-being, safety and satisfaction of others before their own personal goal,
- always comply with the purpose of the sport,
- inform those who are involved if their conduct is not characterised by fairness, sportsmanship, respect and tolerance,
- cooperate with all other persons involved so as to develop and improve the Series and its status further on a continuous basis,
- respect the laws and local customs in the countries visited by the Series.

d) Participants who are found to have committed one or more of the following may be excluded by the Series Organiser from the Series, may be suspended or disqualified by the Stewards of the Meeting from taking part in one or more competitions, or may face financial as determined by the Series Organiser, or may face sporting penalties as determined by the Stewards of the Meeting:

- Failed to comply with the rules of good conduct;
- Breached any of the Regulations;
- Drawn attention to themselves through unsporting behaviour on and off the track;
- Expressed themselves or behave in a disrespectful way towards other participants, officials, organisers, etc.;
- Ignored the specifications, instructions, meetings of the Series Organisation and/or other official bodies in the context of the organisation and holding of an event;
- Ignored agreements that had been reached (including between competitors, teams and drivers)

and did not meet obligations of performance;

- Did not act in the interests of the sport and/or the recognisable objective of undertaking the activities seriously in accordance with the rules that have been acknowledged;
- Brought the Series into disrepute.

### **3.2 - CREWS**

- a) The rules for crew composition are stipulated in each appendix relating to the relevant grid.
- b) An entry list per grid will be published on the Promoter's website or sent by email one week before the event.
- c) In the event of a dispute, the request must be made in writing with supporting documents before the end of administrative checks, and may be reviewed by the Organising Committee of the **Ultimate Prototype Winter Cup Challenge**. The response shall be communicated no later than before the qualifying sessions.
- d) Driver categorisation is mandatory for all drivers competing in the **Ultimate Prototype Winter Cup Challenge** grid.

Each driver is categorised as follows:

- e) No later than 15 days before the start of the first event (i.e. at the opening of 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>.
- f) Decisions concerning 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 relevant Event (i.e. before the start of scrutineering).
- g) At the end of each season, the FIA Driver Categorisation Committee will review all categorisations based on performances observed in competition. The categorisation list applicable for the following season must be published before 1 December of the preceding year.

### **3.2.1 - DRIVERS NOT CATEGORISED AT THE START OF THE EVENT**

- a) If a driver is not FIA-categorised at the start of the event, the Panel of the Stewards will assign them a provisional categorisation. These drivers must provide their record of achievements to the Panel of the Stewards.
- b) For any driver not FIA-categorised and who has not submitted a categorisation request, a fee of €350 will be charged by Ultimate Cup Series.
- c) For any driver not FIA-categorised but who has submitted a categorisation request, a fee of €150 will be charged by Ultimate Cup Series.
- d) Such categorisation will be provisional and shall in no case be considered an FIA categorisation. Non-categorised drivers shall not be allowed to take part in an Event.
- f) Drivers entered in the series will therefore be categorised as follows:
- Platinum (treated identically to Gold drivers with regard to crew composition, driving times, penalties, and other requirements);
  - Gold;
  - Silver;
  - Bronze;
  - AM.
- g) For the regulations relating to driver categorisation, please refer to the FIA Driver Categorisation Regulations at the following address: <http://www.fia.com/fia-driver-categorisation>.
- h) For any crew different from those indicated, the entry request will be reviewed by the Organising Committee.

### **3.3 - PASSES**

3.3.1 - Passes will be granted only to persons who are part of the teams. 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” badge per driver;**
- **1 “PADDOCK P1” parking pass;**
- **5 “P3” parking passes.**
- 

### **3.4 - ADMINISTRATIVE CHECKS**

3.4.1 - Administrative checks, mandatory for all competitors, will be carried out before the start of each event. Information relating to these checks will be specified in the Supplementary Regulations of the event (opening dates, times & location). Each competitor must present the required.

3.4.2 - The following documents must be presented by the Competitor for checking at Sign-on at the Event and all Official Sessions:

- a) Competition Racing License of the Driver;
- b) Medical Certificate of Aptitude (this may be included within the license of the Driver);
- c) Start permission (for a foreign license holder) from the ASN who issued the license of the Driver (this may be included within the License of the Driver);
- d) Competitor License;
- e) Signed parental authority for the Driver to participate if the Driver is under 18 years of age.

3.4.3 - Unless duly authorized by the Stewards (or the Event Manager in the case of an unofficial Session) no Competitor shall take part in any official sessions on the Track without having met all of the requirements of the Sign-on process.

3.4.4 - Unless duly authorized to do so by the Stewards, Competitors that did not complete the Sign-on process and Preliminary Scrutineering on time will not be authorized to take part in the Event.

3.4.5 - Any failure to observe the timetable for Sign-on and Preliminary Scrutineering may result in the issuing of a Fine of up to 1.000€.

3.4.6 - Any request for late Sign-on and/or Preliminary Scrutineering must be sent to the Stewards, who will accept or refuse the request, depending on the validity of the reason for the delay. The amount of the Fine can be increased at the discretion of the Stewards if further breaches are observed during the Event. In the case of persistent offenders, the Stewards may exclude the Competitor or Driver from the Event.

### **3.5 - TECHNICAL SCRUTINEERING**

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

The Scrutineers may, among other things:

- Request to verify the conformity of a car at any time;
- Require that a competitor or their team dismantle a car during scrutineering in order to check eligibility or compliance;
- Require a competitor to cover the costs arising from any non-conformity and/or to provide a sample or part deemed necessary.

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

3.5.3 - Technical scrutineering will take place in the technical area or, where applicable, in the competitor's garage. Information relating to scrutineering (opening dates, times & location) will be specified in the Supplementary Regulations of the event.

3.5.4 - The car must be presented under the following conditions:

- With the up-to-date homologation form in paper version and its technical passport;
- With homologation certificates for the fuel tank and the safety roll cage;



- Without fuel;
- With any restrictor(s), ready to be sealed (wire to be provided by the team);
- With any ballast, ready to be sealed (wire to be provided by the team);
- With the engine sealed by the manufacturer, or ready to be sealed;
- Identification and additional lights installed, where applicable;
- With all mandatory stickers (safety, identification, Challenge partners, etc.) in compliance with the graphic charter.

3.5.5 - The following driver equipment must be presented at scrutineering (at each driver's first entry):

- Helmet
- Frontal Head Restraint (FHR) system
- Racing suit
- Underwear
- Boots
- Gloves

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

3.5.7 - For pit crew (pit stops, refuelling), a "Pit Safety Equipment" form must be completed and submitted.

3.5.8 - Any absence or delay at the administrative and/or technical checks will result in penalties, as specified in Appendix 5.

3.5.9 - Checks may be carried out on any car at any time during the event. As a general rule, after each official session, the 1st car of each category as well as one or two cars randomly selected by the Technical Delegate will be checked.

3.5.10 - The presentation of a car at scrutineering shall be considered an implicit declaration by the competitor of the conformity of their car.

3.5.11 - In the event of a technical non-conformity identified during the season, the competitor

may be excluded from the Challenge for the current year and will forfeit all rights.

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

3.5.13 - It is the duty of each Competitor to prove to the Scrutineers and the Stewards that their car complies with these Regulations in their entirety at any time during the event and/or season.

3.5.14 - Reserve cars, as defined below, are not permitted (unless authorised by the Panel of the Stewards). A reserve car is defined as a car not intended to participate in the competition but to substitute the principal car entered by the competitor.

## **ARTICLE 4. ADMITED CARS**

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

### **4.2 NP02**

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

**a) WEIGHT:**

The minimum weight is 865 kg.

**b) REAR WING:**

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

**c) 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.

**d) NP02 ENGINE MAPPING:**

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

**e) 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.

**f) 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.

**g) RIDE HEIGHTS:**

Control method and minimum heights:

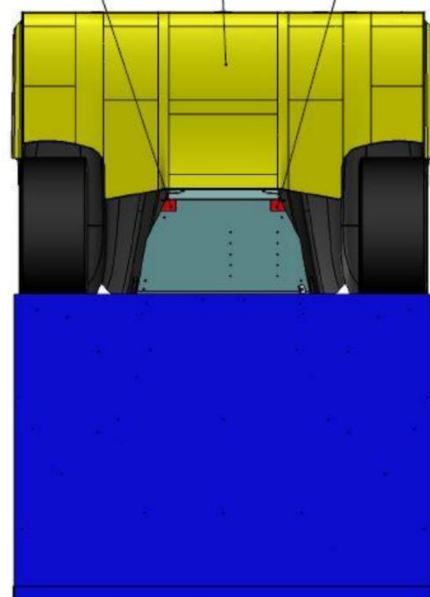
- Car without fuel, without driver, tyres inflated to 1.8 bar +/- 0.1
- Ballast of 120 kg placed on the front splitter (see photos below)
- Minimum height 50 mm under the front splitter including splitter endplates (yellow areas)
- A tolerance of 2 mm is allowed at the fixings and wear skid plate
- In 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 :



## Other categories

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

## ARTICLE 5 - MANDATORY IDENTIFICATION PLAN- ON BOARD CAMERAS

### **5.1 - RACE NUMBER**

5.1.1 - A race number valid for the entire season will be assigned to each car. It must be positioned according to the mandatory identification plan.

5.1.2 - Numbers must be placed in accordance with the identification plan defined by the Ultimate Cup Series, as follows:

On the doors and front bonnet:

- Dimensions: Number height: 20.5 cm, Space between two numbers: 1 cm
- Colour: White numbers on a Ultimate Cup Series black background
- Font: SF TRANS ROBOTICS

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

5.1.3 - 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.

## **5.2 ONBOARD CAMERA**

5.2.1 The onboard camera is mandatory and must be installed in such a way that it records the track ahead. 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.

5.2.2 The make and type of camera are free. The camera must be installed before technical scrutineering. Only mechanical and rigid fixings are authorised. The installation must be validated by the scrutineers. The onboard camera must always be activated and set to recording mode when the car is on track or in the pit lane. Any failure to comply may result in a penalty. Any external camera installation is prohibited.

5.2.3 It is also team's responsibility to make sure the memory card is properly formatted and dated/timed. A clear forward-facing visual is required; the camera must be recording the view through the front windscreen unless advised otherwise by officials.

5.2.4 The footage must be made available to the Race Director and, or the Stewards immediately when requested.

## **ARTICLE 6. RUNNING OF THE EVENT**

- a) The event begins with the opening of administrative checks.
- b) Throughout the event (practice and races):
- c) During a pit stop, only once the car is fully stopped in front of its pit may the exiting driver:

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

## **6.1 – BRIEFING**

6.1.1 - A Briefing by the Race Director will take place in the location and at the time allocated for this purpose and advised to Competitors by Bulletin. Attendance at this Briefing is mandatory for all Drivers and a representative of the Competitor, who must be present throughout the Briefing and must sign the attendance register. The door of the briefing room will be closed and any absence or late arrivals will be reported to the Stewards. Late or absence may be subject to a Fine up to € 250.

Each competitor must 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 race start.

Penalty for non-compliance: start from the back of the grid.

## **PIT LANE SAFETY**

When a car stops in the working area, it must be parked at a minimum of 50 cm and a maximum of 1 m from the wall or from the boundary line of the working area (2.50 m line). The car must be positioned parallel to the above-mentioned line/wall. The car controller must ensure that the working area is cleared and evacuated before the car departs.

Penalty for infringement: at the discretion of the Stewards.

The transport of equipment (tools, booster battery, etc.) to or from the refuelling area across the pit lane is prohibited.

The car controller is responsible for ensuring that a car may only leave the working area when safety conditions are met. Cars in the fast lane always 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.

