

Sports and Technical Regulations

Ultimate Winter Cup 2026

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ART. 1. ORGANIZATION

1.1. PROMOTER – ORGANIZATION LICENSE

1.1.1. The National Trophy entitled Ultimate Winter Cup It is governed by:

- The FIA International Sporting Code and its annexes (hereinafter referred to as the "Code");
- The sports regulations, technical regulations, appendices, annexes, and amendments; Regulations relating to the National Series;
- General Regulations for Motor Racing and Karting and Specific Regulations for Speed;
- This is the specific Sports and Technical Regulation for the series.

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

1.1.3. This Regulation and its annexes may be altered or supplemented by the Series Promoter during the season, subject to the approval of the FPAK.

1.1.4. Any driver or competitor who participates in Ultimate Winter Cup They agree to abide by these terms, both in form and spirit.

1.1.5. Any amendment to these Regulations must be approved by the FPAK and published as a dated and numbered addendum.

1.1.6. It is the competitor's responsibility, under Article 9.15.1 of the CDI, to ensure the following:

To ensure that all persons and participants involved in their registration fully comply with the provisions of the Code, the General and Specific Prescriptions relating to the Circuits, the applicable Technical Regulations, these Sports and Technical Regulations and the specific regulations of each event;

To ensure compliance with all internal decisions relating to the safety of drivers and assistants during sporting activities.

1.1.7. Each competitor must designate their representative in writing at the time of registration for the event. Throughout the event, the person responsible for a vehicle registered at any point in the competition must, jointly with the competitor, ensure compliance with these provisions.

1.1.8. Any situation not foreseen in these Regulations, or any need for modification, as well as any dispute that may arise regarding their interpretation, will be judged by the organizing committee and will be subject to an addendum in accordance with Article 1.1.5 of these Regulations.

1.1.9. Promoter

GP MOTORS SPORT SA
Route des Bonnefontaines, 6
1700
Fribourg
Switzerland contact.@ultimatecup.eu

1.1.10. ASN

The responsible Federation is FPAK:
Portuguese Federation of Automobile and Karting
Portela Business Center
Portela Road, No. 73, 2nd Floor - Office 6
2790-124 Carnaxide

1.1.11. Authorization

This regulation was approved by FPAK, Visa No. 674/UWC dated January 27, 2026.

1.2. ORGANIZING COMMITTEE

1.2.1. The Organizing Committee of Ultimate Winter Cup It is composed as follows:

- The General Manager of the Series;
- The Official Timekeeper of the Series;
- A representative of the prosecutor.

1.2.2. Depending on the subject under discussion, the Organizing Committee may call upon the following individuals:

- The Technical Delegate;
- The Race Director;
- A member of the College of Sports Commissioners.

1.3. REGULATIONS

1.3.1. The Portuguese version of these Sports and Technical Regulations, together with their annexes and any bulletins, shall constitute the definitive reference text in case of dispute or interpretation. 4/48

1.3.2. This Sporting and Technical Regulation will come into effect on January 1, 2026, and will replace any other regulations previously applicable to the Trophy.

1.3.3. All registered competitors Ultimate Winter Cup Participants will be informed of any changes made to these Sports and Technical Regulations, with the effective date 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 will not be binding on the Sporting Authority, represented by the Event Director and the College of Sporting Commissioners.

1.3.5. For this purpose, the competitor or driver must submit a duly justified request to the Promoter at the following address:

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

clearly specifying the points that need clarification.

1.4. OFFICERS

For the Ultimate Winter Cup The Prosecutor will appoint the following permanent officers:

- 1 Race Director responsible for the race/event;
- 1 Technical Delegate;
- 2 Sports Commissioners, including the President.

In the specific regulations of each race/event, the organizer may appoint other race officials, depending on the number of entries.

1.5. CALENDAR

The Ultimate Winter Cup It will happen according to the following schedule:

PORTIMÃO I	February 14 and 15, 2026	Portugal
NAVARRA	March 21 and 22, 2026	Spain
PORTIMÃO II	November 27-29, 2026	Portugal

The calendar is provisional. FPAK and the Ultimate Winter Cup The organization reserves the right to make changes. Similarly, the organization may introduce longer races that will not count towards the final classification. ULTIMATE WINTER CUP In this case, an addendum will be drafted to establish the rules.

If one or more events on the calendar do not take place, the Ultimate Winter Cup will consider a possible alternative solution in collaboration with FPAK. If the calendar is reduced by one event because FPAK and Ultimate Winter Cup If they are unable to replace a cancelled event, the registration fee for that event will be refunded.

1.6. FORMAT

1.6.1. The Ultimate GT Winter Cup Grille It is reserved for teams composed of 1 to 3 drivers and will follow the following format:

- 3 qualification sessions lasting 15 minutes each;
- Races lasting 3 hours in all events.

1.6.2. The Ultimate Prototype Winter Cup Grid It is reserved for teams composed of 1 to 3 drivers and will follow the following format:

- 3 qualification sessions lasting 15 minutes each;
- Races lasting 3 hours in all events.

ART. 2. INSURANCE

For each event, the Promoter must take out insurance that covers the civil liability of the organizer and participants, as well as any person involved in the organization. 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 must be attached to the Specific Regulations of each race/event and made available to the competitors.

This insurance, contracted by the organization, does not affect the personal insurance of any individual or legal entity participating in the event (pilot, team, etc.).

All drivers participating in the event will not be considered third parties in relation to each other. ART. 3. COMPETITORS

AND DRIVERS

3.1. REGISTRATION

The promoter may refuse to register a competitor, given that... Ultimate Winter Cup It is open by invitation only.

3.1.1. Licenses

the)For all pilots and competitors participating in theUltimate GT Winter CupThey must possess a valid license. At a minimum, an International C license or a National A license is required and, where applicable, valid licenses and/or authorizations issued by their ASN (National Sporting Authority). For vehicles with a power-to-weight ratio greater than 3 kg/hp, a National Circuit Participation Authorization is also accepted (conditions available from FPAK). For events held abroad, an application for authorization to participate in a national event in a foreign country is required.

Ultimate Winter CupWe will collect the relevant license documents at the time of registration.

b)For all pilots and competitors participating in theUltimate Prototype Winter CupParticipants must possess a valid license. At a minimum, an International C or National A license is required and, where applicable, valid licenses and/or authorizations issued by their National Sports Authority (NSA). For events held abroad, a Start Permission application is required to participate in a national event in a foreign country.Ultimate Cup We will collect the relevant license documents at the time of registration.

w)Official documents will only list the licenses presented. A sponsor may associate their name with the team, or even replace it, provided the team agrees.

3.1.2. Registration for the season in the Ultimate Winter Cup

the)Any registration request for the full season ofUltimate Winter CupIt must be submitted to the Prosecutor at the following address:

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

b)This registration must be received by the Promoter, along with payment of the registration fees, no later than one month before the first event. Late registrations may be accepted up to 7 days before the start of the first event.

3.1.3. Registration for an Ultimate Winter Cup race/event

the)To participate in any race/event ofUltimate Winter CupThe competitor must submit their registration to the Promoter no later than 7 days before the start of the race/event. To be considered, the registration must be accompanied by payment made at:

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

b)The registration fee for each event will be specified on the registration form.

w)A driver can register in several divisions ofUltimate Winter Cupper race/event, but you can only register one car per division in each race/event.

d)A competitor's application will be accepted within the limit of available slots, with priority given to participants in the full season.

and)Competitors registered for the season who are unable to participate in one or more events must inform the organizer by any means before the registration deadline.

f)In case of non-attendance at one or more events, there will be no refund.

3.1.4. Code of Good Conduct

the)THEUltimate Winter CupIt is a series characterized by equal opportunities and fairness, both in technical and sporting terms. Everyone involved in the series, i.e., participants, officials and organization, contributes significantly to how the series is perceived, both internally and by the general public, and to the series environment through their conduct and communication.

b)All those involved are responsible for behaving in a way that maintains and safeguards, in the long term, the professionalism that prevails in the Series, as well as the prestige that the Series and its participants enjoy in motorsport and among the general public. Furthermore, fair and sporting competition represents an important aspect of safety for all participants and aims to minimize the risks involved.

w)For this reason, all those involved agree to acknowledge the philosophy ofUltimate Winter Cupand in complying with the series' rules of conduct.

d)Both on and off the track, everyone involved should:

Treat all participants, officials, and organizers with respect.

- Respect the laws and rules of the sport, exemplify and promote fairness, along with the rules of conduct.
- Do not express yourself or behave in an insulting, offensive, or abusive manner, nor tolerate such expressions or modes of conduct, whether in direct conversations, interviews, etc., or in other forms of communication, such as press releases, social media posts, etc.
- Always act in the best interests of safety and cooperate continuously in efforts to reduce risks.

- Use appeals sustainably, prioritizing the well-being, safety, and satisfaction of others over personal goals.
- Always fulfill the objective of the sport,
- Inform those involved if their conduct is not characterized by fairness, sportsmanship, respect, and tolerance;
- To cooperate with all other people involved, in order to continuously develop and improve the Trophy and its status.

- Respect the laws and local customs in the countries visited by the Trophy.

And Participants found guilty of one or more of the following infractions may be excluded or suspended from the Trophy by the Organizer, prevented from participating in one or more competitions, or may suffer financial penalties to be determined by the Trophy Organizer, or even sporting sanctions to be determined by the Event/Race Commissioners:

- Did not comply with the rules of good conduct;
- Did you violate any of the rules?
- They drew attention to themselves through unsportsmanlike conduct on and off the track;
- They expressed themselves or behaved in a disrespectful manner towards other participants, staff, organizers, etc.;
- Ignored the specifications, instructions, and meetings of the Trophy Organization and/or other official bodies in the context of organizing and conducting an event;
- Ignored previously established agreements (including those between competitors, teams, and drivers) and failed to meet performance obligations;
- Did not act in the interest of the sport and/or the objective of carrying out the activities, in accordance with the rules that were recognized;
- It brought discredit to the Trophy

3.2. TEAMS

a) The rules for team composition are stipulated in each series' regulations.

b) The categorization of drivers is mandatory for all drivers competing on the grid of Ultimate Winter Cup. Each driver is categorized as follows:

w) No later than 15 days before the start of the first event (i.e., 15 days before the opening of administrative checks) in which they wish to participate, each driver must submit their record of achievements to the FIA Drivers' Category Committee using the FIA Drivers' Category form available on the FIA website: <http://www.fia.com/fia-driver-categorisation>.

d) Decisions regarding categorizations are the responsibility of the FIA Driver Categorization Committee. The list of drivers categorized according to the definitions established in the FIA Driver Categorization Regulations must be published on the FIA website no later than 48 hours before the start of the respective event (i.e., before the start of the technical check).

and) At the end of each season, the FIA Drivers' Classification Committee will review all categories based on observed performance in competition. The list of categories applicable to the following season must be published before December 1st of the previous year.

3.2.1. Pilots Not Categorized at the Start of the Event

a) If a driver is not categorized by the FIA at the start of the event, the College of Stewards will assign them a provisional categorization. These drivers will be required to provide their achievement history to the College of Stewards.

b) Any driver not categorized by the FIA and who has not submitted a categorization request will be charged a fee of €350. Ultimate Winter Cup.

w) For any driver not categorized by the FIA, but who has submitted a categorization request, a fee of €150 will be charged. Ultimate Winter Cup.

d) This categorization is provisional and will in no case be considered an FIA categorization. Uncategorized drivers will not be allowed to participate in any race/event.

3.2.2. AM Categorization

a) Notwithstanding the above, a dedicated committee, composed, among others, of a representative of the organization, the Technical Director of the series and the Sporting Director of the series, may grant the AM classification to any driver classified as Bronze by the FIA, upon request of the Driver or Competitor, provided that such classification:

- Do not compromise safety on the track;
- It must not constitute a sporting advantage over other teams registered in the same category.

b) Any request submitted to the dedicated committee by the Pilot or the Competitor that is not accompanied by the following elements shall be considered inadmissible:

Include a letter describing the reasons for the request;

- Include a complete list of the driver's results with a performance analysis based on the best lap and the average of the driver's 20 best laps achieved on a dry track, in all significant events in which the driver participated in the last 3 years (a minimum of 5 events must be provided for the request to be accepted. If the driver participated in fewer than 5 events during this period, the maximum amount of information that allows their level to be determined must be provided); the performance analysis must include a direct comparison with the top 5 FIA Bronze drivers for each event;

- Specify all information relating to the team, the car, the team's history of achievements, and any other relevant details (tire mileage, etc.) for each event in question;

It must be submitted no later than 30 days before the first event in question.

w)The driver or competitor must comply with any additional requests for information from the responsible committee. Upon receiving a categorization request, the committee will determine whether the driver's performance is sufficiently different from that of the best drivers in the Bronze category to justify such categorization and whether the driver's performance and behavior are consistent with the safety and performance conditions of the Series.

d)If a competitive advantage is identified in relation to other drivers in the same category, the responsible committee will evaluate the driver's performance based on their 20 best laps in each race and compare it with the drivers in the Bronze category in the Trophy. The committee may, at any time, make any decision it deems appropriate regarding the maintenance of the AM category granted to this driver. However, a first offense usually results in a warning report addressed to the driver, and a second offense may lead to immediate removal from the category.

and)The decisions of the dedicated commission regarding categorization are immediately applicable and are not subject to any appeal. Under no circumstances may the AM categorization be granted by the College of Sporting Commissioners or the dedicated commission if the request is made late (less than 15 days before the event) or for drivers not categorized by the FIA.

f)The drivers registered for the Trophy will therefore be categorized as follows:

- Platinum (treated identically to Gold drivers with regard to team composition, driving times, penalties and other requirements);

- Gold;

- Silver;

- Bronze;

- AM.

g)For regulations regarding driver categorization, please refer to the FIA Driver Categorization Regulations at the following address:<http://www.fia.com/fia-driver-categorisation>.

h)For any crew other than those listed, the registration request will be reviewed by the Organizer.

3.3. PASSES

3.3.1.Passes will only be granted to people who are part of the teams. The competitor is solely responsible for their companions. Each team will receive 9 passes per car (+ 1 pass per driver) and per race/event, as follows:

- 4 "PITLANE" passes;
- 5 "PADDOCK" passes;
- 1 "TODO ACESSO" pass per pilot;
- 1 parking pass "PADDOCK P1";
- 5 parking passes "P3".

3.4. ADMINISTRATIVE VERIFICATIONS

3.4.1.Administrative checks, mandatory for all competitors, will be carried out at the beginning of each event. Information regarding these checks will be specified in the event's Specific Regulations (dates, times, and opening location). Each competitor must present the required documents.

3.4.2.The following documents must be presented by the competitor for verification at the time of registration for the Event and at all Official Sessions:

- Pilot's Competition License;
- Medical Fitness Certificate (this could be included within the Pilot's license);
- Start Permit (for a foreign license holder) from the Federation that issued the driver's license (may be included with the driver's license);
- Concurrent License.

3.4.3. Unless duly authorized by the College of Sports Commissioners (or by the Event Manager, in the case of an unofficial session), no competitor may participate in any official session on the track without being on the entry list.

3.4.4. Unless duly authorized by the College of Sports Commissioners, competitors who fail to complete the initial document and technical verification process within the deadline will not be allowed to participate in the event.

3.4.5. Failure to comply with the schedule for initial administrative and technical inspections may result in a fine of up to €1,000.

3.4.6. Any request for a delay for initial verification must be submitted to the College of Sports Commissioners, who will accept or reject the request depending on the validity of the reason for the delay. The fine may be increased at the discretion of the College of Sports Commissioners if other infractions are observed during the Event. In the case of repeat offenders, the College of Sports Commissioners may disqualify the Competitor or Driver from the Race/ Event.

3.5. TECHNICAL VERIFICATIONS

3.5.1. After the administrative checks are completed, competitors will undergo a technical inspection of their cars and equipment, which will take place at each race/event. These inspections are mandatory and will be carried out by the Technical Commissioners listed in the Specific Regulations of the Race. Technical Commissioners can, among other things:

- Request a vehicle compliance check at any time;
- Requiring a competitor or their team to dismantle a car during the technical inspection to verify its eligibility or compliance;
- To require a competitor to cover the costs arising from any non-conformity and/or provide a sample or part deemed necessary.

3.5.2. The competitor is responsible for disassembling and reassembling the car after the inspection.

3.5.3. The technical inspection will be carried out in the technical area or, where applicable, in the competitor's garage. Information regarding the inspection (dates, times and opening location) will be specified in the Specific Regulations of the event/race.

3.5.4. The vehicle must be presented in the following condition:

- With the updated homologation form in printed version and the respective technical passport;
- With homologation certificates for the fuel tank and roll bar protection;
- Out of fuel;
- With any restrictor(s), ready to be sealed (the wire will be provided by the team);
- With any ballast, ready to be sealed (the thread will be provided by the team);
- With the engine sealed by the manufacturer or ready to be sealed;
- Installation of identification and additional lights, when applicable;
- With all mandatory stickers (safety, identification, Trophy sponsors, etc.) in accordance with the visual identity.

3.5.5. The following pilot equipment must be presented at the technical check (on each pilot's first registration):

- Helmet
- Front Head Support (FHR) system
- Running suit
- Underwear
- Boots
- Gloves

3.5.6. A Pilot Safety Equipment form must be completed by each pilot and submitted during the vehicle's technical inspection. At the end of the inspection, each approved pilot's helmet will receive a validation sticker to be affixed to the outside, in the lower left corner of the chin area.

3.5.7. For the pit stop team (stop in the pits, refueling), a "Safety Equipment in the Pit Lane" form must be completed and submitted.

3.5.8. Any absence from or delay in administrative and/or technical checks will result in penalties, as specified in Annex 5.

3.5.9. Inspections can be carried out on any car at any time during the race/event. As a general rule, after each official session, the first car in each category, as well as one or two cars randomly selected by the Chief Technical Commissioner, will be inspected.

3.5.10. Presenting a car for technical inspection will be considered an implicit declaration by the competitor regarding the conformity of their car.

3.5.11. If a technical non-conformity is identified during the season, the competitor may be excluded from the current year's Trophy and will lose all their rights.

3.5.12. An authorization sticker for participation in the event will be affixed at the end of the technical inspection, after the cars have been approved by the Technical Commissioners, the refueling facilities have been checked (if applicable), and the conformity of the pit equipment and facilities has been confirmed. No car may participate in the race/event without this authorization sticker. It must not be removed (penalty: decision of the College of Sporting Commissioners) and must remain visible at all times.

3.5.13. It is the responsibility of each competitor to prove to any race official that their car is in full compliance with these regulations at any time during the event and/or season.

3.5.14. Reserve cars, as defined below, are not permitted (unless authorized by the College of Sporting Commissioners). A reserve car is defined as a car that is not intended to participate in the competition, but rather to replace the main car entered by the competitor.

ART. 4. ELIGIBLE VEHICLES

The Promoter reserves the right to change the class and/or category of a car according to its performance.

GT CATEGORY

4.1. CATEGORY « UCS1 »

- GT1 cars homologated by the FIA in accordance with Article 258 of Annex J, and GT1 cars older than 5 years that have undergone technical modifications and no longer comply with their specific regulations;
- LMGTE cars homologated by the FIA and in compliance with the specific regulations of the "LMGTE" category;
- FIA GT3 and ASN GT3 cars homologated from 2010 onwards (year of homologation), in accordance with the specific regulations of "Article 257A of GT3";
- RS01;
- Vortex V2.0;

Any other GT (Government Task Force) is subject to request and approval by the Promoter.

- For GT cars, Article 257A of Annex J applies, taking into account the vehicle's year of manufacture.

Any technical modification must be recorded in a technical file. This file must be submitted to the Technical Delegate for validation.

Depending on the inputs, different classes can be created.

4.2. CATEGORY « UCS2 »

- Lamborghini SuperTrofeo (Evo, Evo II) in accordance with its original regulations;
- Cars with performance equivalent to that of a Lamborghini SuperTrofeo EVO II, subject to organizer approval;
- FIA GT3 and ASN GT3 cars homologated before 2010 (year of homologation) that have undergone technical modifications and no longer comply with the specific regulations of "Article 257A of GT3";
- FIA GT3 and ASN GT3 cars homologated before 2010 (year of homologation), in accordance with their specific regulations of "Article 257A of GT3";
- Ferrari 488 Challenge, Ferrari 488 Challenge Evo, Ferrari 296 Challenge;
- Vortex 1.0 compliant with certification.

This class allows both older and newer generation GT cars, as well as one-make racing cars whose performance is considered superior to UCS3, but which do not reach the performance levels of UCS1.

For GT3 cars, Article 257A of Annex J applies, taking into account the vehicle's year of manufacture. Any technical modifications must be recorded in a technical file. This file must be submitted to the Technical Delegate for validation.

Depending on the inputs, different classes can be created.

The performance of the UCS2 cars is expected to remain inferior to that of the UCS1 cars.

4.3. CATEGORY « UCS3 »

- Alpine A110, Aston Martin Vantage, Audi R8 LMS, BMW M4, Ginetta G56, Ginetta G55, Mercedes AMG GT, Porsche Cayman CS RS, Porsche Cayman 981 CS, Porsche Cayman 718 CS, Toyota GR Supra;

Any car of equivalent level to the UCS3, or considered as such, subject to the Promoter's request and approval. The performance of the UCS3 cars must remain inferior to that of the UCS1 and UCS2 cars.

4.4. CATEGORY « UCS4 »

- The Alpine A110 Cup cars comply with the original regulations;
- Ligier JS2R models comply with the original regulations;

Mitjet SuperTurismo cars comply with their original regulations; Ginetta GTA cars comply with original standards;

Previous generations of the Aston Martin Vantage and Audi R8 LMS, Ginetta G55, Porsche Cayman 981 CS;

Any vehicle of equivalent level to UCS4, or considered as such, subject to the Promoter's request and approval. The performance of UCS4 cars must remain inferior to that of UCS1, UCS2, and UCS3 cars.

4.5. CATEGORY « PORSCHE CUP »

- Cars from the Porsche Carrera Cup or SuperCup series in compliance with their original regulations;

- Porsche 992 (ABS and authorized data extension, free brake pads, Carrera Cup France exhaust), minimum weight 1292kg (without fuel or driver);

- Porsche 991 (with ABS homologation), minimum weight of 1232 kg (without fuel or driver);

- Porsche 997 (with ABS and paddle shifters).

the) Depending on the entries, different classes may be created (Class 992 / Class 991 / etc.). Driving aids (traction control and ABS) are permitted.

b) For the Porsche 911 GT3 Cup model 992, the use of the long-life refueling kit ref. MT000120A (992 Cup tank tower refueling system kit) is authorized.

w) Depending on the number of registrations, different classes can be created and other categories can be added based on participant requests.

d) For all categories, the Promoter reserves the right to adjust a car's performance by modifying restrictors, weight, fuel tank capacity and/or engine speed, turbo pressure, or any other car characteristic. The Promoter may also decide to apply a Pit Lane penalty to be added to the car's minimum stopping time.

and) The Promoter has the right to request from competitors and manufacturers any information it deems useful for establishing equivalence systems. Competitors and manufacturers must provide accurate and reliable data. Any violation of the above principles will be sanctioned by the Commissioners at any time during the Competition, including after the race.

CATEGORY PROTOTYPES

4.6. CATEGORY NP02

the) Car developed by Nova Proto in the configuration defined for the Ultimate Cup WEIGHT:

The minimum weight is 865 kg.

b) REAR WING:

Minimum wing height to be respected: 900 mm from the ground.

w) ENGINE CONFORMITY:

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

This engine manufacturer is the only one authorized to service and seal the engines by the manufacturer and the Promoter. The new engines will be sealed by the manufacturer Nova Proto.

d) NP02 ENGINE MAPPING:

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

and) NP02 FUEL TANK CAPACITY:

The fuel tank capacity is unlimited. The only limitation is the use of the original tank from the Nova NP02 catalog.

f) REAR VIEW CAMERA:

The camera that replaces the interior rearview mirror is mandatory for the 2025 season. The make and model are, however, optional. Installation must be carried out according to the specifications and recommendations provided by Nova.

g) DRIVING HEIGHTS: Control method

and minimum heights:

- Car out of fuel, no driver, tires inflated to 1.8 bar +/- 0.1

- 120 kg ballast placed on the front splitter (see photos below)

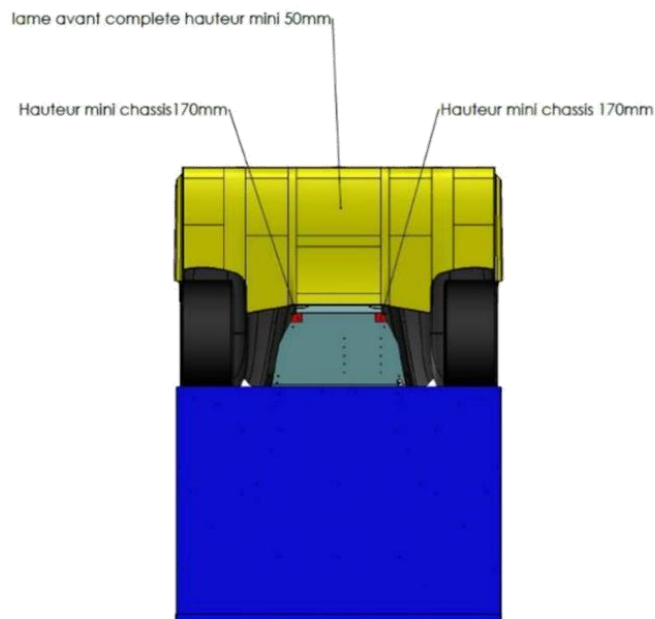
- Minimum height of 50 mm under the front splitter, including the splitter end plates (yellow areas) A tolerance of 2 mm is permitted in the fasteners and the wear protection plate.