When an intervention takes place inside the garage, the car must be pushed in and out by a maximum of 4 mechanics, with the engine switched off, and positioned parallel to the pit lane in front of its garage before entering or leaving again.

If a car is obstructed when attempting to stop parallel to the pit lane or when leaving and needs to be manoeuvred, the car must be moved, with the engine switched off, by a maximum of 4 mechanics, all wearing armbands.

Signalling area: maximum 2 people per car.

Failure to comply with these rules will result in penalties (see Appendix 5).

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

- Long clothing (top and bottom, fireproof clothing recommended);
- Protective glasses or mask;
- Helmet previously approved by the Scrutineers;
- Protective gloves (in exceptional circumstances, an operative may remove their gloves if absolutely necessary).

All these rules apply 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 concealment of any kind (bodywork parts, curtains, stacks of tyres, trolleys, etc.);
- c) Officials must have free access inside the garage. Penalty: at the discretion of the Stewards.



## **6.2 - GENERAL SAFETY**

6.2.1 - The Event will be held in conformity with the Code unless specifically stated to the contrary in these Regulations. The Organizer and the Race Director or Clerk of Course are entitled to carry out any modification to both the invitations for competition and the general regulations that may become necessary as a result of force majeure, for reasons of safety, to comply with official directions, or in order to safeguard the equality of chances or appeal of the racing with the approval of the FPAK or the FIA where appropriate. Amendments to the regulations can be issued in writing by the Sporting Committee upon agreement with the relevant FPAK or the responsible Stewards where appropriate.

6.2.3 - It is not allowed to smoke or use operate any spark-igniting equipment or devices in the pit garages, in the pit lane and on the roof of the pit building.

6.2.4 - Repairs to a car may be carried out only in the paddock, pit garage and on the grid.

6.2.5 - Official instructions will be given to Drivers by means of the signals laid out in the Code. Competitors must not use flags similar to these.

6.2.6 - Drivers may not consume nor be under the influence of (to any degree) alcohol or illegal, banned or controlled substances (unless the Driver concerned is in possession of a current, valid Therapeutic Use Exemption Certificate issued by their ASN) during the course of the Event, or Official Test.

6.2.7 The Race Director and/or the Stewards may require a Driver to have a medical examination or a drugs/alcohol test at any time during the Event. Please refer to Appendix A of the Code for the FIA anti-doping regulations.

6.2.8 Other than by driving on the Track Competitors are not permitted to attempt to alter the grip of any part of the Track surface.

6.2.9 Breach of or failure to comply with the provisions of the Code, with these Regulations relating to general safety discipline or with the Code of Driving Conduct on Circuits may result in the exclusion of the Driver concerned from the Event, according to the seriousness of the offence.

6.2.10 Drivers are strictly forbidden from driving their car in the opposite direction to the recognized Track direction unless this is absolutely necessary in order to move the car from a dangerous position and undertaken in a manner compatible with general safety. Failure to comply with this Regulation may result in exclusion from the Event.

6.2.11 Pushing a car on the Track is prohibited. In exceptional circumstances a Driver may

- not be penalized if they aid the marshals to remove the car from a dangerous position or from the grid to the pit lane during the starting/resuming procedure of the race.
- 6.2.12 If a Driver has serious mechanical difficulties during a Free Practice session, Qualifying session or a Race, they must leave the Track as soon as it is safe to do so. Drivers who do not comply with this requirement and/or obstruct part of the Track will be penalized at the discretion of the Stewards.
- 6.2.13 The Driver of any car leaving the Track because of being unable to maintain racing speed should signal the intention to do so in good time and is responsible for ensuring that the manoeuvre is carried out safely and as near as possible to a point of exit. Should a car stop outside the Pit Lane it must be moved as soon as possible so that its presence does not constitute a danger or hinder other Drivers.
- 6.2.14 If a car stops on the track, it shall be the duty of the marshals to remove it as quickly as possible so that its presence does not constitute a danger or hinder other Competitors. In case of any outside assistance occurred, either by marshals or mechanical assistance (for example tow, crane, snatch vehicle, telescopic handler or the like), the car is allowed to rejoin the session, except in Qualifying, the car is not allowed to rejoin that particular Qualifying session.
- 6.2.15 If such assistance results in the Driver re-joining, this must be done without committing any breach of these Regulations and without gaining any lasting advantage;
- 6.2.16 The driver must not benefit from that assistance to restart the engine; Penalty: at the Stewards' discretion: disqualification of the Competitor is possible
- 6.2.17 Nobody except the marshals may come within 10 metres of the car and/or driver. If the driver strays more than 10 metres from his car, the car may be considered as having retired from the session (at the Stewards' discretion);
- 6.2.18 In the event of failure of the towing system, the track marshals will pull the car into a safe position using any part whatsoever of the chassis or the bodywork that they judge strong enough. No complaint should be logged by Competitor for any damaged caused due to the recovery procedures.
- 6.2.19 During Race, the recovered car will be brought back to pit lane for repair respecting the Pit Stop procedures as stated in Article \_\_\_. The car is allowed to rejoin the race only after the approval from the Chief Scrutineer.
- 6.2.20 When vacating the car, the Driver must always leave their car in neutral or with the clutch disengaged and with the steering wheel in place.

6.2.21 The Race Director may give instruction to bring back any car stopped on the track to the pit lane for repair in every possible way. Competitors cannot complain for the car not being able to be delivered to pit lane before end of practice, qualifying or race.

6.2.22 During the period commencing five (5) minutes prior to and ending five (5) minutes after every practice session and the period between the commencement of the formation lap which immediately precedes the race and the time when the last car enters the Parc Fermé, no one is allowed on the track, the pit entry or the pit exit with the exception of:

- a) Marshals or other authorised personnel in the execution of their duty.
- b) Drivers when driving or on foot, having first received permission to do so from a marshal.
- c) Team personnel when either pushing a car or clearing equipment from the grid after all cars able to do so have left the grid on the formation lap.
- d) Team personnel when assisting marshals to remove a car from the grid after the start of the race.

6.2.23 At the end of each Free Practice session, Qualifying session and Race, each Driver may cross the Finish Line only once. Any breach of this Regulation may render the Driver liable to a Fine up to €\_\_\_\_\_.

6.2.24 After the Chequered Flag, all cars must proceed on the Track directly to Parc Fermé without stopping, without overtaking (unless clearly necessary), without receiving any object whatsoever and without any assistance (except that of the marshals, if necessary). Any car that cannot reach Parc Fermé under its own power will be placed under the exclusive control of the marshals who will take the car to Parc Fermé.

6.2.25 The car must always keep the headlights, rear lights and “Rain Lights”, be illuminated when sessions are declared “WET” by the Race Director. It shall be at the discretion of the Race Director to decide if a Driver should be stopped because their lights are not illuminated. Should a car be stopped in this way it may rejoin when the fault has been remedied.

6.2.26 At any time during the Event any breach of the Regulations resulting (in the opinion of the Officials) in a major safety risk may lead to the exclusion from the Event of the

Driver concerned by the Stewards.

6.2.27 A breach of any part of this Article 6 may render the Competitor or Driver individually liable to one or more of the penalties listed in Appendix 5 at the discretion of the Stewards notwithstanding that a different penalty is specified within the individual Regulation concerned.

### **6.3 - DRIVING**

6.3.1 A car alone on the Track may use the full width of the Track. However, as soon as it is caught by a car which is about to lap it, the Driver must allow the faster Driver past at the first possible opportunity. During Race, the driver of the faster car is responsible to overtake the slower car in a safe and sporting manner.

6.3.2 A Driver may not deliberately leave the track without justifiable reason.

6.3.3 If a Driver who has been caught by another Driver does not seem to make full use of the rear- view mirrors, flag marshals will display waved blue flags to indicate that the faster Driver wants to overtake. Any Driver who appears to ignore the blue flag will be reported to the Stewards who may penalize them as follows:

- a) In a Qualifying Session: At the discretion of the Stewards, with a drop of a maximum of five grid positions at the Race.
- b) In a Race: At the discretion of the Stewards.
- c) Overtaking, according to the circumstances, may be carried out either on the right or on the left. More than one change of direction to defend a position is not permitted. Any Driver moving back towards the racing line, having earlier defended their position off-line, should leave at least one car width between their own car and the edge of the track (white line) on the approach to the corner, through the corner, at the exit of the corner, and at any other time when the car behind overlaps, however minimal, with the car it is attempting to pass.

6.3.4 Manoeuvres liable to hinder other Drivers such as more than one change of direction to defend a position, deliberate crowding of a car beyond the edge of the Track or any other abnormal change of direction (especially under braking or that requires another Driver to take evasive action), are strictly prohibited. Any Driver who appears guilty of any of the above offences will be reported to the Stewards and may be penalized as follows:

- a) In a Qualifying Session: At the discretion of the Stewards, with a drop of up to a maximum of ten grid positions at the Race or up to exclusion as warranted by the offence.
  - b) In a Race: At the discretion of the Stewards.
- 6.3.4 One or more yellow flags being shown at a marshal post(s) will indicate the existence of a hazard of some kind ahead. Drivers must reduce speed and be prepared to change direction or possibly come to a stop. Overtaking is strictly forbidden under such circumstances until such time as the driver passes a green flag.
- 6.3.5 Throughout the Event, Drivers must at all times observe the provisions of the Code of Driving Conduct on Circuits as published as Chapter IV of Appendix L of the Code.
- 6.3.6 Drivers must use the Track at all times. For the avoidance of doubt, the white lines defining the Track edges are considered to be part of the Track but the kerbs are not, and, a Driver will be judged to have left the Track if no part of the car remains in contact with the Track. Should a car leave the Track for any reason, and without prejudice to the actions/penalties listed below, the Driver may rejoin. However, this may only be done when it is safe to do so and without gaining any advantage.
- 6.3.7 A car leaving the Track, repetition of serious mistakes or the appearance of a lack of control over the car will be reported to the Stewards and may delete a driver's lap time(s) or entail the imposition of the penalties included in Article \_\_\_\_.
- 6.3.8 When a Driver uses an escape road, they must respect any instructions given to them by the marshals and sufficiently reduce their speed before re-joining the Track. No lasting advantage (time or position) may be gained.
- 6.3.9 At no time may a car be driven unnecessarily slowly, erratically or in a manner which could be deemed potentially dangerous to other drivers or any other person. This will apply whether any such car is being driven on the track, the pit entry or the pit lane.

## **6.2 - PRACTICE – RACE**

### **6.2.1 PRIVATE – FREE PRACTICE**

- a) Private and/or free practice sessions may be organised by the Promoter starting from Thursday morning preceding the date of the qualifying sessions.
- b) 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 official practice

sessions and the race.

- c) Any driver admitted to take part in the race is required to participate in at least one official practice session, as scheduled in the Supplementary Regulations of the event, and must do so with the car in which they are entered, unless authorised otherwise by the Panel of the Stewards.
- d) Except where these Regulations require otherwise, pit and Track discipline and safety measures will be the same for a Free Practice session as for a Qualifying session and Race.

### **6.2.2 QUALIFYING**

- a) There will be one qualifying session, divided into three segments of 15 minutes each with an interval of 10 minutes in between the sessions will be scheduled for each competing vehicle and confirmed in the Event Official Timetable. All drivers must complete at least one timed lap (i.e. two consecutive crossings of the timing line on track) to be eligible for the race, except for crews of four drivers or in cases of force majeure recognised as such by the Stewards.
- b) 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).
- c) 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.
- d) Only one driver is permitted to drive per segment, under penalty of cancellation of all lap times in that segment.
- e) The qualifying session will run as follows:
  - **Q1:** Each driver's best lap will be recorded and designated MT1;
  - **Q2:** Each driver's best lap will be recorded and designated MT2;
  - **Q3:** Each driver's best lap will be recorded and designated MT3.