- In addition, the minimum chassis height is 170 mm.

- Verification carried out in both red zones

The checks will be carried out in the technical area of the circuit.

- A marking on the floor will allow all cars to be repositioned in the same location on the platform.



h)BRAKE PADS:

The brake pads must be original Nova pads.



Other categories

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

ART. 5. MANDATORY IDENTIFICATION PLAN – ONBOARD CAMERA 5.1.

COMPETITION NUMBER

5.1.1.A competition 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.The numbers should be placed according to the identification plan defined by Ultimate Winter Cup as follows:

On the doors and front hood:

- Dimensions: Height of numbers: 20.5 cm, Space between two numbers: 2 cm
- Color: White numbers on a black background
- Font: SF TRANS ROBOTICS

On the rear bumper:

- Dimensions: Height of numbers: 9 cm, Space between two numbers: 1 cm
- Color: White numbers
- Font: SF TRANS ROBOTICS

A kit containing 4 sets of numbers and 3 backgrounds will be available from the Promoter.

5.1.3. For nighttime events, the numbers should be reflective so that they remain legible at night.

5.2. ONBOARD CAMERA

5.2.1. The onboard camera is mandatory and must be installed in such a way as to record the track ahead. The data from the onboard camera system may be used by the Race Stewards, the Official Race Supervisor and/or the Race Director, or the Promoter, to investigate any incident.

5.2.2. The brand and type of camera are not a matter of preference.

The camera must be installed before the technical inspection. Only rigid mechanical fixings are permitted. The installation must be validated by the technical commissioners. The onboard camera must always be activated and configured for recording when the car is on the track or in the pits. Failure to comply with this rule may result in a penalty.

The installation of any external cameras is prohibited.

5.2.3. It is also the team's responsibility to ensure that the memory card is correctly formatted and has the date and time recorded. A clear frontal view is required; the camera must be recording the image through the front windshield unless instructed otherwise by the race officials.

5.2.4. The images must be made available to the Race Director and/or the College of Sports Commissioners immediately upon request.

ART. 6. EVENT ORGANIZATION

a) The event begins with the opening of the administrative checks.

b) Throughout the event (training and races):

c) During a pit stop, the exiting driver may only:

- Remove the safety net or window screen (if present);

Turn off the lights;

- Turn off the engine;

Loosen the harness;

- Remove the helmet;

Open the door.

6.1. Pilot Briefing

6.1.1. The Race Director will hold a briefing at the location and time previously defined and communicated to the competitors through the Specific Regulations of the Race, its annexes or by means of an addendum. Attendance at this briefing is mandatory for all drivers and a representative of the competitor, who must be present throughout the briefing and sign the attendance list. The door to the briefing room will remain closed and any absence or lateness will be reported to the College of Sporting Commissioners. Lateness or absences may result in a fine of up to €250.

6.2. SAFETY IN THE BOXES

6.2.1. When a vehicle stops in the work area, it must be parked at a minimum distance of 50 cm and a maximum distance of 1 m from the wall or the demarcation line of the work area (2.50 m line). The vehicle must be positioned parallel to the aforementioned line/wall. The person responsible for the vehicle must ensure that the work area is unobstructed and evacuated before departure. Penalty for infraction: at the discretion of the College of Sports Commissioners.

6.2.2. Transporting equipment (tools, auxiliary batteries, etc.) to or from the refueling area via the garage line is prohibited.

6.2.3. The person in charge of controlling the cars is responsible for ensuring that a car can only leave the work area when safety conditions are guaranteed. Cars on the fast lane always have priority over those leaving the work area. Penalty: at the discretion of the panel of race commissioners.

6.2.4. The number of mechanics working on the car is not limited when the car is inside the garage.

6.2.5. When a repair is required inside the garage, the car must be pushed in and out by a maximum of 4 mechanics, all wearing clamps, with the engine off, and positioned parallel to the garage bay line in front of your garage before entering or exiting again.

6.2.6. If a car becomes obstructed while attempting to stop parallel to the pit lane line or while exiting it and needs to be maneuvered, the car must be moved, with the engine off, by a maximum of 4 mechanics, all wearing clamps.

Signposted area: maximum of 2 people per car.

Failure to comply with these rules will result in penalties (see Annex IV).

6.2.7. Anyone working in the work area (including the vehicle operator) must be equipped as follows:

- Long clothing (top and bottom, fire-resistant clothing is recommended);
- Protective eyewear or mask;
- Helmet previously approved by the technical commissioners;
- Protective gloves (in exceptional circumstances, an operator may remove the gloves if absolutely necessary).

All these rules apply from the free or private training sessions of the event onwards.

6.3. ACCESS TO THE BOXES

During training and the race:

a) The garage door (track side) must remain fully open;

b) Visibility into the garage must remain unobstructed, without any kind of obstruction (body parts, toilets, piles of tires, toy cars, etc.);

w) Race officials must have free access to the interior of the garage. Penalty:

at the discretion of the College of Sporting Commissioners.

6.4. GENERAL SECURITY

6.4.1. The race/event will be held in accordance with the Code and other regulations duly approved by FPAK.

6.4.2. The Organizing Committee, the Race Director / Event Director may propose any changes to these regulations in order to provide greater fairness to the competition, for safety reasons or other reasons, always subject to approval by the FPAK, or FIA if applicable.

6.4.3. Smoking or the use of any equipment or device that produces sparks is prohibited in the pit boxes, the pit box area, and on the roof of the pit box building.

6.4.4. Car repairs can only be carried out in the paddock, garage or on the starting grid.

6.4.5. Official instructions will be given to pilots using the signals established in the Code. Competitors must not use flags similar to these.

6.4.6. Anti-doping Control

In accordance with Article 18 of the PGAK

6.4.7. The Race Director and/or the College of Stewards may require a Driver to undergo a medical examination or drug/alcohol test at any time during the Race/Event. See Annex A of the Code for information on the FIA anti-doping regulations.

6.4.8. Apart from driving on the track, competitors are not allowed to attempt to alter the grip of any part of the track surface by any other means.

6.4.9. Violation or non-compliance with the provisions of the Code, this Regulation concerning general safety discipline, or the Code of Conduct for Driving on Circuits may result in the disqualification of the driver involved from the event, according to the severity of the infraction.

6.4.10. It is strictly forbidden for drivers to drive their vehicles in the opposite direction to the recognized direction of the lane, unless this is absolutely necessary to remove the vehicle from a dangerous position and carried out in a manner compatible with general safety. Failure to comply with this Regulation may result in disqualification from the Event.

6.4.11. Pushing a car on the track is prohibited. In exceptional circumstances, a driver may not be penalized if they assist the track marshals in removing the car from a dangerous position or from the starting line to the pit area during the race start/resumption procedure.

6.4.12. If a driver experiences serious mechanical problems during a free practice session, a qualifying session, or a race, they must leave the track as soon as it is safe to do so. Drivers who fail to comply with this requirement and/or obstruct part of the track will be penalized at the discretion of the race stewards.

6.4.13. The driver of any car that leaves the track due to being unable to maintain racing speed must signal their intention with sufficient advance notice and is responsible for ensuring that the maneuver is performed safely and as close as possible to an exit point. If a car stops outside the Pit Lane, it must be removed as quickly as possible so that its presence does not pose a danger or hinder other drivers.

6.4.14. If a car stops on the track, it is the responsibility of the track marshals to remove it as quickly as possible so that its presence does not pose a danger or hinder the other competitors. In the event of any external assistance, whether from the track marshals or mechanical assistance (e.g., towing, crane, vehicle).

If a vehicle is towed, using a telescopic handler or similar equipment, the vehicle may return to the session, except during Qualifying, where the vehicle may not return to that specific Qualifying session.

6.4.14.1.If this assistance results in the driver returning to the track, it must be done without violating any regulations and without gaining any lasting advantage;

6.4.14.2.The pilot should not benefit from this assistance to restart the engine;

6.4.14.3.Penalty: at the discretion of the College of Sports Commissioners: disqualification of the driver and/or competitor is possible.

6.4.14.4.If the driver moves more than 10 meters away from their car, they may be considered to have abandoned the session (at the discretion of the Stewards);

6.4.14.5.In the event of a towing system failure, the track marshals will tow the vehicle to a safe position using any part of the chassis or bodywork they deem sufficiently strong. The competitor shall not be entitled to make any claim for damage caused during the recovery procedures.

6.4.15.During the race, the recovered vehicle will be taken back to the pits for repairs, respecting the pit stop procedures as stipulated in Article 6.13. The car may only return to the race after approval from the Technical Delegate.

6.4.16.When exiting the car, the driver should always leave it in neutral or with the clutch disengaged and the steering wheel in the correct position.

6.4.17.The Race Director may instruct any car stopped on the track to return to the pits for repairs, by any means possible. Competitors cannot complain if their car cannot be taken to the pits before the end of free practice, qualifying, or the race.

6.4.18.During the period that begins five (5) minutes before and ends five (5) minutes after each free practice session, and in the period between the start of the formation lap immediately preceding the race and the moment the last car enters Parc Fermé, no one is allowed to enter the track, the pit lane entrance or the pit lane exit, except:

- Runway marshals or other authorized personnel on duty.
- Pilots driving or on foot, having first received permission from a race official to do so.
- Team members, when pushing a car or removing equipment from the grid after all cars have left the grid on the formation lap.
- Team personnel assisting track marshals in removing a car from the grid after the race has started.

6.4.19.At the end of each Free Practice, Qualifying and Race session, each Driver must cross the finish line only once.

Any violation of this rule may result in a fine of up to €500 for the responsible Driver.

6.4.20.After the checkered flag, all cars must proceed directly to Parc Fermé, without stopping, without overtaking (except in cases of extreme necessity), without receiving any kind of object and without any assistance (except from the track marshals, if necessary). Any vehicle that cannot reach Parc Fermé under its own power will be placed under the exclusive control of the technical marshals, who will take it there.

6.4.21.The car must always keep its headlights, taillights, and rain lights on when sessions are declared "WET TRACK" by the Race Director. The final decision rests with the Race Director to decide whether a driver must stop because the lights are not on. If a car is stopped for this reason, it may return to the track once the problem has been resolved.

6.4.22.At any time during the Race/Event, any violation of the Regulations that results (in the opinion of the Officials) in a serious risk to safety may lead to the disqualification of the Driver in question from the Race/Event by the College of Sports Commissioners.

6.4.23.Any violation of any part of Article 6 may result in the Competitor or Driver individually responsible incurring one or more penalties listed in Annex IV, at the discretion of the College of Sporting Commissioners, notwithstanding the foregoing. A different penalty may be applied.

6.5. DRIVING

6.5.1.A car alone on the track can use the entire width of the track. However, as soon as it is overtaken by a car that is about to pass it, the driver must allow the faster driver to pass at the first possible opportunity. During the race, the driver of the faster car is responsible for overtaking the slower car in a safe and sporting manner.

6.5.2.A driver cannot deliberately leave the track without a justified reason.

6.5.3.If a driver who has been overtaken by another does not appear to be fully using their rearview mirrors, the race stewards will display waved blue flags to indicate that the faster driver wishes to overtake. Any driver who ignores the blue flag will be reported to the race stewards, who may penalize them as follows:

the) In a qualifying session: at the discretion of the race stewards, with a maximum loss of five grid positions for the race.

b) In the Race: At the discretion of the College of Sports Commissioners.

w) Overtaking, depending on the circumstances, can be done from either the right or the left. No more than one change of direction is allowed to defend a position. Any driver returning to the racing line after defending their position outside the line must maintain a distance of at least one car length between their own car and the track edge (white line) when approaching, during, and exiting the corner, and at any other time when the car behind overlaps, even minimally, the car they are attempting to overtake.

6.5.4. Maneuvers that may prejudice other drivers, such as more than one change of direction to defend a position, deliberately obstructing a car beyond the track limits, or any other abnormal change of direction (especially during braking or requiring another driver to take evasive action), are strictly prohibited. Any driver who causes any of the aforementioned infractions will be reported to the stewards and may be penalized as follows:

the) In a qualifying session: At the discretion of the College of Sporting Commissioners, with a loss of up to ten positions on the starting grid or even disqualification, depending on the severity of the infraction.

b) In a race: At the discretion of the College of Sports Commissioners.

6.5.5. One or more yellow flags displayed at one or more traffic signs indicate the presence of some type of hazard ahead. Drivers must reduce their speed and be prepared to change direction or, if necessary, stop. Overtaking is strictly prohibited in these circumstances until the driver passes the green flag sign.

6.5.6. Throughout the race/event, drivers must observe, at all times, the provisions of the Code of Conduct for Circuit Driving, as published in Chapter IV of Annex L of the Code.

6.5.7. Drivers must use the track at all times. To avoid any doubt, the white lines that define the track limits are considered an integral part of the track, but the kerbs are not. A driver will be considered to have left the track if no part of the car remains in contact with it. If a car leaves the track for any reason, and without prejudice to the actions/ penalties listed below, the driver may return. However, this may only be done when it is safe and without gaining any advantage in time or position.

6.5.8. A car leaving the track, repeated serious errors, or the appearance of a lack of control over the car will be reported to the Race Director and the College of Stewards, who may exclude the driver's lap time(s) or apply one of the penalties included in Art. 11.2.

6.5.9. When a driver uses the run-off area, they must respect the instructions of the track marshals and reduce their speed sufficiently before returning to the track. No permanent advantage (time or position) is allowed.

6.5.10. At no time should a car be driven unnecessarily slowly, erratically, or in a manner that could be considered potentially dangerous to other drivers or anyone else. This applies regardless of whether the car is being driven on the track, in the pit lane, or in the pit lane.

6.6. TRAINING – RUNNING

6.6.1 PRIVATE TRAINING – FREE TRAINING

the) Private practice sessions and/or free practice sessions may be arranged by the Promoter from the morning of the Thursday preceding the qualifying sessions.

b) Any driver participating in private practice sessions as part of the event must strictly adhere to the same rules applied during official practice sessions and the race.

w) Any driver, in order to be admitted to participate in the race, is required to participate in at least one official free practice session, as scheduled in the Specific Regulations of the race/event, and must do so with the car in which he/she is registered, unless otherwise authorized by the College of Sporting Commissioners.

d) Except where these Regulations require otherwise, discipline in the pits and on the track, as well as safety measures, will be the same for a free practice session, a qualifying session and a race.

6.4.2 QUALIFICATION

the) There will be a qualifying session, divided into three 15-minute sessions, with a minimum 5-minute interval between sessions. The schedule will be set for each participating vehicle and confirmed in the Timetable. All drivers must complete at least one timed lap (i.e., two consecutive passes over the timing line on the track) to be eligible for the race, except for teams of four drivers or in cases of force majeure recognized as such by the Stewards.

b) For teams of four drivers, only three will participate in the qualifying session. The fourth driver will be eligible for the race provided they have completed at least one timed lap (two consecutive passes over the timing line on the track) during free or private practice.

w) Teams consisting of only two drivers must participate in all three qualifying sessions. In this case, one of the two drivers must participate in two non-consecutive sessions (i.e., the first and the third). For competitors in the UCS1 category, if one of the two drivers is classified as Silver or Gold, they may participate in only one session. Failure to comply with any of these rules will result in the cancellation of all lap times for the car in question, and its participation in the race will be subject to the approval of the College of Sporting Commissioners.

d) Only one driver is allowed per session, otherwise all lap times for that session will be cancelled.

and) The qualification session will proceed as follows:

- Q1 The best lap time for each driver will be recorded and designated MT1;

Q2 The best lap time for each driver will be recorded and designated MT2;

Q3 Each driver's best lap will be recorded and designated MT3.

f) For cars that completed at least one timed lap in each session, the retained qualifying time will be the average of the best laps MT1, MT2 and MT3, and their qualifying classification will be 1 (RQ1).

g) For cars that failed to complete a timed lap in one of the sessions, the qualifying time retained will be the average of their two best remaining laps, and their qualifying position will be 2 (RQ2). They will be ranked behind the cars with RQ1.

h) For cars that failed to complete a timed lap in two of the sessions, the qualifying time retained will be the best remaining lap (MT1, MT2 or MT3), and their qualifying position will be 3 (RQ3). They will be ranked behind the cars with RQ2.

i) For cars that did not complete any timed laps, their qualifying classification will be 4 (RQ4), and their participation in the race will be subject to the approval of the College of Sporting Commissioners, who will also determine their position on the starting grid. In all cases, they will be classified behind the cars with RQ3.

j) The qualifying results and starting grid positions will be determined first by the RQ order (RQ1, then RQ2, then RQ3, and finally RQ4), followed by the ranking (from fastest to slowest) of the recorded qualifying time, as indicated above.

k) If two or more cars have the same RQ and identical qualifying times, the order will be determined by the best overall lap achieved by those cars during qualifying (Q1, Q2 or Q3). If there is still a tie, priority will be given to the car that achieved the time first.

l) During the session, the following principles will be applied:

- Cars must remain in the pit lane from the moment the green light is activated at the start of Q1 until the checkered flag at the end of Q3. Any car that returns to its garage during the session will have all its lap times cancelled and will no longer be able to participate in the session;

- Refueling and/or draining the fuel is prohibited;

- Connecting a computer to the car (including via wireless connection, except for telemetry) or adding or removing any data or video recording device (USB drive, SD card, etc.) is prohibited. However, it is permitted to stop the camera recording at the end of the qualifying session, provided that this does not violate the closed park rules.

- At the end of Q3, the cars will be immediately placed in parc fermé.

j) In the event of an incident or off-track excursion caused exclusively by driver error that interrupts the qualifying session (red flag, FCY procedure, etc.), the driver responsible for the interruption will be penalized with a 10-place grid penalty for the race.

6.4.3 STOPPING A FREE PRACTICE OR QUALIFYING SESSION

the) If it becomes necessary to interrupt a free practice session or a qualifying session due to an incident, track blockage due to an accident, weather conditions, or other reasons that prevent its completion, the session must be interrupted by the Race Director by displaying red flags at all signaling points, and red lights must be displayed at the start/finish line.

b) When the red flags/lights are activated, all drivers must immediately reduce their speed, be prepared to stop if necessary, and proceed slowly back to the Pit Lane. All cars Abandoned vehicles will be moved to a secure location. / Any lap time recorded after the flags have been displayed.

Red lights will not be taken into consideration.

w) If a free practice session is interrupted, the Race Director will not be required to restart the session to meet the minimum time requirement. The final decision will rest with the Race Director.

d) The Race Director may interrupt practice or qualifying as many times and for as long as deemed necessary to clear the track or allow for the removal of a car. However, the session will only be extended as a consequence of this.

During qualifying practice sessions, whenever possible, time lost due to the suspension of a qualifying session should be recovered so that the minimum qualifying time can be met. However, it is not mandatory to resume the session or run the program again to achieve the minimum time criterion; the final decision rests with the College of Sporting Commissioners. No protests will be accepted regarding the possible effects of the interrupted/shortened session on any driver's qualifying.

and) Upon restarting the session, cars may only leave the pit lane when the pit exit is open with the green light on, unless the race director instructs otherwise.

6.7. THE GRILL

6.7.1. At the end of each qualifying session, the fastest time achieved by each driver will be officially published. The qualifying results will be published after the three qualifying sessions.

6.7.2. These results may be altered by any relevant penalties issued by the College of Sporting Commissioners. If two or more cars achieve identical average results, priority will be given to the one that recorded the best fastest lap time in either qualifying session. If two or more cars achieve identical lap times, priority will be given to the one that set it first.

6.7.3. If any of the qualifying sessions are cancelled due to force majeure, the definition of the starting grid will be at the discretion of the College of Sporting Commissioners, taking into account the different situations.

6.7.4. Starting grids will be published at least one (1) hour before the start of the warm-up lap.

6.7.5. Any driver who, for any reason, is unable to participate in the race, must inform the race stewards as soon as possible and, in any case, no later than one hour and fifteen minutes before the start of the formation lap.

6.7.6. If one or more cars are withdrawn, the starting grid will be reordered accordingly and the final starting grid will be confirmed 45 minutes before the start of the formation lap.

6.7.7. If any team fails to qualify, they may request permission from the Race Commissioners to start from the back of the grid, provided the grid is not full. If any of the drivers fail to qualify, the team may request permission from the Race Commissioners to start from the back of the grid. If there are two or more competitors in this situation, the grid positions are at the sole discretion of the Event Race Commissioners.

6.7.8. Any competing car accepted in this manner will be placed at the back of the starting grid after any other penalties have been applied.

6.7.9. For safety reasons, the prototypes will be placed at the front of the starting grid, regardless of the qualifying results of the GT cars. This rule will be applied to all stages except the Portimão II stage. The College of Sporting Commissioners may review this article and decide differently if necessary.

6.8. RACE

6.8.1. The driver who will start race 1 must be designated by their team no later than 1 hour after the end of qualifying, by filling out the appropriate form.

6.8.2. It will not be possible to change the initial pilot without incurring a penalty (see Annex 5), except in cases of force majeure.

6.8.3. The driver designated for the start must be at the wheel from the beginning of the starting procedure.

6.9. START-UP PROCEDURES (START-UP LAUNCHED)

6.9.1. Each competitor must designate the driver who will start the race within a maximum of one hour after the end of qualifying.

6.9.2. This driver must be at the wheel at the start of the race.

6.9.3. Penalty for non-compliance: starting from the end of the grid.

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

6.9.5. Except in exceptional circumstances, the departure procedure will be as described in this Article. Competitors will be informed if any changes to the departure procedure are deemed necessary.

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

6.9.7. If you intend to complete more than one reconnaissance lap, this must be done by driving through the pit lane at a very reduced speed (maximum 60 km/h) between each lap. This information will be communicated during the drivers' briefing. Only the driver designated to start the race may complete this reconnaissance lap with their registered car. Exception in case of force majeure.

6.9.8. Any car that fails to complete a reconnaissance lap and cannot reach the starting grid under its own power will not be allowed to start.

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

6.9.10. 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 still in the pit lane may leave from the end of the pit lane, provided it has arrived there under its own power. Any car leaving the pit lane may not leave the area designated for its team until the five-minute signal is given and must stop in a line on the fast lane.

6.9.11. All these cars may then enter the race once the entire field has passed the end of the pit lane on the first lap of the race (provided the pit exit is located after the control line), unless otherwise instructed by the Race Director.

6.9.12. The remainder of the race start procedure will proceed according to the Official Race Time up to the 10-minute mark. The opening and closing times for the pit lane exit may be subject to change at the discretion of the Event Organizers. This information will be included in the Official Time and mentioned in the Briefing.

6.9.13. The approach of the match will be announced by signals indicating ten minutes, five minutes, three minutes, one minute and 15 seconds before the start of the formation lap, each accompanied by an audible warning.

the) Signal "Five minutes"

All persons except drivers, officials and team members must leave the starting grid. Cars exiting the pits may enter the fast pit lane and form a queue at the pit exit. Cars must have their wheels mounted and in contact with the ground. Any car that does not have its wheels mounted and in contact with the ground at the "five minutes" signal will be penalized with a Drive Through.

b) Signal "Three minutes"

All persons, except the drivers, officials and one team member per car, must leave the starting grid.

w) "One minute" signal

The doors must be closed, the engines must be started immediately, and all persons, except the drivers, must leave the grid before the "15 seconds" signal, taking all equipment with them.

d) Signal "15 seconds"

If any team member or team equipment remains on the grid after the 15-second signal, the driver in question will be penalized with a Drive Through.