- f) For cars having completed at least one timed lap in each segment, the qualifying time retained will be the average of the best laps MT1, MT2, and MT3, and their qualifying rank will be 1 (RQ1).
- g) For cars having failed to complete a timed lap in one of the segments, the qualifying time retained will be the average of the two remaining best laps, and their qualifying rank will be 2 (RQ2). They will be classified behind cars with RQ1.
- h) For cars having failed to complete a timed lap in two of the segments, the qualifying time retained will be the best remaining lap (MT1 or MT2 or MT3), and their qualifying rank will be 3 (RQ3). They will be classified behind cars with RQ2.
- i) For cars having failed to complete any timed lap, their qualifying rank will be 4 (RQ4), and their participation in the race will be subject to the approval of the Stewards, who will also determine their starting position. In all cases, they will be classified behind cars with RQ3.
- j) The qualifying results and the starting grid position will first be determined by the order of RQ (RQ1, then RQ2, then RQ3, then RQ4), followed by classification (fastest to slowest) of the qualifying time retained as indicated above.
- k) If two or more cars have the same RQ and identical retained qualifying times, their order will be determined by the absolute best lap achieved by those cars during qualifying (Q1, Q2, or Q3). If still tied, priority will be given to the car that set it first.

During the session, the following principles shall 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 the session will have all lap times cancelled and will not be allowed to take further part in the session;
- Refuelling and draining are prohibited;
- It is forbidden to connect a computer to the car (including via wireless connection, except for telemetry) or to add or remove any data or video recording support (USB stick, SD card, etc.). However, it is permitted to stop the camera recording at the end of the Qualifying session, provided this does not contravene parc fermé rules;



- At the end of Q3, cars will immediately be placed under parc fermé conditions.
- l) In the event of an off-track incident caused solely by driver error that disrupts the qualifying session (red flag, FCY procedure, etc.), the driver responsible for the interruption will be penalised with a drop of 10 grid positions for the race.

### **6.2.3 STOPPING A FREE PRACTICE SESSION OR QUALIFYING SESSION**

- a) Should it become necessary to stop a Free Practice session or a Qualifying session due to an incident, because the Track is blocked by an accident, or because weather or other conditions make it dangerous to continue, the Race Director shall order red flags to be shown at all marshal posts and abort lights to be shown at the Start/Finish Line.
- b) When the red flags/lights are displayed, all Drivers must immediately reduce speed being prepared to stop if necessary and proceed slowly back to the Pit Lane. All abandoned cars will be moved to a safe position. Any lap time recorded after the red flags/lights have been displayed will not be taken into account.
- c) Should a Free Practice session be disrupted, the Race Director shall not be obliged to resume the session or re-run the session to achieve the time criteria. The decision of the Race Director shall be final.
- d) The Race Director may interrupt practice or qualifying as often and for as long as he thinks necessary to clear the track or to allow the recovery of a car. However, only during qualifying practice will the session be extended as a result. Whenever possible, the time lost by the suspension of a Qualifying session shall be recovered so that the minimum scheduled period for qualifying may be accomplished. However, it is not obligatory to resume the session or re-run the session to achieve the time criteria. The decision of the Steward in this matter shall be final. No protest will be accepted as to the possible effects of the interrupted/shortened session on the qualification of any Driver.
- e) At the restart of the session, cars may only leave the working area when the Pit Exit opens with green light on, unless instructed differently by the race director.

## **6.3 THE GRID**

- 6.4 At the end of each qualifying session the fastest time achieved by each driver will be officially published. Qualifying results will be published after three sessions of qualifying.
- 6.5 These orders will be amended by any relevant penalties issued by the Stewards. Should

two or more cars get identical average results priority will be given to the one who set the better fastest lap time in any of the Qualifying sessions. Should two or more cars get identical fastest lap time, the priority will be given to the one who set it first.

- 6.5.3 In the instance when any of the qualifying session is abandoned due to force majeure, the way of deciding the grid will be at the Steward's discretion following different situations.
- 6.5.4 Grids will be published at least one (1) hour before the start of the formation lap.
- 6.5.5 Any driver who is unable to start for any reason whatsoever must inform the stewards at the earliest opportunity and in any case, no later than one hour and fifteen minutes before the start of the formation lap.
- 6.5.6 If one or more cars are withdrawn, the starting grid will be closed up accordingly and the final starting grid confirmed 45 minutes before the start of the formation lap.
- 6.5.7 If any team fails to qualify, the team can submit a request to the Stewards to be allowed to start from the back of the grid, provided that the grid is not full. If any of the drivers fails to qualify, the team may submit application to the Stewards to be allowed to start at rear of grid. Grid positions are at sole discretion of the Stewards of the Meeting.
- 6.5.8 Any competing car accepted in this manner will be placed at the back of the starting grid after any other penalties have been applied.

## **6.6 RACE**

- 6.6.1 The driver who will take the race start must be designated by their team no later than 1 hour after the end of qualifying, by completing the appropriate form
- 6.6.2 It will no longer be possible to change the starting driver without incurring a penalty (see Appendix 5), except in cases of force majeure.
- 6.6.3 The designated starting driver must be at the wheel from the beginning of the starting procedure until the race is launched.
- 6.6.4 The race duration is 3 hours for all rounds.

## **6.7 STARTING PROCEDURES (ROLLING START)**

The starting grid will be in a 2 x 2 formation (Pole position defined in the Supplementary Regulations of each event).

6.7.1 Except in exceptional circumstances, the start procedure shall be as shown in this Article. Competitors will be briefed if a variation in the start procedure is deemed necessary.

6.7.2 At least 15 minutes before the start of the formation lap the pit exit will be opened and cars will be permitted to leave the pit lane to cover at least one reconnaissance lap. At the end of this lap, they will stop on the grid in starting order with their engines stopped.

6.7.3 Should they wish to cover more than one reconnaissance lap, this must be done by driving down the pit lane at greatly reduced speed between each of the laps. This information will be advised during Drivers' Briefings of the event. Any team registered driver can do this reconnaissance lap on his/her registered car.

6.7.4 Any car which does not complete a reconnaissance lap and is unable to reach the grid under its own power will not be permitted to start the race from the grid.

6.7.5 At least 12 minutes before the start of the formation lap, a warning signal will be given indicating that the end of the pit lane will be closed in two minutes.

6.7.6 At least 10 minutes before the start of the formation lap the end of the pit lane will be closed and a second warning signal will be given. Any car which is still in the pit lane can start from the end of the pit lane provided it got there under its own power. Any car starts the race from the pit lane may not drive his car from his teams designated garage area until the five-minute signal has been given and must stop in a line in the fast lane.

6.7.7 All such cars may then join the race once the whole field has passed the end of the pitlane on the first racing lap (provided the pit exit is located after the control line), unless there is other instruction from Race Director.

6.7.8 The remainder of the starting procedure will take place in accordance with the Official Timetable of the Event until the 10-minute board. The pit exit open and close time may change depend on the Event Organizer. It will be written in the Official Timetable and will be mentioned in the Briefing.

6.7.9 The approach of the start will be announced by signals showing ten minutes, five minutes, three minutes, one minute and 15-seconds before the start of the Formation Lap, each of which will be accompanied by an audible warning.

a) “Five-minute” signal

All persons except for the Drivers, officials and team members must leave the Grid. Cars starting from pitlane may enter the pit lane fast lane and queue at the pit exit. Cars must rest on the wheels. Any car which is not resting on its wheels at the “five- minute” signal will be penalized with a Drive-Through Penalty.

b) “Three-minute” signal

All persons except for the Drivers, officials and one team member per car must leave the Grid.

c) “One-minute” signal

Doors must be closed, engines must be started immediately and everyone, except the Drivers, must leave the Grid before the “15-second” signal is given taking all equipment with them.

“15-second” signal

d) If any team personnel or team equipment remain on the grid after the 15 second signal has been shown a drive-through penalty will be imposed on the driver concerned.

e) If any Driver needs assistance after the showing of the “15-second” signal they must indicate this to the marshals and, when the remainder of the cars able to do so have left the Grid, marshals will be instructed to push the car(s) into the Pit Lane by the fastest route. In this case, marshals with yellow flags will stand behind the pit wall beside the car concerned to warn Drivers behind. Any Driver being pushed from the grid may not attempt to bump start the car and must follow the instructions of the marshals. If the car is pushed to the Pit Lane the car(s) may then start from the Pit Lane and will be released after the last car started on grid completed its first racing lap and has passed the Pit Exit. The lights at the Pit Exit must be strictly observed.

f) Green Flag/Green Lights

g) Start of the Formation Lap. The cars will begin a Formation Lap with

the Organizer's official car leading, maintaining their starting order. The Formation Lap will normally be one lap. Exceptions to this are either when track conditions dictate or the grid formation is not correct for the start. During this lap, the formation must be kept as tight as possible.

- h) The Organizer reserve the right to modify the above procedure if deemed necessary.

6.7.10 Overtaking during the formation lap is permitted only if a car is delayed when leaving its grid position and cars behind cannot avoid passing it without unduly delaying the remainder of the field. In this case, drivers may overtake only to re-establish the original starting order.

6.7.11 Any driver delayed when leaving the Grid, and who is unable to re-establish the original starting order before he reaches the Intermediate 2, must enter the pit lane and may only join the race once the whole field has passed the end of the pit lane as specified in Article 11.1-

6.7.12 Any driver who is delayed leaving the grid may not overtake another moving car if he was stationary after the remainder of the cars had crossed the Line, and must start the race from the back of the grid. If more than one driver is affected, they must form up at the back of the grid in the order in which they left to complete the formation lap. If the Line is not situated in front of the pole position, for the purposes of this article only, it will be deemed to be a white line one meter in front of pole position.

6.7.13 A Drive-Through Penalty or time penalty might be imposed on any driver who, in the opinion of the Stewards of the Meeting, unnecessarily overtook another car during the formation lap and/or not rejoin the grid in the correct position and/or not enter to the pit lane if needed.

6.7.14 There will be a Rolling Start.

6.7.15 During the Formation Lap the red start lights will be on. The speed of the Organizer's official car must be around 80 km/h during the Formation Lap. The Organizer's official leading car will pull off at the end of the Formation Lap.

- 6.7.16 Cars must maintain the Starting Grid. At a point detailed in the Driver Briefing the cars will pair up into two rows in their assigned Starting Grid. Drivers should line up directly behind the car ahead. Cars should be at least one (1) car width to the right/left.
- 6.7.17 When all cars are lined up side-by-side for the start, the Official Leading Car will reduce the speed of the field before pulling off the track into the pit lane. From that moment, the car on pole position will be in charge of the speed. The leader will then slowly increase his speed to a minimum of 70 km/h and a maximum of 90 km/h by the moment of the start. A judge of fact will monitor the speed of the car in pole position by radar. Any divergence from the prescribed speed (70-90 km/h) before the signal to start is given will result in a Drive-Through Penalty.
- 6.7.18 When they arrive at the start/finish straight cars must not accelerate early or unevenly and must maintain its allocated grid position as it traverses the grid travelling within its lines or grid boxes until the signal to start the race is given by means of the red lights going off. Infringements will be considered as “False Start” and reported to Stewards.
- 6.7.19 In the case that the starting lights fail the Starter will revert to using the GREEN Flag.
- 6.8 If the Starter is not satisfied with the position/speed of the cars or a problem arises when the cars reach the Line at the end of the Formation Lap, the red lights will remain on and yellow lights will flash . This is the signal that an additional Formation Lap is required. Yellow flags will be displayed at all observation posts. The cars, with the pole position car leading, will complete another Formation Lap. They may be joined and led by another official leading car.
- 6.8.2 If additional Formation Laps are necessary, the procedures at the end of an additional Formation Lap will be the same as at the end of a Formation Lap. If more than one additional Formation Laps is necessary, for timing purposes the start will be considered as having been given at the end at the first formation lap.