If any driver requires assistance after the "15 seconds" signal, they must inform the track marshals and, once the remaining cars have left the grid, the track marshals will be instructed to push the car(s) to the pit lane via the quickest route. In this case, track marshals with yellow flags will be behind the pit wall, next to the car in question, to alert the drivers behind. Any driver being pushed from the grid may not attempt to restart the car by pushing it and must follow the instructions of the track marshals. If the car is pushed to the pit lane, it may then depart from the pit lane and will be released after the last car that started from the grid completes its first lap and passes through the pit exit. The lights at the pit exit must be strictly observed.

and) Green Flag / Green Lights

Start of the formation lap. The cars will begin a formation lap behind the official race car, maintaining the starting order. The formation lap will normally last one lap. Exceptions to this rule occur when track conditions require it or when the grid formation is not correct for the start. During this lap, the formation must be kept as compact as possible.

The organization reserves the right to modify the procedure described above if it deems it necessary.

6.9.14. Overtaking during the formation lap is only permitted if a car is lagging behind when leaving its grid position and the cars behind cannot avoid overtaking it without unduly delaying the rest of the field. In this case, drivers may only overtake to restore the original starting order.

6.9.15. Any driver who has been delayed in leaving the grid and who is unable to re-establish the original starting order before reaching the last intermediate sector, must enter the pit lane and join the race as soon as the entire field has passed the end of the pit lane as specified in Article 6.9.11.

6.9.16. Any driver who is late to the start may not overtake another moving car if it is stopped after the remaining cars have crossed the finish line, and must start from the last position on the grid. If more than one driver is affected, they must position themselves at the last position on the grid, in the order in which they started, to complete the formation lap. If the finish line is not located in front of the pole position, for the purposes of this article, a white line one meter ahead of the pole position will be considered.

6.9.17. A drive-through penalty or a stop-and-go penalty may be imposed on any driver who, in the opinion of the College of Stewards, unnecessarily overtook another driver.

The car ran during the formation lap and/or did not return to the grid in the correct position and/or did not enter the pit lane when required.

6.9.18. The match will be a rolling one.

6.9.19. During the formation lap, the red starting lights will be on. The speed of the official organization car should be around 80 km/h during the formation lap. The official organization car will leave the track at the end of the formation lap.

6.9.20. The cars must maintain the Starting Grid. At a point detailed in the Drivers' Briefing, the cars will be positioned in pairs, forming two rows in their respective Starting positions. The drivers must line up directly behind the car in front. The cars must be at least one (1) car width to the right/left.

6.9.21. When all cars are lined up side-by-side for the start, the Official Car will reduce the speed of the pack before leaving the track towards the pits. From that moment on, the car in pole position will be responsible for the speed. The leader must then maintain a speed of at least 70 km/h and a maximum of 90 km/h at the start. A fact judge will monitor the speed of the car in pole position using radar. Any deviation from the prescribed speed (70-90 km/h) before the starting signal will result in a drive-through penalty.

6.9.22. Upon reaching the start/finish straight, cars must not accelerate prematurely or irregularly and must maintain their assigned grid position throughout the course, staying within the defined lines or pit boxes, until the start signal is given by the red lights going out. Infractions will be considered a "false start" and reported to the race stewards.

6.9.23. If the starting lights fail, the starting signal may be given with a GREEN flag.

6.9.24. If the race official is not satisfied with the position/speed of the cars or if any problem arises when the cars reach the starting line at the end of the formation lap, the red lights will remain on and the yellow lights will flash. This is a signal that an additional formation lap is required. Yellow flags will be displayed at all signaling posts. The cars, with the pole position car in the lead, will complete one more formation lap. They may be followed and led by another car that is officially in the lead.

6.9.25. If additional formation laps are required, the procedures at the end of an additional formation lap will be the same as at the end of a standard formation lap. If more than one additional formation lap is required, for timing purposes, the start will be considered to have occurred at the end of the first additional formation lap.

6.9.26. During the start of a race, the pit wall must remain clear of all persons, with the exception of duly authorized officials performing specific duties assigned by the Race Director and firefighters equipped with firefighting equipment.

6.9.27. Only in the following cases will any alteration to the startup procedure be permitted:

6.9.28. If it starts raining after the five-minute signal but before the start of the race, and, in the opinion of the Race Director, the competitors have the opportunity to change tires, the yellow lights with the message "Delayed Start" will be displayed on the starting line and the starting procedure will be restarted after ten minutes. In this case, the College of Sports Commissioners may determine the new distance and maximum duration of the race.

6.9.29. 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 is not safe to run even with rain tires, the yellow lights and the panel indicating "Delayed Start" will be displayed on the starting line and information about the likely delay will be shown on the timing monitors. As soon as the start time is known, at least ten minutes' notice will be given. In this case, the College of Sporting Commissioners may determine the new distance and maximum duration of the race.

6.9.30. If the race starts behind the Safety Car, Article 2.10 of Annex H of the CDI will apply.

6.9.31. A drive-through penalty or a stop-and-go penalty may be imposed on any driver who violates the starting procedure. In the case of a serious infraction, the panel of stewards has the right to impose a higher penalty. The panel of stewards may use all available video or electronic equipment to assist in decision-making. In these circumstances, the panel of stewards may override the decision of the judges of fact.

6.9.32. If a car appears at the pit exit more than one (1) hour after the start, the car will be disqualified by the College of Sporting Commissioners.

6.10. ON THE STARTING GRID

the) Any tampering with the cars is prohibited, except in the following cases:

- Removal and reinstallation of the steering wheel;

- Using the radio and controls;
- Measuring and adjusting tire pressure;
- Measuring tire temperature;
- Tightening the wheels;
- Access to engine management and data acquisition systems;
- Installation and removal of sun or rain protection;
- Installation or removal of adhesive tape on the vehicle body and air intakes;

Connecting and disconnecting an auxiliary battery.

6.11. RESERVE PILOTS

the)Withdrawal is officially validated when the competitor or team leader declares it in writing (withdrawal form) to Race Direction.

b)If a team has multiple cars, as soon as the withdrawal of one car is officially declared to Race Direction, 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 registered drivers and in accordance with the categorization rules for that car (Article 3.2).

w)The request must be submitted to Race Control and approved by the board of race stewards. Becoming a reserve driver does not guarantee points.

6.12. Pit Lane

Before any work is done on the car, the engine must be switched off.

6.13. DURING QUALIFICATION AND THE RACE

- Changing drivers while refueling at the fuel pump is prohibited;

Driver and tire changes must be performed exclusively in the pit lane, in front of the team's garage, in the work area.

the)For work in front of garages, only the following people are authorized to work:

b) 1 car controllerTheir main function is to ensure the safety of the pit stop and the team present in the work area. This person will supervise the pit stop, safety, stopping, and safe exit of the car. They must carry a plate with the car's number and must not be positioned in the vehicle's longitudinal axis. During the pit stop, this person may perform other functions besides supervision. They must wear a specific blue identification wristband provided by the organization. This is the only person authorized to be in the work area before the engine is switched off and after it is started for departure. Similarly, the only equipment authorized in the work area before the engine is switched off is the number plate used by the car controller.

c) 2 mechanicsFor mechanical interventions and/or any other actions on the car, they must wear a specific red identification bracelet provided by the organizer.

d) 1 pilot assistant,The person accompanying the driver when exiting the car may only assist their teammate in getting into the vehicle and fastening their seatbelt. They must wear a specific yellow identification wristband provided by the organization.

and)This corresponds to a total of 4 peopleexcluding drivers entering and exiting. All other mechanics must remain inside the garage.

f)For teams that include people with reduced mobility, a second co-pilot is permitted. g)For a tire change

or any other repair, mechanics must:

- Use a maximum of two impact wrenches in the work area;
- Collect the tools and new wheels that are outside the work area, take them inside the work area, and install the wheels on the car;
- Always transport the removed wheels when they are outside the garage area. However, to facilitate changing the wheels, they can be laid flat on the ground;
- Do not throw wheels or tools, nor drop them;

Disconnect the pneumatic jacks and return the wheels and equipment to the 2.5 m line behind the vehicle before it leaves the work area.

h)The area between the painted line in front of the garage door (or wall) and the 2.5 m painted line can be used to place tires and the tools necessary for these operations. No one may provide assistance in this area.

i)For any item that escapes the mechanics' control (wheel, wheel nut, etc.), or for any other violation of this article:

Penalty: at the discretion of the College of Sports Commissioners

6.14. REFUELING

6.14.1. For safety reasons, storing fuel inside garages is strictly prohibited. For any handling of fuel outside the refueling area, the presence of a mechanic with a fire extinguisher is mandatory.

6.14.2. During collective training sessions, refueling must be carried out in accordance with Article 48 of the PEV 2025. Fuel must be stored outside the garages, near the access door to the paddock, with a fire extinguisher always nearby.

6.14.3. Refueling will be done at the pumps in the refueling area, starting with the private practice session.

6.14.4. Refueling is prohibited during qualifying.

6.14.5. During the race, refueling will be carried out by the fuel supplier's team chosen by the Promoter. The engine must be switched off before any intervention and may only be restarted after all interventions have been completed.

Access to the refueling station will be primarily through the garage entrance.

- If a car breaks down in the refueling area, it may only be pushed by a maximum of two people to the intervention zone. From the exit of this zone to the garage, four people are authorized to push the car.

- One of the two authorized escorts must indicate to the vehicle where to stop and when to leave. Any team member who is near the vehicle will be considered to be intervening in it.

6.14.6. Any tampering with the vehicle in the refueling area is prohibited.

6.14.7. For each car entered, competitors must pay for the fuel directly to the supplier chosen by the Promoter.

6.14.8. In case of insufficient pumps, vehicles must wait at the entrance to the refueling area and must not block the circulation of any vehicle leaving the refueling area.

6.14.9. All cars must be capable of being refueled directly with a standard fuel pump nozzle, identical to those found at service stations. Cars equipped with quick refueling systems (ATL, Staubli, etc.) must be refueled using a refueling container conforming to FIA Annex J 2023, Article 252, drawings 252-1 or 252-2 and 252-5. This container must be empty before being connected to the car. Otherwise, a report will be submitted to the Sporting Commissioners. For these cars, the competitor may designate a mechanic to carry out the refueling, who must be equipped with:

- FIA Fact 8856-2000;

Fireproof balaclava;

- Full-face helmet approved by the FIA and in compliance with current FIA regulations;

- Fire-resistant gloves in accordance with current FIA standards;

- Fireproof shoes and socks;

Fireproof underwear.

6.14.10. Competitors may adapt the fuel filler cap(s) for this operation (installation of an Aero cap, flap cap or equivalent). The cap must be easily accessible manually for this operation and must not require the use of tools. Once opened, it must remain firmly fixed to the car (cable, wire, hinge, etc.). Installation of a check valve (FIA Technical List No. 18) is strongly recommended. If such adaptation differs from the vehicle'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. Whenever possible, the fuel filler cap should be located on the correct side relative to the position of the fuel pumps.

6.14.11. The use of adapters is strictly prohibited. The use of an additional ventilation inlet during refueling is only permitted if a ventilation canister conforming to FIA Annex J 2023, Article 252, drawings 252-1 or 252-2 is used. This canister must be empty before being connected to the car. Otherwise, a report will be submitted to the College of Sporting Commissioners.

6.14.12. It is the competitor's responsibility to ensure that the fuel tank (inlet, piping, etc.) can be refueled without problems using a fuel pump nozzle with a capacity of 60 L/min.

6.14.13. For safety reasons, the fuel pump will automatically shut off if there is any obstruction in the fuel injector nozzle.

6.14.14. For teams composed of drivers with reduced mobility, adaptations to these rules may be granted.

6.15. BREAKDOWN – OFF-TRACK INCIDENT

6.15.1. Any car that presents a potential hazard (excessive damage or damage to a safety element) must be stopped for repairs. The car may only return to the race with the approval of the technical stewards.

6.15.2. In case of a breakdown or problem in the pit lane that requires the car to be reversed, the driver must turn off the engine and may then be pushed to the garage by mechanics, with a maximum of 4 people allowed per vehicle. Any reversing maneuver with the engine running in the pit lane or driving against the flow of traffic in the pit lane will be penalized.

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

6.15.4. It is forbidden to refuel the vehicle with fuel, water, oil, etc., on the track (Penalty: disqualification of the competitor).

6.16. MINIMUM STOPPING TIME IN THE PITS

a) A minimum pit stop time is imposed, which must be respected at each mandatory pit stop during the race.

b) This mandatory stopping time is measured between the "pit lane entry line" and the "pit lane exit line" (as presented during the briefing).

The "Minimum Pit Stop Time" will be published in the briefing notes for each event or by an addendum from the College of Sporting Commissioners.

w) The pit stop must take place in front of the garage or in the area designated for each competitor and is the responsibility of the team leader.

d) During 2-hour races, competitors must make 2 mandatory pit stops lasting at least the minimum pit stop time. These mandatory pit stops must be completed within 1 hour and 45 minutes of the start of the race. For the final mandatory pit stop, the car must cross the pit lane entry line before 1 hour, 44 minutes, and 59.999 seconds of race time have elapsed.

and) During 3-hour races, competitors must make 3 mandatory pit stops, each lasting at least the minimum pit stop time. These mandatory pit stops must be completed within 2 hours and 45 minutes of the start of the race. For the final mandatory pit stop, the car must cross the pit lane entry line before 2 hours, 44 minutes, and 59.999 seconds of race time have elapsed.

f) If, within that period, the number of pit stops that respect the "Minimum Pit Stop Time" is less than 3, the car will receive a STOP & GO penalty with the time difference compared to the "Minimum Pit Stop Time", rounded up to the next second.

g) During the 4-hour race, competitors must make 5 mandatory pit stops, with each stop lasting at least the minimum time allowed. These mandatory stops must be made within 3 hours and 45 minutes of the race start. For the final mandatory pit stop, the car must cross the pit lane entry line before 3 hours, 44 minutes, and 59.999 seconds of the race time has elapsed.

h) If, within that period, the number of pit stops that respect the "Minimum Pit Stop Time" is less than 5, the car will receive a STOP & GO penalty with the time difference compared to the "Minimum Pit Stop Time", rounded up to the next second.

i) It is during each of these mandatory pit stops that the cars must also serve any performance balance penalties intended to level the playing field between the teams (see the performance balance penalty table). These penalties must be added to the minimum pit stop time.

j) A pit stop made under Safety Car or FCY will not be considered a valid mandatory pit stop. The FCY procedure will be considered active from the moment the Race Director announces its imminent implementation ("FCY in 30 seconds", for example). In the case of Safety Car or FCY, passing through "Safety Car Line 1" will determine its validity.

- If crossing "Safety Car Line 1" occurs before the Safety Car enters the road or before the FCY (Full Course Yellow) signal is issued, the stop may be considered one of the mandatory stops.

- If crossing the "Safety Car Line 1" occurs after the Safety Car has entered the circuit or a Full Course Yellow (FCY) has been declared, the stop may not be considered one of the mandatory stops. However, driver changes, car maintenance, etc., will still be permitted.

k) At the end of a Safety Car period, any car entering the pit lane intending to make one of its mandatory pit stops must have crossed the timing line on the 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 is already in the pit lane (at the refueling station, for example) when the Safety Car enters, it must return to the track before being allowed to make one of its mandatory pit stops.

l) For teams that include drivers with reduced mobility, the minimum pit lane stop time will be adjusted.

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

n) Penalties related to performance balancing will be specified in an appendix for each event.

the) On circuits where the refueling area is located after the pits, a waiting area will be created at the pit exit, before the "pit exit line". Cars must wait in this area until the minimum pit lane stop time has elapsed.

6.17. SECURITY CAR

According to Article 2.10 of Annex H of the FIA.

the) The Safety Car could also be used as the official car for a rolling start in a race. The Race Director may deploy the Safety Car if deemed necessary for safety reasons.

b) When the order for the Safety Car to enter the track is given, all track marshal posts will display waving yellow flags and the "SC" sign, which must remain lit until the end of the intervention. From that moment on, no car may be driven unnecessarily slowly, erratically, or in a way that could be considered potentially dangerous to other drivers or anyone else while the Safety Car is on the track. This applies to cars being driven both on the track and in the pits.

w) The Safety Car will enter the track with its orange lights on and, if possible, ahead of the race leader. If the race leader is not behind the Safety Car, the Race Director may authorize overtaking, in accordance with Article 2.10.12 of Annex H of the CDI.

d) All cars must reduce their speed and form a line behind the Safety Car, with a maximum distance of ten car lengths between them. Overtaking is prohibited, with the exceptions provided for in Annex H, Article 2.10 of the CDI, until the cars reach the finish line after the Safety Car has returned to the pits.

and) When instructed by the Race Director, the observer in the Safety Car will use a green light to signal to the cars between him and the race leader that they must overtake him. These cars will continue at reduced speed and without overtaking until they reach the line of cars behind the Safety Car.

f) During the race, if the Safety Car is deployed, the pit lane entrance will be closed for the first lap after the intervention begins.

g) Under certain circumstances, the Race Director may request the Safety Car to use the Pit Lane. In these cases, and provided its orange lights remain on, all cars must follow it into the Pit Lane without overtaking it. Any car entering the Pit Lane under these circumstances may not stop in its garage.

h) If a competitor needs to refuel during this closure period, they may add a maximum of 10 liters. If a competitor needs to enter the pits to carry out repairs, they may do so, but a 1-minute Stop & Go penalty will be applied after leaving the pits.

i) When the Race Director decides to end the Safety Car intervention, the message "SAFETY CAR THIS LAP" will be displayed, whenever possible, on the timing monitors, and the Safety Car should turn off its orange lights. This will signal to the drivers that it will enter the pits at the end of that lap. At that moment, the first car behind the Safety Car may set the pace and, if necessary, maintain a gap of more than ten car lengths.

j) To avoid the possibility of accidents before the Safety Car returns to the pits, from the moment the Safety Car lights go out, drivers must proceed at a speed that does not involve sudden acceleration or braking, nor any other dangerous maneuver that could endanger other drivers or prevent the race from restarting.

k) As the Safety Car approaches the pit lane entrance, the yellow flags and "SC" signs at the control points will be removed and, except for the final lap of the race, replaced by waving green flags and/or green lights on the starting line. These flags will remain on display until the last car crosses the finish line.

l) The pit lane exit will be closed from the moment the Safety Car and the line of cars following it are about to pass or have already passed the pit lane exit.

m) Under certain circumstances, the race may start behind the Safety Car. In this case, at any time before the "one minute" signal, the orange Safety Car lights will be illuminated. This is the signal to the drivers that the race will start behind the Safety Car. When the green lights come on, the Safety Car will leave the grid, followed by the remaining cars in starting order, with a maximum of ten car lengths between them. There will be no formation lap and the race will begin as soon as the green lights come on.

n) Overtaking is permitted only during the first lap if a car is delayed from its grid position and the cars behind cannot avoid overtaking without unduly delaying the rest of the field. In this case, drivers may only overtake to restore the original starting order.

the) Any driver who is late leaving the grid and is unable to re-establish the original starting order before reaching the last intermediate sector must enter the pit lane and may only resume the race after the entire field has passed through the end of the pit lane.

p) Any driver who is delayed at the start will not be allowed to overtake another car in motion (unless that car has mechanical problems) if they are overtaken by all other cars that were behind them in the starting order. That driver must then take the position at the back of the grid behind the Safety Car. If more than one driver is affected, they must take the position at the back of the grid in the order in which they started.

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q) Violation of any part of Article 6.17 may be penalized with a Drive-Through Penalty. In the case of a serious infraction, the commissioners have the right to apply a greater penalty.

6.18. FULL COURSE YELLOW « FCY »

6.18.1. The Race Director may declare a Full Course Yellow period if deemed necessary for safety reasons.

6.18.2. The message FCY will be displayed on the monitors and the instruction "Full Course Yellow" will be announced to the competitors by Race Direction via radio after a countdown.

6.18.3. As soon as the "Full Course Yellow" message is displayed on the monitors, all cars must immediately reduce their speed and maintain the speed announced during the drivers' briefing for the entire duration of the Full Course Yellow, in single file, maintaining the distance to the car in front and behind.

6.18.4. All track marshal posts will display a waved yellow flag and a sign indicating "FCY". Overtaking is strictly prohibited under the FCY sign, except in the case of a stopped car, a car with a technical problem, or a car entering or exiting the pits.

6.18.5. Any car driven unnecessarily slowly, erratically, or in a manner considered potentially dangerous to other drivers, at any time during a Full Course Yellow (FCY), will be reported to the College of Stewards. This applies to cars on the track as well as those entering and exiting the pits.

6.18.6. During the race, if a Full Course Yellow penalty is issued, access to the pits will be closed.

6.18.7. If a competitor needs to refuel during the Full Course Yellow procedure, they may add a maximum of 10 liters of fuel. If a competitor needs to enter the Pit lane for Repairs, they may do so, but a 1-minute Stop & Go penalty will be applied after leaving the pits.

6.18.8. Pilot changes will not be permitted during the Full Course Yellow procedure.

6.18.9. If a competitor enters the pit lane under Full Course Yellow, their entire stop will be considered to have occurred under Full Course Yellow, even if the Full Course Yellow procedure is followed by a safety car procedure.

6.18.10. When the Race Director announces the start time of the Full Course Yellow procedure ("Prepare for Full Course Yellow at .. h.. min. . s"), which defines the start time of the procedure, any car that has crossed Safety Car Line 1 may enter the Pit lane without penalty. Cars that have not yet crossed Safety Car Line 1 will be subject to the penalties applicable to entering the Pit lane during a Full Course Yellow procedure.

6.18.11. If the FCY procedure is followed by a Safety Car procedure, entry to the Pit lane will be reopened by an announcement from Race Direction. According to the regulations, any pit stop made during a Safety Car procedure will not be considered a mandatory pit stop.

6.19. SUSPENSION ONE RACE

6.19.1. Should it be necessary to suspend the race due to an incident, whether because the track is blocked due to an accident, or because weather or other conditions make it dangerous to continue the race, the Race Director will order red flags and/or red lights to be activated at all track marshal posts and abort lights (red) to be activated at the starting 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.

6.19.2. If any car cannot return to the pit lane due to a road blockage, it must return when the road is clear. The cars will be moved to the pit exit and organized in the order they were in before the race was suspended. The order will be determined at the last point where it was possible to identify the position of all cars. Cars in this situation will then be allowed to resume the race.

6.19.3. If fewer than two laps have been completed, the race will be stopped, all cars will return to the pits and proceed directly to the fast lane, forming a single file before the pit exit line and parking in parc fermé. The cars will be under the authority of Race Direction. A new start will be given with the original starting grid. The Safety Car will be positioned in front of the cars lined up behind the pit exit line.

6.19.4. If more than two laps have been completed but less than 75% of the race distance, the race will be stopped, all cars will return to the pits and park on the fast lane in parc fermé. The cars will be under the authority of Race Direction. When the track is usable again, the start will be held behind the Safety Car. The grid for the second part of the race will be according to the classification on the lap prior to the second part.

Race interruption lap. The Safety Car will be positioned ahead of the cars lined up behind the pit lane exit line.

6.19.5. Driving time during a red flag period will not be counted, and the timing system will confirm the updated driving times before the race restarts.

6.19.6. While the race is suspended:

the) Neither the race nor the timing system will be interrupted; however, whenever the event schedule allows, the race suspension period will be added to the maximum time of the respective race.

b) Only officers are allowed on the expressway;

w) Pilot changes are prohibited;

d) Any vehicle that has already started refueling when the red flag is activated must stop its refueling activities; and) Drivers are allowed to

exit their cars to remove helmets and gloves, but must remain next to their cars;

f) Since the Parc Fermé rules apply to all vehicles, no repairs are permitted in the pit lane, garage, or any other location, so all ongoing work must be stopped immediately.

g) All interventions on vehicles are prohibited in the pit lane during the race suspension phase, except with authorization from Race Control and under the supervision of the Technical Delegate, exclusively for safety purposes.

h) Connecting an external battery;

i) Engine start-up for temperature control;

j) If it's raining, cover your car.

k) The Race Director may, for safety reasons, decide to authorize a tire change.

l) In this case, the tire change must be carried out between the "10 minutes" and "5 minutes" signals, before the race restarts. At the "5 minutes" signal, all cars must be on their wheels in contact with the ground.

m) Any car with a puncture or damaged tire(s), after confirmation by the Technical Delegate, the teams may be allowed to change the respective tires.

n) For clarification, adverse weather conditions can be considered a valid safety reason.

the) Any car that, after the red flag signal, requires assistance to reach the grid, must enter the pit lane and remain in its work area outside its garage in the pit boxes, under the conditions of Parc Fermé.

p) Work on vehicles can only be carried out with the permission of the technical delegate.

q) Cars may enter the work area when the race is suspended, but a drive-through penalty will be imposed on any driver who enters the work area or whose car is pushed from the fast lane into the work area after the race is suspended. If the race is not restarted, a time penalty may be imposed at the discretion of the stewards. Any car that was in the pit lane entrance or in the pit area when the race was suspended will not be penalized.

r) Pilots must always follow the instructions of the track marshals.

s) Only the cars that participated in the original start will be allowed to resume the race, and even then, only if they return to the grid under their own power, via an authorized route, and were still in the race when it was suspended. The decision of the College of Sporting Commissioners regarding the classification will be final.

t) If more than 75% of the race distance has been covered, the race may be permanently stopped and declared finished. The cars must return to the pits and park on the fast lane, under parc fermé conditions.

u) If less than 50% of the distance is covered under a green flag, only 50% of the points will be awarded.