- 6.8.3 Should such an additional formation lap be carried out, the race timing will commence at the end of the first formation lap. The Race Starter will be a Judge of Fact.
- 6.9 During the start of a Race, the pit wall must be kept clear of all persons with the exception of the properly authorized officials carrying out specific duties assigned by the Race Director and fire marshals equipped with fire-fighting equipment.
- 6.10 Only in the following cases will any variation in the starting procedure be allowed:
- a) If it starts to rain after the five-minute signal but before the race is started and, in the opinion of the Race Director, Competitors should be given the opportunity to change tires, the abort lights with “Start Delayed” will be shown on the Line and the starting procedure will begin again at the ten-minute point. In this case, the Stewards may determine the new Race distance and maximum Race duration.
  - b) If the start of the race is imminent and, in the opinion of the Race Director, the volume of water on the track is such that it cannot be negotiated safely even on wet tires, the abort lights with “Start Delayed” will be shown on the Line and information concerning the likely delay will be displayed on the timing monitors. Once the start time is known, at least ten minutes' warning will be given. In this case, the Stewards may determine the new Race distance and maximum Race duration.
  - c) If the race is started behind the Safety Car, Article will apply.
- 6.11 A Drive-Through Penalty or Time Penalty may be imposed on any Driver who breaches the Starting procedure. In the case of a serious breach, the Stewards have the right to apply an increased penalty. The Stewards may use all available video or electronic equipment to assist them in reaching a decision. In such circumstances, the Stewards may overrule the Judges of Fact.
- 6.12 If a car presents itself at the pit lane exit more than two (1) hours after the start, the car will be disqualified by the Stewards.



### **6.13 ON THE STARTING GRID**

a) 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 tyre pressures;
- Measurement of tyre temperatures;
- Wheel tightening;
- Access to engine management and data acquisition systems;
- Installation and removal of sun or rain protection;
- Installation or removal of adhesive tape on the bodywork and air intakes;
- Connection and disconnection of a booster battery.

### **6.13 CASE OF RESERVES**

- a) A retirement is officially validated when the competitor or the team manager declares it in writing (retirement form) to race control.
- b) If a team has multiple cars, once the retirement of one car has been officially declared to race control, its drivers may become reserves for another car of the same team. Only in cases of force majeure may they replace a driver, within the limit of the number of drivers entered and in accordance with the categorisation rules for that car (Article 3.2).
- c) The request must be submitted to race control and approved by the Stewards. Merely becoming a reserve driver does not allow the scoring of points.

### **6.14 PIT LANE**

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

## **6.15 DURING QUALIFYING AND THE RACE**

- Driver changes are prohibited during refuelling at the fuel pump;
  - Driver and tyre changes must be carried out exclusively in the pit lane, in front of the team's garage.
- a) For interventions in front of the garages, only the following persons are authorised to intervene:
  - b) **1 car controller**, whose primary role is to ensure the safety of the pit stop and the personnel present in the working area. This person will supervise the pit stop, safety, stopping, and safe release of the car. They must hold a lollipop displaying the number of the car concerned and must not stand in the longitudinal axis of the car. During the stop, this person may perform other functions in addition to supervising the pit stop. They must wear a specific blue identification armband provided by the organiser. This is the only person authorised to be in the working area before the engine is switched off and after it has been restarted for departure. Likewise, the only piece of equipment authorised in the working area before the engine is stopped is the lollipop held by the car controller.
  - c) **2 mechanics** for mechanical interventions and/or any other actions on the car. They must wear a specific red identification armband provided by the organiser.
  - d) **1 driver assistant**, together with the driver exiting the car, who may only help their teammate settle into the car and fasten the harness. They must wear a specific yellow identification armband provided by the organiser.
  - e) This amounts to a total of **4 persons**, excluding the exiting and incoming drivers. All other personnel must remain inside the garage.
  - f) For crews including persons with reduced mobility, a second driver assistant is authorised.
  - g) For a wheel change or any other intervention, the mechanics must:
    - Use a maximum of two impact wrenches in the working area;
    - Retrieve the tools and new wheels themselves 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 area. However, 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 wheels and equipment behind the 2.5 m line before the car leaves.
- h) The area between the painted line in front of the garage shutter (or wall) and the painted 2.5 m line may be used to place the tyres and tools necessary for these operations. No assistance may be provided by anyone standing in this area.
- i) For any item that escapes the mechanics' control (wheel, wheel nut, etc.), or for any other infringement of this article:  
Penalty: at the discretion of the Stewards.

## **6.16 REFUELLING**

6.16.1 For safety reasons, the storage of fuel inside the garages is strictly prohibited. For any fuel handling outside the refuelling area, the presence of an assistant holding a fire extinguisher is mandatory.

6.16.2 During collective practice sessions, refuelling must be carried out in accordance with article 48 of the FPAK 2025 circuits specific prescriptions. Fuel must be stored outside the garages, near the paddock-side door, with a fire extinguisher placed nearby at all times.

6.16.3 Refuelling will take place at the pumps, in the refuelling area, starting from private practice.

6.16.4 Refuelling is prohibited during qualifying.

6.16.5 During the race, refuelling will be carried out by the staff of the fuel supplier chosen by the Promoter. The engine must be switched off before any intervention and may only be restarted once all interventions are complete.

- Access to the refuelling station will primarily be via the pit entry lane.
- If a car breaks down in the refuelling area, it may only be pushed by a maximum of two people up to the intervention zone. From the exit of this area to the garage, four people are authorised to push the car.
- One of the two authorised attendants must indicate to the car where to stop and when to

leave. Any team member standing near the car will be considered as intervening on the car.

6.16.6 Any intervention on the car in the refuelling area is prohibited.

6.16.7 For each car entered, competitors must pay a fuel provision directly to the supplier chosen by the Promoter.

6.16.8 In case of insufficient pumps, cars must wait at the entrance of the refuelling area and should not block of circulation any car leaving the refuelling area.

6.16.9 All cars must be capable of being refuelled directly with a standard fuel pump nozzle, identical to those found at service stations. Cars equipped with fast-refuelling systems (ATL, Staubli, etc.) must be refuelled 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 such cars, the competitor may assign refuelling to a mechanic, who must be equipped with:

- FIA 8856-2000 standard suit;
- 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.

6.16.10 Competitors are allowed to adapt the fuel tank inlet(s) for this operation (installation of an Aero cap, flap cap, or equivalent). The inlet 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 No. 18) is strongly recommended. If such an adaptation differs from the car's homologation form, the installation must be validated by the Technical Delegate. A document detailing the proposed installation must be submitted to the Technical Delegate no later than 15 days before the start of the event. Wherever possible, the refuelling inlet should be located on the correct side relative to the position of

the fuel pumps.

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

6.16.12 It is the competitor's responsibility to ensure that the fuel tank (inlet, piping, etc.) is capable of being refuelled without issue using a fuel pump nozzle at a flow rate of 60L/min.

6.16.13 For safety reasons, the fuel pump will automatically shut off if any obstruction occurs at the nozzle.

6.16.14 For crews composed of mobility-impaired drivers, adjustments to these rules may be granted.

### **6.17 BREAKDOWN – OFF-TRACK INCIDENT**

6.17.1 Any car presenting a potential danger (excessive damage or damage to a safety element) must be stopped for repairs. The car may only rejoin the race with the approval of the scrutineers.

6.17.2 In the event of a breakdown or problem in the pit lane requiring the use of reverse gear, the driver must switch off the engine and may then be pushed to its garage by mechanics, with a maximum of 4 persons authorised to push a car to its garage. Any reversing under engine power in the pit lane or driving the wrong way in the pit lane will be penalised.

6.17.3 Under no circumstances may the driver push their car, including in the pit lane (Penalty: exclusion of the competitor).

6.17.4 Any refuelling with fuel, water, oil, etc. on the track is prohibited (Penalty: exclusion of the competitor.)

### **6.18 MINIMUM PIT STOP TIME**

6.18.1 A Minimum Pit Stop Time is imposed and must be respected for each mandatory

stop during the race.

- 6.18.2 This mandatory stop time is measured between the “pit entry loop” and the “pit exit loop” (as presented during the briefing). The “Minimum Pit Stop Time” will be published in the briefing notes of each event or by a bulletin of the Panel of the Stewards.
- 6.18.3 The pit stop must take place in front of the garage or in the area allocated to each competitor and under the responsibility of the Team Manager.
- 6.18.4 During 2-hour races, competitors must complete 2 mandatory pit stops with a duration greater than or equal to the minimum pit stop time. The mandatory pit stops must be carried out within 1 hour and 45 minutes from the start of the race. At the latest, for the final mandatory pit stop, the car must cross the pit entry line before 1h44 minutes and 59.999 seconds of race time elapsed.
- 6.18.5 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 + the missing time compared with the “Minimum Pit Stop Time,” rounded up to the next second.
- 6.18.6 During the 4-hour race, competitors must complete 5 mandatory pit stops with a duration greater than 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. At the latest, for the final mandatory pit stop, the car must cross the pit entry line before 3h44 minutes and 59.999 seconds of race time elapsed.
- 6.18.7 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 + the missing time compared with the “Minimum Pit Stop Time,” rounded up to the next second.
- 6.18.8 It is during each of these mandatory stops that cars must also serve any balance penalties intended to equalise crews (see balance penalty table). These penalties must be added to the minimum pit stop time.
- 6.18.9 A stop carried out under Safety Car or FCY conditions will not count as a valid



mandatory pit stop. The FCY procedure will be considered active from the moment the Race Director announces its forthcoming implementation (“Full Course Yellow in 30s,” for example). In the case of a Safety Car or an FCY, the passage at “Safety Car Line 1” will determine validity:

- If crossing “Safety Car Line 1” occurs before the deployment of the Safety Car or the declaration of an FCY: the stop may be considered as one of the mandatory stops.
- If crossing “Safety Car Line 1” occurs after the deployment of the Safety Car or the declaration of an FCY: the stop may not be considered as one of the mandatory stops. However, it will remain authorised to change drivers, work on the car, etc.

6.18.10 At the end of a Safety Car period, any car entering the pits with the intention of completing one of its mandatory stops must have crossed the timing line on track during the lap in which the Safety Car returns 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 refuelling station, for example) when the Safety Car came in, it must return to the track before being allowed to carry out one of its mandatory pit stops.

6.18.11 For crews including mobility-impaired drivers, the minimum pit stop time will be adjusted.

6.18.12 After the pit stop, driving at an abnormally low speed and/or behaviour considered as obstructing other drivers may be penalised with a “Stop & Go.”

6.18.13 Crew balance penalties will be specified in an appendix for each event.

6.18.14 For circuits where the refuelling area is located after the garages, a waiting zone will be set up at the pit exit before the “pit exit loop.” Cars must wait in this zone until their minimum pit stop time has elapsed.

## **6.19 SAFETY CAR**

According to Article 2.10 of FIA Appendix H

6.19.1 The Safety Car may also be used as a Pace Car to pace the Rolling start of the Race. The Race Director may declare a Safety Car procedure if deemed necessary for safety reasons.

6.19.2 When the order is given to deploy the Safety Car, all marshal posts will display waved yellow flags and will show the “SC” board which shall be maintained until the

intervention is over. From this time, no car may be driven unnecessarily slowly, erratically or in a manner which could be deemed potentially dangerous to other Drivers or any other person at any time whilst the Safety Car is deployed. This will apply whether any such car is being driven on the Track or Pit Lane.

6.19.3 The Safety Car will join the Track with its orange lights illuminated and will join the Track with the intention to catch the Race leader. If the Race leader is not behind the Safety Car, the Race Director may allow cars to overtake according article 6.19.4.

6.19.4 All cars must reduce speed and form a line behind the Safety Car, no more than ten car lengths apart and overtaking, with the foreseen exceptions described in the Appendix H art. 2.10 of ISC, is forbidden until the cars reach the Line after the Safety Car has returned to the Pits.

6.19.5 When ordered to do so by the Race Director the observer in the Safety Car will use a green light to signal to cars between it and the Race leader that they should pass. These cars will continue at reduced speed and without overtaking until they reach the line of cars behind the Safety Car.

6.19.6 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.

6.19.7 Under certain circumstances, the Race Director may ask the Safety Car to use the Pit Lane. In these cases, and provided its orange lights remain illuminated, all cars must follow it into the Pit Lane without overtaking. Any car entering the Pit Lane under these circumstances may not stop at its Pit.

6.19.8 If a competitor needs to refuel during this closure period, a maximum of 10 litres may be added. If a competitor must enter the pits for repair work, they may do so, but a 1-minute Stop & Go penalty will be applied after leaving the pits.

6.19.9 When the Race Director calls in the Safety Car, the message "SAFETY CAR IN THIS LAP" will, where possible, be displayed on the timing monitors and the safety car must extinguish its orange lights and this will be the signal to the Drivers that it will be entering the Pit Lane at the end of that lap. At this point the first car in line behind the

Safety Car may dictate the pace and, if necessary, fall more than ten car lengths behind it.

6.19.10 In order to avoid the likelihood of accidents before the Safety Car returns to the Pit Lane, from the point at which the lights on the Safety Car are extinguished Drivers must proceed at a pace which involves no erratic acceleration or braking nor any other manoeuvre which is likely to endanger other Drivers or impede the restart.

6.19.11 As the Safety Car is approaching the Pit Entry, the yellow flags and “SC” boards at the marshal posts will be withdrawn and other than the last lap of the race, replaced by waved green flags and/or with green lights at the Line. These will be displayed until the last car crosses the Line.

6.19.12 The pit exit will be closed from when the Safety Car and the line of cars following it are about to pass or are passing the Pit Exit.

6.19.13 Under certain circumstances the Race may be started behind the Safety Car. In this case, at any time before the “one-minute” signal is given, its orange lights will be switched on. This is the signal to the Drivers that the Race will be started behind the Safety Car. When the green lights are illuminated, the Safety Car will leave the Grid with all cars following in starting order, no more than ten car lengths apart. There will be no Formation Lap and the Race will start when the green lights come on.

6.19.14 Overtaking, during the first lap only, is permitted if a car is delayed when leaving its Grid position and cars behind cannot avoid overtaking it without unduly delaying the remainder of the field. In this case, Drivers may only overtake to restore the original starting order.

6.19.15 Any Driver delayed when leaving the Grid, and who is unable to re-establish the original starting order before he reaches the Intermediate 2, must enter the pit lane and may only join the race once the whole field has passed the end of the pit lane.

6.19.16 Any Driver delayed leaving the Grid may not overtake another moving car (unless it is in mechanical difficulty) if they are passed by all other cars that were behind it in the starting order. This Driver must then take up position at the back of the line of cars behind the Safety Car. If more than one Driver is affected, they must take up position at the back of the field in the order in which they left the Grid.

6.19.17 A breach of any part of Article 39 may be penalized by a Drive-Through Penalty. In

the case of a serious breach, the Stewards have the right to apply an increased penalty.

## **6.20 FULL COURSE YELLOW « FCY »**

- 6.20.1 The Race Director may declare a Full Course Yellow period if deemed necessary for safety reasons.
- 6.20.2 The FCY message will be displayed on the monitors and the “Full Course Yellow” instruction will be announced to competitors by Race Control via radio after a countdown.
- 6.20.3 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 to the car in front and behind.
- 6.20.4 All marshal posts will display a waved yellow flag and a board indicating “FCY.” Overtaking is strictly prohibited under FCY, except in the case of a stopped car, a car with a technical problem, or a car entering or leaving the pit lane.
- 6.20.5 Any car driven unnecessarily slowly, erratically, or in a manner deemed potentially dangerous to other drivers at any time during an FCY will be reported to the Stewards. This applies whether the car is being driven on track, entering the pits, or exiting the pit lane.
- 6.20.6 During the race, in the event of a Full Course Yellow procedure, the pit lane entry will be closed.
- 6.20.7 If a competitor needs to refuel during a Full Course Yellow procedure, a maximum of 10 litres may be added. If a competitor must enter the pits for repair work, they may do so, but a 1-minute Stop & Go penalty will be applied after leaving the pits. No driver change will be permitted during a Full Course Yellow procedure.
- 6.20.8 If a competitor enters the pit lane under Full Course Yellow, their entire stop will be considered as under FCY, even if the Full Course Yellow procedure is followed by a Safety Car procedure.
- 6.20.9 At the moment the Race Director announces the start time of the FCY procedure (“Prepare to FCY at ..h..min..sec”), which defines the procedure’s starting time, 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 applicable for entering the pits under a Full Course Yellow procedure.

6.20.10 If the FCY procedure is followed by a Safety Car procedure, the pit lane entry will be reopened by an announcement from Race Control.

6.20.11 In accordance with the regulations, any stop made under a Safety Car procedure will not count as a mandatory stop.

## **6.21 SUSPENDING A RACE**

6.21.1 Should it become necessary to suspend the Race due to an incident, because the Track is blocked by an accident, or because weather or other conditions make it dangerous to continue, the Race Director/Clerk of the Course will order red flags and/or lights to be shown at all marshal posts and the abort (red) lights to be shown at the Start Line. This is the signal for all Drivers to stop driving at racing speeds and proceed slowly without overtaking and with maximum caution, being prepared to stop if necessary.

6.21.2 If any cars are unable to return to the Pit Lane as a result of the Track being blocked, they must return when the track is cleared. Cars will be moved to the Pit Exit and arranged in the order they occupied before the Race was suspended. The order will be taken at the last point at which it was possible to determine the position of all cars. Any such cars will then be permitted to resume the Race.

6.21.3 If less than two laps have been completed, the race is interrupted, all cars return to the pit lane and proceed directly to the fast lane and stop queue up a single line before the Pit exit Line and park under parc fermé conditions. Cars are under the authority of Race Control. A new start will be given with the original starting grid. The Safety Car will be placed in front of the cars lined up behind the Pit Exit Line.

6.21.4 If more than 2 laps but less than 75% of the race distance have been completed, the race is interrupted, all cars return to the pit lane, and park on the fast lane under parc fermé conditions. Cars are under the authority of Race Control. When the track is ready again, the restart will be carried out behind the Safety Car. The Safety Car will be placed in front of the cars lined up behind the Pit Exit Line.

6.21.5 Driving time during a red flag period will not be counted and the Stewards will confirm the updated driving times before the restart of the race.

Whilst the Race is suspended:

- a) Neither the race nor the timekeeping system will stop, however, where the Event timetable can accommodate it, the length of the race suspension will be added to the maximum time for the race in question.
  - b) Only officials are allowed on the fast lane;
  - c) Driver changes are prohibited;
  - d) Any vehicle that has already started refuelling at the moment the red flag was given, must stop their fuelling activities;
  - e) The drivers are allowed to get out of their cars, to remove helmets and gloves, but must remain with their cars;
  - f) As Parc Fermé rules apply to all the cars, no repairs are authorized in the pit lane, pit garage or anywhere, so all ongoing work must stop immediately.
- f) All interventions on the cars are prohibited in the pit lane during race suspension phase, except with authorization from Race Control and under the supervision of Scrutineer solely for:
- a) Connection of an external battery;
  - b) Engine start for temperature control;
  - c) If it is raining, covering the car.
- g) The Race Director, for safety reasons, may decide to authorize a tire change under article 6.22.5
- h) If this is the case, the tire change must be carried out between the “10 minute” and “5 minute” signal before resuming the race. At the “5 minutes” signal, all cars must be resting on their wheels.
- i) Any car with a puncture or damaged tire(s) upon confirmation from Technical Delegate, Teams may be allowed to change the respective tire(s).

For avoidance of doubt, adverse weather conditions may be considered as a valid safety reason.

- j) Any car which, after the red flag signal, requires assistance to make it to the grid, must then enter the pit lane and stay in its working area outside its pit garage under Parc Fermé conditions and must comply with Article 41.2.
- k) Work can be carried out only with the permission of the technical delegate.
- l) Cars may enter the in the working lane when the race is suspended, but a drive through penalty will be imposed on any driver who enters working lane or whose car is pushed from the fast lane to the working lane after the race has been suspended. If the Race will not be resumed, a Time penalty may be imposed at the discretion of the Stewards. Any car which was in the pit entry or pit lane when the race was suspended will not incur a penalty.
- m) At all times, Drivers must follow the directions of the marshals.



- n) Only cars which took part in the original start may resume the Race and then only if they returned to the grid under their own power by an authorized route and were still in the Race when the Race was suspended. The decision of the Stewards regarding classification will be final.
- o) If more than 75% of the race distance has been completed, the race may be definitively stopped. Cars must return to the pit lane and park on the fast lane under parc fermé conditions.
- p) If less than 50% of the distance has been covered under green flag, only 50% of the points will be awarded.

#### **6.21.6 RED FLAG RESPONSIBLE**

6.21.7 In the event of an off-track incident caused by a driving error or inappropriate behaviour on track, affecting the progress of the session (deployment of a Safety Car, red flag, FCY procedure, etc.), the driver responsible for triggering the procedure may, at the discretion of Race Control, be penalised by the Panel of the Stewards.

#### **6.22 RESUMING A RACE**

6.22.1 The delay will be kept as short as possible and as soon as a resumption time is known, all teams will be informed via the timing monitors where possible, in all cases at least ten minutes warning will be given.

6.22.2 Signals will be shown ten (10) minutes, five (5) minutes, three (3) minutes, one (1) minute and fifteen (15) seconds before the resumption and each of these will be accompanied by an audible warning.

6.22.3 Unless previously instructed by the Race Director, as from the "10 minutes" board is showed, a maximum of 3 team personnel per car, wearing the appropriate armband, will be allowed to access the grid to carry out EXCLUSIVELY the following tasks:

- a) Assisting the driver;
- b) Helping to start the car with an external battery;
- c) Visually checking the tires and brakes;
- d) Changing the tires if allowed by the Race Director (before the "5 minutes" board);
- e) Removing the cover from the car (before the "5 minutes" board);
- f) Demisting the windscreen.

6.22.4 "Five-minute" signal

Cars must be resting on their wheels. A Drive-through penalty may be imposed on any driver whose car did not have all its wheels fully fitted at the five-minute signal or has any of its wheels changed before it leaves grid after the race has been resumed. All persons except for the Drivers, Officials and one Competitor crew representative per car must leave the Grid immediately.

#### “Three-minute” signal

At the 3-minute signal, all cars positioned ahead of the leader will leave the pit lane to rejoin the back of the pack in the pit lane.

#### 6.22.5 “One-minute” signal

Engines must be started immediately and everyone, except the Drivers, must leave the fast lane before the “15-second” signal is given taking all equipment with them.

#### 6.22.6 “15-second” signal

15 seconds after this signal green lights/green flag will be shown at the Pit Exit line whereupon the cars will move off behind the Safety Car.