6.19.7. Responsible for the red flag

In the event of a track exit incident caused by driver error or inappropriate track behavior that affects session time (Safety Car deployment, red flag, FCY procedure, etc.), the driver responsible for initiating the procedure may, at the discretion of Race Direction, be penalized by the College of Stewards.

6.20. RESUME THE RACE

6.20.1. The delay will be as short as possible and, as soon as the restart time is known, all teams will be informed via the timing monitors, whenever possible at least ten minutes in advance.

6.20.2. The signals will be shown ten (10) minutes, five (5) minutes, three (3) minutes, one (1) minute and fifteen (15) seconds before the restart and each signal may be accompanied by an audible warning.

6.20.3. Unless otherwise instructed by the Race Director, as indicated on the "10 minutes" panel, a maximum of 3 team members per car will be allowed access to the grid, using the appropriate armband, to perform EXCLUSIVELY the following tasks:

- Assisting the pilot;
- Assisting the car's ignition with an external battery;
- Visual inspection of tires and brakes;
- Change the tires, if permitted by the Race Director (before the "5 minutes" signal);
- Remove the car cover (before the "5 minutes" signal);
- Defog the windshield.

6.20.4. Signal "Five minutes"

The cars must be supported on their wheels and in contact with the ground. A drive-through penalty may be imposed on any driver whose car did not have all wheels fully mounted at the five-minute signal or who had any wheels changed before leaving the grid after the race restart. All persons except the drivers, officials and one team representative from each competitor must leave the grid immediately.

6.20.5. Signal "Three minutes"

At the 3-minute signal, all cars positioned ahead of the leader will leave the pits to complete a lap and then return to the pits to rejoin the rest of the pack.

6.20.5. "One minute" signal

Engines must be started immediately and everyone, except the drivers, must exit the highway before the "15 seconds" signal, taking all equipment with them.

6.20.6. Signal "15 seconds"

15 seconds after this signal, the green lights/green flag will be displayed on the pit lane exit line, at which point the cars will proceed onto the track behind the Safety Car.

6.20.7. If any driver requires assistance after the "15-second" signal, they must inform the track marshals.

Once the remaining cars in a position to do so have crossed the starting line, the track marshals will be instructed to push the car into the work area. In this case, track marshals with yellow flags will be behind to alert the drivers coming from behind. Any driver being pushed at the restart may not attempt to restart the car by pushing it and must follow the instructions of the track marshals. If the car is pushed into the work area, the car(s) may then return from the back of the group after all cars have left the pits. The lights at the pit exit must be strictly observed.

6.20.8. Only when the race resumes will the cars that remain in the work area be able to move to the end of the pit lane exit, in the order in which they leave the work area.

6.20.9. The race will restart behind the safety car when the green lights come on.

6.20.10. The safety car will enter the pit lane after one lap, unless:

the) The race is being restarted in wet track conditions and the Race Director considers more than one lap necessary.

b) Do not have all the cars lined up behind the Safety Car.

w) Flight attendants are still cleaning the runway.

d) A new incident occurs that requires further intervention.

and) When the green lights come on, the safety car will leave the pits and all drivers must follow it, maintaining a maximum distance of ten car lengths between each other.

f) Overtaking behind the Safety Car is only permitted if:

g) A car that is late leaving its grid position may overtake to regain its position prior to the race suspension, provided it does so before crossing the last intermediate sector. Otherwise, it must return to the pits and may only rejoin the race after all other drivers have passed through the pit exit.

h) A drive-through penalty will be imposed on any driver who fails to return to the pit lane if they have not reinstated the original starting order before reaching the final intermediate sector.

i) Drivers may exit the pits to overtake any car that has fallen behind after leaving its position on the fast lane. Any driver whose car has been pushed off the fast lane will not be allowed to overtake to restore the order prior to the race suspension.

j) A drive-through penalty or time penalty will be imposed on any driver who, in the opinion of the stewards, unnecessarily overtakes another driver during a lap.

k) If the race cannot be restarted, the results will be recorded at the end of the second-to-last lap prior to the one in which the signal to suspend the race was given.

6.21. ARRIVAL

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- the)The race end signal ("Checkered Flag") will be given at the finish line as soon as the leading car completes the total race duration.
- b)If, for any reason, the checkered flag is waved before the leading car completes the scheduled race duration, the race will be considered finished at the moment the checkered flag is waved. If the checkered flag is not shown to the leading car first (another car receives it), the result will be determined on the last lap in which the leading car crossed the finish line before the End of Race signal.
- w)If the checkered flag is presented late for any reason, the race will be considered to have finished when it should have finished.
- d)After receiving the checkered flag, all cars must proceed directly to Parc Fermé without stopping, without overtaking (except when clearly necessary), without receiving any objects, and without any assistance (except from the technical marshals, if necessary).
- and)Any classified vehicle that is unable to reach Parc Fermé under its own power will be placed under the exclusive control of the technical commissioners, who will take it to Parc Fermé.
- f)The Race Director may exempt drivers who cross the finish line at a very low speed from completing this additional lap.

6.22. CLOSED PARK

- the)The parc fermé regime applies to cars at the end of the qualifying session, as soon as the checkered flag or the red flag is displayed.
- b)During free practice and qualifying, if the session is interrupted with a red flag, the cars will be stopped in front of their respective garages, and no mechanical intervention will be permitted unless authorized by the College of Sporting Commissioners.
- w)During the race, if the session is interrupted with a red flag, the cars will be stopped on the fast lane, in accordance with the parc fermé rules, and must comply with the instructions of the Race Director and/or his assistants.
- d)After the race ends, all cars are placed in parc fermé from the moment the flag is waved.

and)Vehicles must remain in a closed park for 30 minutes from the time the provisional official classification is posted, unless otherwise decided by the officials. Failure to comply with this rule will result in disqualification from the race.

f)When cars are in a closed park, any intervention on the vehicles is prohibited, except in the following cases:

By the pilot:

- Removal and reinstallation of the steering wheel;
- Using the radio and controls;
- Turn off the electrical circuits.

By the team's technicians or by the tire manufacturers:

- Measuring tire pressure;
- Measuring tire temperature.

g)Any other intervention is prohibited without the express authorization of the commissioners responsible for enforcing the conditions of the closed park.

This relates, in particular, to:

- Opening of the hoods;
- Change tires;
- Access to engine management and data acquisition systems, including wireless access;
- Removing the video card.

h)No one is allowed to enter the "closed park" except with the express authorization of the commissioners responsible for park control.

6.23. DRIVING TIME

6.23.1.For each event, the driving times will be specified in the "Balance Penalties and Driving Times" table. The driving time starts at the start for the driver who begins the race. It stops when the driver crosses the pit lane entry line or when the driver on the track crosses the last timing line. The driving time restarts when the driver crosses the pit lane exit line after a pit stop.

6.23.2.If the same driver crosses both the pit lane entry and exit (a pit stop without a driver change, for example), that time will not be counted towards their driving time, unless it is a penalty (drive-through or stop & go).

6.23.3. In the event of a pit lane stop for prolonged maintenance and/or extensive track interruptions, the competitor may report the fact to Race Direction. The driving times of the drivers from the team involved may be adjusted by decision of the College of Sporting Commissioners.

6.23.4. For any crew other than those listed, the registration request will be reviewed by the Organizing Committee.

6.24. BALANCE AND DRIVING TIME PENALTIES Please refer to the attachment for each event.

ART. 7. CLASSIFICATIONS AND AWARDS

7.1. CLASSIFICATION

To be classified, a car must cross the finish line on the race track when the checkered flag is displayed, except in cases of force majeure at the discretion of the College of Sporting Commissioners. Stopping on the track while waiting for the checkered flag to be displayed is prohibited.

7.2. WINNER

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

7.3 ORDER OF ARRIVAL

The drivers who crossed the finish line are ranked according to the number of laps they completed on the circuit and, for those who completed the same number of laps, according to the order of their last passage through the finish line.

7.4 points

a) To score points in the overall category standings, a car must have covered at least 75% of the distance of the 1st place finisher in the overall category standings, while the latter must have covered at least 50% of the distance of the 1st place finisher in the overall race standings.

b) To score points in its category, a car must have covered at least 75% of the distance of the 1st place finisher in its category, and the latter, in turn, must have covered at least 75% of the distance of the 1st place finisher in the overall category standings.

w) If a car is the only one to start in its category, to score points it must have covered at least 50% of the distance of the first-placed car in the race.

d) If a car is the only participant in its class, to score points it must have covered at least 75% of the distance of the 1st place finisher in the overall category standings.

7.5. RACE CLASSIFICATION

7.5.1. GT CATEGORY

For each race, the following criteria will be established:

- Overall ranking for each category (UCS1 – UCS2 – UCS3 – UCS4 – Porsche Cup – ...).
- A classification by class within each category (depending on the type of cars included in each category).

7.5.2. PROTOTYPE CATEGORY

It will be determined by race:

- An overall rating per driver
- An overall team ranking
- An "AM" rating per category for teams that are 100% Bronze (or have an average age of 50 or more).

7.6 ALLOCATION OF POINTS

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

CLASSIFICATION	POINTS
1st	25
2nd	18
3rd	15
4th	12
5th	10
6th	8

7th	6
8th	4
9th	2
10th	1
Remaining	0.5

7.7. FINAL TROPHY CLASSIFICATION

7.7.1. All races included in the calendar of Ultimate GT Winter Cup They count towards the final ranking of the Trophy.

7.7.2. Only the races from rounds 1 and 2 included in the calendar of Ultimate Prototype Winter Cup They count towards the final ranking of the Trophy.

7.7.3. Each driver on a team will add up the points obtained in the classification of each race (overall classification of the category), which will be multiplied by the competition coefficient, if applicable.

7.7.4. There will be a winner. GT Ultimate Winter Cup Challenge by category and an overall winner of the ULTIMATE WINTER CUP. Winner of the Trophy.

7.7.5. There will be a winner of Ultimate Prototype Winter Cup Challenge by category and an overall winner of the Ultimate Prototype Winter Cup. Winner of the Trophy.

7.7.6. For the latter, the following table will be considered. Points must be multiplied by the competition coefficient, if applicable. All races included in the calendar of Ultimate Winter Cup These races count towards the overall Trophy standings. There will be no awards ceremony after each race for this ranking.

CLASSIFICATION	POINTS
1st	25
2nd	18
3rd	15
4th	12
5th	10
6th	8
7th	6
8th	4
9th	2
10th	1
Remaining	0.5

7.8. DRAW

7.8.1. Drivers who form a permanent team in duos or trios throughout the Series season will receive the same score and may, where applicable, be awarded the Drivers' title. However, if two or more drivers from different duos finish the season with the same score, the title will be awarded to drivers. Ultimate Winter Cup It will be delivered:

a) To the driver with the most first-place finishes;

b) If the number of first-place finishes is the same, the prize will be awarded to the driver with the most second-place finishes.

w) If the number of second-place finishes is the same, the winner will be the driver with the most third-place finishes, and so on, until a winner is determined.

7.9. TEAM CLASSIFICATION

7.9.1. The "Team" classification will award the team with the highest score, considering the results obtained by the car that scored the most points for each team in each race, regardless of the category in which the car obtained its points. If the category has fewer than 4 participants, only 50% of the points will be considered in the calculation.