6.22.7 If any Driver needs assistance after the showing of the “15-second” signal they must indicate this to the marshals and, when the remainder of the cars able to do so have crossed the Line, marshals will be instructed to push the car into the working lane. In this case, marshals with yellow flags will stand behind to warn Drivers behind. Any Driver being pushed from the restart may not attempt to bump start the car and must follow the instructions of the marshals. If the car is pushed to the working Lane the car(s) may then restart from the back of the group after all the cars have left the pit lane. The lights at the pit lane exit must be strictly observed.

6.22.8 Only at the resumption of the race, those car(s) remain(s) in the working lane may move to the end of pit exit by the order they leave the working lane.

6.22.9 The race will be resumed behind the safety car when the green lights are illuminated. The safety car will enter the pits after one lap unless:

- a) The race is being resumed in wet conditions and the Race Director deems more than one lap necessary.
- b) All cars are not yet in a line behind the safety car.

- c) Team personnel are still clearing the grid.
- d) A further incident occurs necessitating another intervention.

6.22.10 When the green lights are illuminated the safety car will leave the grid and all drivers must follow, no more than ten car lengths apart.

6.22.11 Overtaking behind the Safety Car is only permitted if:

6.22.12 A car is delayed when leaving its position on the grid, may overtake to re-establish his position before the race was suspended, provided he does so before he crosses the Intermediate 2. Should he fail to do so, he must re-enter the pit lane and may only re-join the race once the whole field has passed the pit exit.

6.22.13 A Drive-Through Penalty will be imposed on any driver who fails to re-enter the pit lane if he has not re-established the original starting order before he reaches the first safety car line.

6.22.14 Drivers may leave the Pit Lane in order to overtake any car delayed when leaving its position in the fast lane. Any driver whose car has been pushed from the fast lane, may not overtake in order to re-establish the order before the race was suspended.

6.22.15 A Drive Through Penalty or time penalty will be imposed on any driver who, in the opinion of the Stewards, unnecessarily overtook another during the lap.

6.22.16 If the race cannot be resumed the results will be taken at the end of the penultimate lap before the lap during which the signal to suspend the race was given.

## **6.23 FINISH**

- a) The end of Race signal (“Chequered Flag”) will be given at the Finish Line as soon as the leading car has completed the full race duration.
- b) Should for any reason the Chequered Flag be given before the leading car completes the scheduled Race duration, the Race will be deemed to have finished when the Chequered Flag was given. If the Chequered Flag is not presented to the leading car first (another car receives the Chequered Flag) the result will be determined at the last point a leading car crossed the Finish Line before the signal was given.
- c) Should the Chequered Flag be delayed for any reason, the Race will be deemed to have

finished when it should have finished.

- d) After receiving the Chequered Flag, all cars must proceed on the Track directly to Parc Fermé without stopping, without overtaking (unless clearly necessary), without receiving any object whatsoever and without any assistance (except that of the marshals, if necessary).
- e) Any classified car that cannot reach Parc Fermé under its own power will be placed under the exclusive control of the marshals who will take the car to Parc Fermé.
- f) The Race Director may exempt drivers who cross the finish line at very low speed from completing this additional lap.

### **6.23 PARC FERMÉ**

- a) The parc fermé regime applies to cars at the end of the qualifying session, as soon as the chequered flag or a red flag is shown.
- b) During the Free Practice and Qualifying if the session is red flagged, the cars will be stopped in front of their garage with no mechanical intervention permitted unless authorised by the Panel of the Stewards.
- c) During the race if the session is red flagged, the cars will be stopped in the fast lane under parc fermé regulations and must comply with the instructions of the Race Director and/or their assistants.
- d) At the finish of the race, all cars are, from the moment the flag is shown, placed under parc fermé conditions.
- e) Cars 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.
- f) When cars are under parc fermé conditions, any intervention on the cars 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 tyre manufacturers:

- Measurement of tyre pressures;
  - Measurement of tyre temperatures.
- g) Any other intervention is prohibited without the express authorisation of the officials responsible for enforcing parc fermé conditions.

This concerns in particular:

- Opening of the bonnets;
  - Changing wheels;
  - Access to engine management and data acquisition systems, including wireless access;
  - Removal of the video card.
- h) No person is allowed inside the “parc fermé” except with the express authorisation of the officials responsible for controlling the parc fermé.

## **6.24 DRIVING TIME**

6.24.1 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 will stop 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 will begin again when crossing the pit exit loop for any driver resuming driving after a pit stop.

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

6.24.3 In the case of a pit stop for a 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.

6.24.4 For any crew different from those indicated, the entry request will be reviewed by the Organising Committee.

## **6.25 BALANCE PENALTIES AND DRIVING TIMES**

See appendix of each event.

## **ARTICLE 7. CLASSIFICATIONS AND AWARDS**

### **7.1 CLASSIFICATION**

To be classified, a car must cross the finish line on the race track when the chequered flag is shown, except in a case of force majeure at the Stewards' discretion. It is prohibited to stop on the race track pending the showing of the chequered flag.

### **7.2 WINNER**

The winner will be the competitor who, after crossing the finish line on track, has covered the imposed distance in the shortest time, or the maximum distance within the allotted time for timed races. Only the times recorded by the official timekeepers licensed by the FPAK are valid and used to establish the classifications of practice sessions and races.

### **7.3 ORDER**

The 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.

### **7.4 POINTS**

- a) 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 1st in the race.
- b) 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.
- c) If a car is the only starter in its category, to score points it must have covered at least 50% of the distance of the 1st in the race.
- d) If a car is the only 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.



### **7.5 CLASSIFICATION PER RACE**

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).

### **7.6 POINTS ALLOCATION**

Points will be awarded by category according to the scale below for a 3-hour race:

<b>CLASSIFICATION</b>	<b>POINTS OVERALL BY CATEGORY</b>
1 <sup>st</sup>	25
2 <sup>nd</sup>	18
3 <sup>nd</sup>	15
4 <sup>th</sup>	12
5 <sup>th</sup>	10
6 <sup>th</sup>	8
7 <sup>th</sup>	6
8 <sup>th</sup>	4
9 <sup>th</sup>	2
10 <sup>th</sup>	1
Beyond	0.5

- 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**.

- c) 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.

### **7.7 FINAL CHALLENGE CLASSIFICATION**

- 7.7.1 All races listed on the **Ultimate Prototype Winter Cup** calendar count towards the final challenge classification
- 7.7.2 Each driver of a crew will total the points obtained in the classification of each race (overall category classification), which will be multiplied by the competition coefficient if applicable.
- 7.7.3 There will be one **Ultimate Prototype Winter Cup** Challenge winner per category and one overall **Ultimate Prototype Winter Cup** Challenge winner.

<b>CLASSEMENT</b>	<b>POINTS</b>
1 <sup>st</sup>	25
2 <sup>nd</sup>	18
3 <sup>rd</sup>	15
4 <sup>th</sup>	12
5 <sup>th</sup>	10
6 <sup>th</sup>	8
7 <sup>th</sup>	6
8 <sup>th</sup>	4
9 <sup>th</sup>	2
10 <sup>th</sup>	1

Beyond	0.5
--------	-----

7.7.4 For the latter, the following table will be taken into account. Points are to be multiplied by the competition coefficient if applicable. All races listed on the **Ultimate Prototype Winter Cup** Challenge calendar count towards the overall challenge classification. No prize-giving will take place after each race for this classification.

### 7.8 TIE

7.8.1 Drivers who, as a crew of two or three, have formed a permanent line-up throughout the 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:

- a) To the driver with the greatest number of first places;
- b) If the number of first places is the same, to the driver with the greatest number of second places;
- c) If the number of second places is the same, to the driver with the greatest number of third places, and so on until a winner is determined.

### 7.9 TEAMS CLASSIFICATION

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

### 7.10 AWARDS

- a) The prize-giving will take place on the podium, after the end of the race. There will be one podium per category.

- b) Trophies or cups will be awarded to each driver entitled to the podium of each race and in the end-of-season classification.
- c) After each race, the crews of the first three cars in each **Ultimate Prototype Winter Cup** Challenge category will be rewarded.
- d) For categories with fewer than 4 starters, only the winner will be called to the podium. Any driver entitled to the podium must present themselves in racing overalls identified in accordance with the **Ultimate Prototype Winter Cup** Challenge identification plan.
- e) The prizes at the finish, indicated in the category regulations or in the Supplementary Regulations of the competition, are awarded to the competitor or to the person designated by them on the entry form.
- f) Only drivers who have completed at least 75% of the number of laps covered by the winner of the category may claim the prizes awarded.
- g) The Promoter may award prizes at its discretion.
- h) 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. TYRES – FUEL – EQUIPMENT

### 8 TYRES

8.1 Tire warming cabinets and tire warmers are permitted. Any chemical treatment of the tires is prohibited.

8.2 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.

8.3 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).

8.4 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.

8.5 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).

8.6 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.

8.7 The number of slick tires for 2-hour races is limited to a maximum of 4 tires for qualifying and the race.

8.8 The number of slick tires for 4-hour races is limited to a maximum of 8 tires for qualifying and the race.

8.9 For any event of a different duration, the number of tires will be specified in the event's supplementary regulations.

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

8.11 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.

8.12 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.

8.13 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.

8.14 Tyres 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](mailto:apr-contact@apr-europe.com)

### 8.11 FUEL

- Fuel type: Super Unleaded 98 minimum, compliant with Article 252-9 Appendix J;
- The use of fuel supplied by the organiser is mandatory from the beginning of private practice and for the entire duration of the event. Checks will be carried out;
- Any additive is prohibited.
- Accepted types of fuel tanks:
- Either the original fuel tank (if compliant with the car's homologation);

### 8.12 ÉQUIPMENT

#### a.12.1 EXHAUST

- a) In accordance with the noise regulation of Article 4.2.3 Exhaust of the 2025 Standard Regulations for "Asphalt" Circuits:
- b) **During practice and races, the use of a silencer is mandatory.**
- c) **The limits and measurement conditions of the noise level are set as follows: Maximum measured noise level 100 dB / Measurement regime 75% of maximum engine speed.**
- d) During practice and races, the use of a silencer is mandatory.
- e) The noise generated by the car in static conditions must not exceed 100 dB (A) at three-quarters of maximum engine speed.

This measurement is carried out at a distance of 0.5 m and at an angle of 45° relative to the exhaust outlet.

- f) All measures taken to ensure that the maximum noise limits are not exceeded must be of a permanent nature and must not be cancelled out by the pressure of the exhaust gases.
- g) Checks may take place during scrutineering, as well as during practice sessions and races.



- h) A noise measurement area will be available near the technical inspection bay on the day of scrutineering. This measurement will be used to establish a “static measurements” database, whose sole purpose is informative and preventive.

#### **8.12.2 TRANSPONDER**

- a) Each car must be equipped at every event with a COBRA 360 Multi Driver 12V transponder.
- b) The competitor is responsible for the proper installation of the system and for ensuring its correct operation at all times.
- c) It is the responsibility of the Team Manager to ensure at all times that the name of the driver displayed on the timing screens is indeed that of the driver inside the car. If the name displayed on the monitors does not correspond to the driver in the car, the Team Manager must inform Race Control and the timekeeping service immediately.
- d) The transponder positions will be determined by the entry form submitted by the competitor, or, failing that, by the list of entries for the event.

#### **8.12.3 BALLAST**

- a) 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 fixed in such a way that tools are required for its removal.
- b) Any ballast installation must comply with the car's homologation or, failing that, with Article 252-2-2 of FIA Appendix J.

#### **8.12.4 TELEMETRY – TRANSMISSION**

- a) 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.

b) 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.

c) 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 given 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.

### **8.12.5 LIGHTING**

- a) The original headlights must retain their homologated or original configuration and may be composed of several light points; LED headlights are authorised.
- b) Turn signals, rear lights, and reflectors are mandatory. Each car must be fitted with a red LED rain light at the rear or be compliant with its homologation form.
- c) The intensity of the headlights and rear lights must in no case cause glare. Car identification lights by their pit:
- d) Such a light must under no circumstances be of the flashing, rotating, or strobe type, as these are strictly reserved for intervention vehicles.
- e) The rear rain light must be permanently switched on when the track has been declared wet, unless instructed otherwise by the Race Director.
- f) For night races:
  - Each car must be fitted with at least one forward-facing light on each side and one rear-facing light on each side, in operation at all times during the event;
  - A maximum of 4 additional headlights may be installed. Additional lights must comply with the car's homologation form or be validated by the Technical Delegate if they are not part of the homologation form. They must be securely mounted and must not exceed the perimeter of the car (footprint projection of the car seen from above). These additional lights may be LED lights. An additional light will be considered as ONE LED

light unit whose width does not exceed 20 cm;

- Additional lights should preferably be integrated into the front bumper. For this purpose, holes may be drilled into the front bumper. They must be installed within the same area as the original front lights or below the horizontal line formed by the base of the original front lights;
- These modifications must not generate aerodynamic downforce nor add any cooling airflow.

In the event of a malfunction of a car's lighting and signalling system, whether on track or 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 their sole discretion, the Race Director may decide to order the immediate stop of the car for repairs. At least one functioning windscreen wiper is mandatory.

#### **8.12.6 SPECIFICITIES – START-UP**

- a) The engine must be started by the driver alone, seated at the wheel without external assistance. This is the only procedure allowed for the race start and for subsequent starts during the race. Starting with the aid of an additional battery is authorised on the starting grid.

#### **8.12.7 WINDOWS AND NETS**

- a) 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 Specification V6). For cars without homologated anchorage points, the installation shall be carried out in coordination with the technical delegate.

#### **8.12.8 TOWING EYE**

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

### **8.13 Data Logger**

## ARTICLE 9. ADVERTISING

### 9.1 MANDATORY ADVERTISING

- a) Competitors and drivers participating in the **Ultimate Prototype Winter Cup** must affix on their car, for each event and before the start of technical scrutineering, the advertising imposed by the Promoter (see sizes and positions according to the Ultimate Cup Series Identification Plan, Appendix 6). Drivers are allowed to display other advertising.
- b) Under no circumstances may the car identification defined by the Promoter be modified by the drivers and/or competitors.
- c) Any advertising competing with the **Ultimate Prototype Winter Cup** and one of its partners is prohibited on the cars and overalls (unless authorised by the Promoter).
- d) Failure to comply with the identification plan defined by the Ultimate Cup Series will result in penalties being applied (see Appendix 5).

### 9.2 STICKERING PLAN

- a) The stickering plan to be respected is detailed in Appendix 6.

## ARTICLE 10. VENUES AND FACILITIES

### 10.1 PIT AREA

10.1.1 The section of Track between the first safety car line and the beginning of the pit lane will be designated as the “Pit Entry”. Any Driver intending to leave the Track or to enter the Pit Lane shall signal their intention to do so in good time and shall make sure that it is safe to do so. At all times access to the Pit Lane is allowed only through the Pit Entry. Except in exceptional circumstances, as adjudged by the Stewards only, the crossing in any direction of the line separating the Pit Entry and the Track is prohibited.

- a) Any breach of this Regulation during the course of a Free Practice session may result in a penalty;
- b) Any breach of this Regulation during a Qualifying session may result in the following penalties imposed upon the Driver:

- A drop of up to a maximum of three grid positions at the start of the race.
- c) Any breach of this Regulation during a Race may result in a penalty at the discretion of the Stewards.

10.1.2 The section of track between the end of the pit lane and the second safety car line will be designated as the “Pit Exit”.

10.1.3 Except in exceptional circumstances, as adjudged by the Stewards only, cars leaving the Pit Lane to return to the Track must not cross any line marked at the Pit Exit aimed to separate the cars leaving the Pit Lane from the cars running on the Track. The penalty for a breach of this Regulation will be as detailed in Articles 10.1.1 a) – c).

10.1.4 The speed limit of 60 km/h and maximum safety precautions will be enforced in the Pit Lane at all times during the course of the Event. Signs and/or lines will be used to indicate the beginning and end of the area to which the speed limit applies.

- a) Any breach of this Regulation at any time during Free Practice, a Qualifying session or reconnaissance lap may result in the following penalties being imposed upon the Driver:
  - A fine of € 50 for each km/h above the limit.
- b) Any breach of this Regulation during a Race may result in the following penalties being imposed upon the Driver:
  - A Drive-Through Penalty or under Article 11.1 a) or b) or upon Stewards' decision.

10.1.5 However, in accordance with Article 11.1 the Stewards may inflict an additional penalty if they suspect a driver was speeding in order to gain any sort of advantage.

10.1.6 The Pit Lane shall be divided into two lanes. The lane closest to the pit wall will be referred to as the “Fast Lane” and the lane closest to the pit garages will be referred to as the “Inner Lane”.

- a) The only area in the Pit Lane where any work can be carried out on a car is the Inner Lane.
- b) Cars may enter or remain in the Fast Lane only with the Driver sitting in the car behind the steering wheel in their normal position, and under its own power.

- c) It is forbidden to paint mark lines on any part of the Pit Lane. Only tape marks are allowed in the working lane designated pit stop area, all marking must be removed at the end of the Event.
- d) No equipment may be left in the Fast Lane.
- e) During official sessions (practice, qualify, and race), at the start of each session cars may begin to queue in the Fast Lane only one minute before pit exit open (except before start of race, for cars start from pit lane, refer to [Articles 11.1.14](#) ). Car's queueing in the Fast Lane prior to the "1 minute board" will be told to hold when the lights turn green and other cars will be allowed to pass prior to being allowed on track
- f) Cars need to reach the fast lane in the shortest way possible moving along the ideal line connecting its pit garage to the fast lane.
- g) Fast lane must be kept free at all times with exception of referred in [Article 10.1.6e](#). At the restart of any Practice or Qualifying session the competitor is only allowed to move the car to the Fast Lane when the pit exit lights become green and/or pit exit marshal showing green flag, or announced by the Race Director "Fast Lane Open".

Any breach of this Regulation may result in a minimum fine of € 250 imposed upon the Competitor and may lead to further penalties, at the discretion of the Stewards, depending on the severity of the offence.

10.1.7 Cars shall only be permitted to stop in the zone allocated to their car. Stopping or parking a car, even temporarily, outside of the zone assigned to that car is not permitted at any time.

10.1.8 Notwithstanding Regulation [Article 10.1.7](#), should any Driver overshoot their assigned zone in the Pits and stop beyond it, the car may only regain access to its own zone by being pushed, providing that it is safe to do so.

10.1.9 At no time may a car be reversed in the Pit Lane under its own power.

10.1.10 It is the responsibility of the Competitor to release his car from his garage or a pit stop position only when it is safe to do so. The Competitor must also provide a means of clearly establishing, when being viewed from the front of the car, when that car was released.

- a) If a car is deemed to have been released in an unsafe condition during any



practice session, the Stewards may impose a fine of up to € 1250 on the entrant.

- b) If a car is deemed to have been released in an unsafe condition during a race a penalty under Article 11.2.9 will be imposed on the driver concerned.
- c) An additional penalty will be imposed on any driver who, in the opinion of the Stewards, continues to drive a car knowing it to have been released in an unsafe condition.

10.1.11 In all of the above cases, a car will be deemed to have been released either when it has been driven out of its designated garage area (when leaving from the garage) or after it has completely cleared its pit stop position following a pit stop or after serving a penalty.

10.1.12 Should any car retire from the Race whilst in the Pit Lane, it must be pushed to the Parc Fermé area by an authorized route.

10.1.13 Should, in the opinion of the Pit Lane marshals, any Competitor or his/her representative, whether they have been previously warned or not, position their equipment in such a way that is considered to cause a danger, obstruction or interference with the activities of another Competitor, a penalty in accordance with Article 11.2.9 will be imposed upon the Competitor at the discretion of the Stewards.

10.1.14 Unless a car is pushed from the grid at any time during the start procedure, cars may only be driven from the teams designated garage area to the end of the pit lane.

10.1.15 Any driver that is required to start the race from the pit lane may not drive his car from his teams designated garage area until the five-minute signal has been given and must stop in a line in the fast lane. Under these circumstances working in the fast lane will be permitted, but any such work is restricted to:

- a) Starting the engine and any directly related preparation;
- b) The fitting or removal of permitted cooling and heating devices;
- c) Changes made for driver comfort;
- d) Changing of wheels if there is a change of climatic conditions or a puncture.

10.1.16 When cars are permitted to leave the pit lane they must do so in the order that was established under Article 6.7 unless another car is unduly delayed. At all times drivers must follow the directions of the marshals.

10.1.17 People under 16 years of age are not allowed in the Pit Lane or on the pit wall. Any

breach of this Regulation may result in a Fine of a minimum of € 250 and the confiscation of the pass concerned. The matter will be reported to the Event Organizer who may impose further sanctions at their discretion.

10.1.18 Animals, except those which may have been expressly authorised by the Organiser for use by security services, are forbidden in the pit area and on the track and in any spectator area.

## **10.2 EQUIPMENT IN THE PIT LANE**

10.2.1 Folding booms, air hose supports or lighting supports must not extend beyond the outer limit of the “working area” and must be at least 2 metres above the ground. Air bottles must be securely fastened or anchored. A protection around the valves and the pressure regulator must be permanently in place. Compliance of the installations and the validity dates of the air bottles will be checked.

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

## **10.3 SIGNALLING AREA**

10.3.1 Two persons per car will be designated to have a trackside position with authorised access throughout the practice sessions and the race. This position will be authorised by means of an orange armband, duly identifiable and specific to the category.

10.3.2 These members may give useful indications to the drivers, but only from this position and without using emblems, flags and/or lights similar to those used by the organisation. Penalties: see Appendix 5.

## **10.4 ALLOCATION OF GARAGES – PADDOCK**

10.4.1 The Promoter has sole authority for the allocation of garages and spaces in the paddocks. The location of the official notice board will be indicated in the supplementary regulations. This board may only display information approved by the Panel of the Stewards or the Race Director. In addition to the notice board, results and important information will be communicated through the chat channel of the mobile application designated by the Promoter.

10.4.2 Competitors must comply with the circuit's rules and regulations, in particular regarding the use of sanitary facilities, electrical or water outlets, circulation within the paddock, and respect for local residents concerning engine start-up outside the prescribed hours. As soon as the preliminary technical scrutineering has been completed, any car that has been

checked may not leave the circuit facilities without the express permission of the Race Director.

10.4.3 The organiser of the event shall have full authority to enforce the regulations concerning the paddock and must report to the Panel of the Stewards any breach of the above-mentioned rules.

10.4.4 Any breach of the rules defined in this article may result in a penalty up to and including disqualification.

### **10.5 PARTICULAR CARS**

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

### **10.6 COMERCIAL ACTIVITIES**

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

## **ARTICLE 11. INCIDENTS – PROTESTS – APPEAL**

Penalties: Summary of penalties for the Ultimate GT Winter Cup. Protests and appeals – see Articles 13, 14 and 15 of International Sporting Code. The Panel of the Stewards may impose additional penalties to those listed in Appendix 5 for any breach of these regulations, even if such breaches are not specified in Appendix 5.

### **11.1- INCIDENTS**

11.1.1 Incident means any occurrence or series of occurrences involving one or more Competitors, or any action by any Driver, which is reported to the Stewards by the Race Director (or noted by the Stewards and referred to the Race Director for investigation) which:

- a) Necessitated the stopping of a Free Practice session or Qualifying session as provided for in these Regulations;
- b) Necessitated the suspension of Race as provided for in these Regulations;
- c) Necessitated the use of the Safety Car as provided for in these Regulations;
- d) Constituted a breach of these Regulations or the Code;
- e) Caused a false start by one or more cars;

- f) Caused a collision;
- g) Forced a Driver off the Track;
- h) Illegitimately prevented a legitimate overtaking manoeuvre by a Driver;
- i) Illegitimately impeded another Driver during overtaking;
- j) Caused a pit lane/pit stop infringement.

11.1.2 Unless it is completely clear that a Driver was in breach of any of the above, any Incidents involving more than one car will normally be investigated after the relevant session or Race.

10.3 It shall be at the discretion of the Stewards to decide, upon receipt of a report or a request by the Race Director, if a Competitor(s) or Driver(s) involved in an Incident shall be penalized.

11.1.3 A penalty will be imposed when the Stewards determine that an Incident was wholly or predominantly the responsibility of a Driver and/or Competitor.

11.1.4 If an Incident is under investigation by the Stewards, a message informing all Competitors which Driver or Drivers are involved will be displayed on the timing monitors, in-car messaging system and broadcast on the Competitor radio system whenever possible. Any Driver involved in an Incident may not leave the venue without the consent of the Stewards until such time as their enquiries have been concluded.

## **11.2 PENALTIES**

11.2.1 A penalty declared by the Stewards shall be subject to appeal in accordance with the Code, except where amended by these Regulations.

11.2.2 The Stewards may impose the penalties specifically set out in these Regulations in addition to or instead of any other penalties available to them under the Code.

11.2.3 If any breach is observed then the Stewards alone shall decide on the penalty, in accordance with the Code. If the penalty is explicitly defined in these Regulations this should be applied except when the Stewards deem another penalty more appropriate due to the severity of the offence.

11.2.4 If any Driver or Competitor repeats the same offence then the penalties in these

Regulations may be increased by the Stewards at their discretion using any of the penalties available to them within the Code and these Regulations.

11.2.5 If there is a driving infringement during a Qualifying session the Stewards may delete any number of the relevant Driver's/Competitor's qualifying times.

11.2.6 If a Driver is excluded from a Qualifying session, Race or the Event for any reason whatsoever, the Competitor shall not be entitled to any financial recompense.

11.2.7 The observation of any incident in the Paddock, in the Pit Lane or on the Track (provocative acts of any kind, verbal or other threats) and/or behaviour that is unsporting, does not respect the spirit of the Event (breach of sporting moral or ethics, prejudice to the greater interest of motor sport, moral or material prejudice to the Organizer, Event sponsor or to their partners, etc.) or is likely to damage the image/reputation of the Event committed by Competitor, representative, Driver or their entourage will be reported to the Stewards who may impose any of the following penalties:

- a) A Fine;
- b) Forfeiture of points in any category classification even if this results in a negative score;
- c) Exclusion of the Competitor and/or the Driver concerned from the Event;
- d) Refusal of entry for the Competitor and/or the Driver concerned from the Event of the next season;
- e) Apply any other penalty available to them under the Code;
- f) A suspended sentence of any of the penalties included within a-e above.

11.2.8 Any Competitor whose car is deemed to be ineligible under the Technical Regulations will be subject to the penalties laid down by the Code and these Regulations.

11.2.9 The Stewards may impose any one or more of the following penalties on any Driver and/or Competitor involved in an Incident:

### **11.3 DURING PRACTICE SESSIONS**

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

- For failure to respect the flags;

- For unsporting behaviour;
- For failure to comply with safety instructions in the pit area and signalling area.

And also:

- Cancellation of the lap time during which the infringement was committed, for failure to respect the racing line;
- Cancellation of the best time of the practice session for failure to respect the flags, with the penalty possibly increased depending on the seriousness of the offence;
- Cancellation of all lap times set in the relevant session for unsporting behaviour.

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

#### **11.4 DURING THE RACE**

11.4.1 A Drive-Through penalty. The driver must enter the pit lane and re-join the race without stopping;

11.4.2 Display of a black board with white letters “Drive Through” (dimensions 60 x 40 cm) together with the number of the driver concerned:

- For false start;
- For practice start during the formation lap;
- For failure to respect the prescribed distances during the formation lap at the start, or failure to respect the line;
- For overtaking during the formation lap prior to the rolling start or under Safety Car procedure;
- For failure to respect the racing line;
- For unsporting behaviour;
- For failure to respect the flags;
- For failure to comply with safety instructions in the pit area and signalling area.

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



classification.

11.4.4 A stop and go penalty of any time duration the Stewards consider appropriate; The driver must enter the pit lane, stop in his pit stop position for at least the issued penalty seconds (no work may be carried out) and then re-join the race;

11.4.5 Display of a black board with white letters STOP and GO (dimensions 60 x 40 cm) together with the number of the driver concerned:

- For failure to respect the driving time.

11.4.6 The duration of the penalty will correspond to the infringement. The STOP AND GO shall be carried out in front of the competitor's garage under the responsibility of the team manager.

11.4.7 Upon presentation of one of the above boards, together with the number of the driver concerned, the penalty must be served within the following 3 laps after the notification of the infringement by the Race Director.

11.4.8 However, unless the driver was already in the pit entry for the purpose of serving his penalty, he may not carry out the penalty after the Full Course Yellow "FCY" or safety car has been deployed. The FCY is deemed to be over when the Driver subject to the penalty still on track (Pit entry road is not considered track) by the time that all track is back to green flag. The Safety Car period is deemed to be over when the Driver subject to the penalty passes the green flag at the relevant (Start/Finish) Line on the Track as defined in the Briefing.

11.4.9 The number of times the driver crosses the Line under FCY or behind the safety car will be added to the maximum number of times he may cross the Line on the track.

11.4.10 On report or request of the Race Director, it will be up to the Stewards to decide whether one or more drivers involved in an incident should be penalised. The Stewards may impose on any driver involved in an incident, in addition to existing penalties, a grid position drop for a subsequent race contested by the driver. This penalty shall only be applied in the case of unsporting behaviour.

11.4.11 Financial penalties must be paid to FPAK.

## **11.5 DISQUALIFICATION**

11.5.1 Any decision to disqualify a driver taken by the Stewards during practice or the race will be notified by the Race Director after the presentation of a black flag, by means of a written

note stating the reasons and handed to the driver. In the event of a driver's disqualification, the Panel of the Stewards will decide whether the drivers immediately classified after him move up one place or not.

11.5.2 A Steward will record the infringements for which a repeat offence may result in a more severe penalty, with the Panel of the Stewards being solely empowered to define the notion of a repeat offence.

## **11.6 PTOTESTS ANS APPEALS**

Protests shall be made in accordance with the Code and accompanied by a fee of € 500 as published by FPAK within thirty (30) minutes from the publishing time of the Provisional Classification.

- 11.6.1 Where multiple Competitors are concerned, a separate protest must be filed against each Competitor concerned.
- 11.6.2 Where multiple cars of a same Competitor are concerned, a separate protest must be filed for each car concerned.
- 11.6.3 Protest lodged jointly by several Competitors will not be accepted.
- 11.6.4 Protests against decisions made by any judges of fact in the exercise of their duties will not be admitted.
- 11.7 In the case of a technical protest, an additional fee as announced by FPAK, plus the related stripping fee must accompany the protest. They must, however, under pain of forfeiture of their right to protest, following the rules of protest.
- 11.8 Appeals shall be made in accordance with the Code and accompanied by a fee of € 1,000 as published by FPAK. And notify the Stewards in writing of their intention to appeal within one hour of the publication of the decision.
- 11.9 In accordance with the FIA International Sporting Code Article 12.3.4, appeals may not be made against any element of decisions resulting in the application of the following penalties applied by the Stewards or the Race Director:
  - a) Drive through or Stop/Go penalties including those imposed during the last 5 minutes of a race or a time penalty (in lieu of a drive through penalty) after the race;
  - b) Penalties stating or implying the cancellation of a number of practice or qualifying lap times;
  - c) Penalties stating or implying a drop of grid positions for the race;
  - d) Time penalties added to the whole race time during the race;
  - e) Drop of place(s) in the classification of the Competition.

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

### ANNEXE 1 – Graphic Charter

#### A) Suit European Endurance Prototype Cup



COMBINAISON PILOTE  
DRIVER SUIT



Côté anti-cœur / Opposite to heart :

1

Sur fond clair / on light background

Sur fond foncé / on dark background

Dimensions largeur / Width sizes : 16 cm max

Côté anti-cœur / Opposite to heart :

2

Sur fond clair / on light background

Sur fond foncé / on dark background

Dimensions largeur / Width sizes : 16 cm max

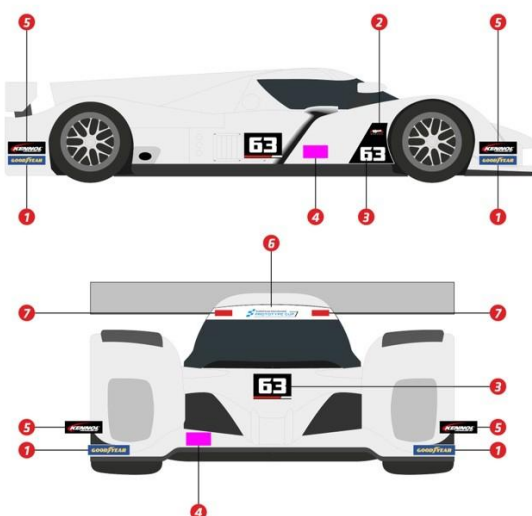
Les patchs ne seront pas fournis par l'Organisateur. Toute marque concurrente devra être masquée.  
These patches will not be provided by the Organizer. All competing brands must be hidden.

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#### B) NP02 - Endurance Prototype Cup



STIKERS CARROSSERIE  
STICKERS BODYWORK



1

Largeur / Width : 35 cm

2

PLAQUE NUMÉROS  
NUMBERS PLATE

3

NUMÉROS COURSE  
RACE NUMBERS

Hauteur / Height : 20,5 cm

4

STICKER CATÉGORIE  
CATEGORY STICKER

Dimensions / Width : 16 x 6 cm

5

Largeur / Width : 30 cm

6

BANDEAU PARE-BRISE  
WINDSHIELD BANNER

7

ESPACE À RÉSERVER POUR L'ORGANISATION  
AREA TO BE RESERVED FOR ORGANISATION

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## **ANNEXE 2 – Suspension of a Race**

<b>Race Stoppage</b>	<b>Position of Cars After Stop</b>	<b>Procedure to Apply</b>	<b>Distance</b>	<b>Grid</b>	<b>Points Awarded</b>
Less than 2 laps	On the starting grid	New restart	Original distance less than 2 laps, or total time less than 4 minutes	Original grid	Full points awarded
More than 2 laps and less than 75% of the scheduled distance or time	On the starting grid	New restart for a second part of the race	Second part calculated to complete the original distance minus 2 laps, or total remaining time less than 4 minutes	Based on the classification at the lap preceding the race stoppage	Classification established by adding laps and time (for regional events: classification based on the finish of the second part of the race). Full points awarded. If a restart is not possible: 50% of points awarded
More than 75% of the scheduled distance or time	Parc fermé	Race finished	—	—	Classification established at the lap preceding the race stoppage. Full points awarded

## **ANNEXE 3 – Penalties**

provided before the start of each meeting

## **ANNEXE 4 – Driving time chart and Balance Penalties**

provided before the start of each meeting