7.10. AWARDS

a) The awards ceremony will take place on the podium after the race. There will be one podium for each category.

b) Trophies or cups will be awarded to each driver who is entitled to reach the podium in each race and in the final season standings.

w) After each race, the teams of the top three finishers in each category of Ultimate Winter Cup They will be awarded prizes.

d) In categories with fewer than 4 entries, only the winner will be called to the podium. Any driver entitled to a podium finish must present themselves with their competition attire clearly identified according to the identification plan of [organization name]. Ultimate Winter Cup.

and) The final prizes, as indicated in the category regulations or the Specific Regulations of the Competition/Event, are awarded to the competitor or to the person designated by them on the registration form.

f) Only drivers who have completed at least 75% of the number of laps completed by the category winner will be eligible to claim the prizes awarded.

g) The Promoter may award prizes at their discretion.

h) Trophies or cups will be awarded to each driver who is entitled to reach the podium in each race and in the final season standings.

ART. 8. TIRES – FUEL – EQUIPMENT

8.1. TIRES

8.1.1. The use of tire heating chambers is permitted. The use of any chemical treatment on tires is prohibited.

8.1.2. Tire warmers are permitted. However, they cannot be used on the pre-grid or starting grid.

8.1.3. For all participating cars in ULTIMATE WINTER CUP Only GOODYEAR slick and rain tires with the specific championship markings will be accepted. The only authorized rain tires are exclusively GOODYEAR and supplied by APR. Cutting slick and rain tires by competitors is prohibited.

8.1.4. Each competitor must use the dimensions and type of tires specified for their car in the table in Annex III of the regulations.

8.1.5. Any competitor wishing to participate with a car not listed in the table must contact the Promoter.

8.1.6. Even if the reference dimensions are similar, no other type of the same brand or any other brand will be tolerated, whether in private tests, free practice, qualifying or races (unless authorized by the Promoter).

8.1.7. In the GT category for private testing, there is no tire limit. In the Prototype category for private testing, tires are not limited, but must have the specific series marking. These tires can only be used during private testing. Tires registered for the event (qualifying and races) can also be used in private testing. Failure to comply with these rules or tire registration will result in penalties.

8.1.8. All tires (slick or rain) must bear the specific series sticker, including tires used in private tests (a set without a sticker is allowed for private testing on the first participation). Failure to comply with this rule or incorrect tire registration will result in a penalty.

8.1.9. For the GT category, the number of slick tires is limited to:

- UCS1: Maximum of 12 tires for qualifying and a 3-hour race.

- UCS4: Maximum of 8 tires for qualifying and a 3-hour race.

- Other categories: maximum of 12 tires for qualifying and a 3-hour race.

8.1.10. For any event lasting less than 3 hours, the number of tires will be specified in the Specific Regulations of the Race/Event.

8.1.11. For the Prototype category, the number of slick tires for 3-hour races is limited to a maximum of 8 tires for qualifying and the race.

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

8.1.13. There is no limit to the number of rain tires. Mixing slick and rain tires is prohibited. Rain tires may only be used if the track has been declared wet by the race director for the practice session (free practice, qualifying) or for the race.

8.1.14. To ensure the normal and safe wear of the tires assigned to each race, it is strongly recommended to follow the manufacturer's usage recommendations (camber, pressure). Furthermore, for safety reasons, the promoter reserves the right to authorize additional tires for the race.

8.1.15. All tires (slick or rain) must bear the specific series sticker, including tires used in private tests (a set without a sticker is allowed for private testing on the first participation). Failure to comply with this rule or incorrect tire registration will result in a penalty.

8.1.16. Four additional tires (front or rear), called "jokers," may be used during the season in case of damage to a tire, subject to evaluation by the supplier and approval by the Technical Delegate. For each entry in

In one race, only one additional tire may be granted. This allocation cannot exceed four additional "joker" tires during the season.
8.1.17. Tires must be ordered at least 10 days prior to the event, exclusively through the company:

APR
3, rue du Pavin
Parc Logistique
63360 GERZAT
Tel. (France): 04 73 24 24 24 E-
mail: apr-contact@apr-europe.com

8.2. FUEL

- the) Fuel type: Super unleaded 98 minimum, in accordance with Article 252-9 Annex J;
- b) The use of fuel provided by the organization is mandatory from the start of private training sessions and throughout the entire duration of the event. Checks will be carried out.
- w) The use of any additives is prohibited.
- d) Or the original fuel tank (if it complies with the vehicle's homologation);

8.3. EQUIPMENT

- ESCAPE

- the) In accordance with Article 20.6.1 of the PEV 2025.
- b) During training and races, the use of a silencer is mandatory.
- w) The noise generated by the car under static conditions must not exceed 100 dB(A) at three-quarters (75%) of the maximum engine speed.

- d) This measurement is taken at a distance of 0.5 m and at an angle of 45° to the exhaust outlet. All measures taken to ensure that maximum noise limits are not exceeded must be permanent in nature and must not be negated by exhaust gas pressure.
- and) Inspections can take place during technical checks, as well as during free practice and races.
- f) A noise measurement area will be available near the technical inspection area on the day of the inspection. This measurement will be used to create a database of "static measurements," whose sole purpose is informational and preventative.

8.4. TRANSPONDER

- the) At all events, each vehicle must be equipped with a 12V COBRA 360 Multi Driver transponder.
- b) The competitor is responsible for the correct installation of the system and for ensuring its proper functioning at all times.
- w) It is the Team Manager's responsibility to ensure, at all times, that the driver's name displayed on the timing monitors is indeed the name of the driver inside the car. If the name displayed on the monitors does not match the driver in the car, the Team Manager must immediately inform Race Direction and the timing team.
- d) The transponder locations will be determined by the registration form submitted by the competitor or, failing that, by the list of registered participants for the event.

8.5. BALLAST

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

- b) Any ballast installation must comply with the vehicle's homologation or, failing that, with Article 252-2-2 of FIA Annex J.

8.6. GT Category Telemetry – Transmission

- the) Data transfer via telemetry is authorized. Radio communication is authorized in vehicles.
- b) It is highly recommended that teams have a radio tuned to the Race Direction frequency. Radio use may be mandatory if conditions require it.
- w) 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 transmitted via the Race Director's radio frequency will also be displayed on the screens. All messages, whether written or spoken, must be respected. All teams must be connected to the Race Director's messaging system.

8.7. TELEMETRY CATEGORY PROTOTYPES – TRANSMISSION

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

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- Steering angle sensor

Suspension sensors

GPS

Brake pressure

- Wheel speed

Tire pressure

- Onboard cameras.

Additional systems are prohibited, in particular:

Instrumented rods

Pitot tube

- Tire temperature

- Pressure under the floor

- Display of telemetry data on onboard cameras in live mode.

- Vehicle height.

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

w) This radio will be used by the Race Director to communicate with the teams. Teams may not use this frequency for any other information. Information provided on the Race Control radio frequency will also be displayed on the screens. All messages, written or spoken, must be respected. All teams must be connected to the Race Control messaging system.

8.8. LIGHTING

the) Original headlights must retain their approved or original configuration and may consist of multiple light points; LED headlights are permitted.

b) Turn signals, taillights, and reflectors are mandatory.

w) Each vehicle must be equipped with a red LED rain light at the rear or comply with its type-approval form.

d) The intensity of the headlights and taillights should under no circumstances cause glare. Vehicle identification lights by their location:
and) Under no circumstances should this light be of the flashing, rotating, or strobe type, as these are strictly reserved for intervention vehicles.

f) The rear rain light must remain permanently on when the track is declared wet, unless the Race Director instructs otherwise.

8.8.1. For night races:

the) Each car must be equipped with at least one front light on each side and one rear light on each side, functioning throughout the event;

b) The installation of a maximum of 4 additional headlights is permitted. The additional headlights must comply with the vehicle's homologation form or be validated by the Technical Delegate if they are not part of the homologation form. They must be securely fixed and cannot exceed the vehicle's perimeter (projection of the area occupied by the vehicle seen from above). These additional headlights may be LED. One additional headlight will be considered as ONE LED unit whose width does not exceed 20 cm.

w) The additional lights should preferably be integrated into the front bumper. This can be done by drilling holes in the bumper. They should be installed in the same area as the original headlights or below the horizontal line formed by the base of the original headlights;

d) These modifications should not generate downforce or add cooling airflow.

and) In the event of a malfunction in a car's lighting and signaling system, whether on the track or in the pits, the Race Director may immediately notify the competitor, who must then resolve the problem at the next pit stop. For safety reasons, at his sole discretion, the Race Director may decide to order the car to be stopped immediately for repairs.

f) It is mandatory that at least one windshield wiper is working.

8.10. SPECIFICITIES – ENGINE IGNITION

the) The engine must be started exclusively by the driver, seated at the wheel, without external assistance. This is the only procedure allowed for starting the race and for subsequent starts during the event.

b) It is permitted to start the engine using an additional battery on the starting grid.

8.11. WINDOWS AND SAFETY NETS

the)A safety net is recommended on the driver's side door for all cars and must be homologated in accordance with FIA standard 8863-2013 (FIA Technical List No. 48).

b)They must be fixed to the approved anchor points (see vehicle homologation form) and installed in accordance with the installation specifications published by the FIA (V6 Racing Net Installation Specification). For vehicles without approved anchor points, installation must be carried out in coordination with the technical delegate.

8.12. TOW STRAP

the)All vehicles must be equipped with tow straps at the front and rear, in accordance with the vehicle type-approval form.

8.13. DATA REGISTRATION

the)A data logger with sensors, approved by the Organization, must be installed in all GT3 category cars at all events. It is the responsibility of each team to obtain this data logger, as well as the sensors, install them and ensure their correct operation. The Organization will specify the selected system. Cars without a data logger, without all the necessary sensors, or with a data logger that does not function correctly, will not be in compliance with the regulations and may be reported to the Stewards.

ART. 9. ADVERTISING

9.1. MANDATORY ADVERTISING

the)The competitors and drivers who participate inUltimate Winter CupThey must affix to their vehicles, for each event and before the start of the technical inspection, the advertising required by the Promoter (see sizes and positions according to the Identification Plan of the Promoter).Ultimate CupAnnex I. Pilots may display other forms of advertising.

b)Under no circumstances may the vehicle identification defined by the Promoter be modified by the drivers and/or competitors.

w)Any advertising that competes withUltimate Winter Cupand one of its sponsors on the cars and suits (unless authorized by the Promoter).

d)Failure to comply with the identification plan defined byUltimate CupThis will result in the application of penalties (see Annex IV).

9.2. STICKER APPLICATION PLAN

the)The sticker application plan to be followed is detailed in Annex I.

ART. 10. BOXES AND INSTALLATIONS

10.1. Pit Lane Area

10.1.1.The section of the track between the first safety car line and the start of the pit lane will be designated as the "Pit Lane Entrance". Any driver intending to leave the track or enter the pit lane must signal their intention in a timely manner and ensure that it is safe to do so. At all times, access to the pit lane is permitted only via the pit lane entrance; crossing the line separating the pit lane entrance from the track in any direction is prohibited, except in exceptional circumstances at the sole discretion of the Stewards.

10.1.1.1.Any violation of this article during a Free Practice session may result in a penalty;

10.1.1.2.Any violation of this article during Qualifying may result in the following penalties for the driver: Loss of a maximum of three grid positions for the race.

10.1.1.3.Any violation of this article during a Race may result in a penalty at the discretion of the College of Race Commissioners.

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

10.1.3.Cars exiting the pits to return to the track must not cross any marked line at the pit exit intended to separate cars exiting the pits from cars already on the track, except in exceptional circumstances, at the sole discretion of the College of Sporting Commissioners. The penalty for violation of this article will be as detailed in Articles 10.1.1.1 to 10.1.1.3.

10.1.4.The speed limit of 60 km/h and maximum safety precautions will be applied in the Pit Lane at all times during the race/event. Signage and/or lines will be used to indicate the beginning and end of the area where the speed limit applies.

10.1.4.1.Any violation of this article, at any time during Free Practice, a Qualifying session or a reconnaissance lap, may result in the following penalty:

- A fine of €50 for each km/h above the speed limit.

10.1.4.2. Any violation of this article during a Race may result in the following penalties being imposed on the Driver:

the) A drive-through penalty or another penalty as provided for in Article 11.2, or at the discretion of the College of Sporting Commissioners.

However, the College of Sporting Commissioners may impose an additional penalty in accordance with Article 11.2 if the commissioners consider that a driver was speeding in order to gain some kind of advantage.

10.1.5. The pit area will be divided into two lanes. The lane closest to the pit wall will be designated as the "Express Lane" and the lane closest to the pits will be referred to as the "Internal or Work Lane".

10.1.5.1. The only area in the Pit Lane where any work can be carried out on a vehicle is the Inner or Work Lane.

10.1.5.2. Vehicles may only enter or remain on the expressway if the driver is seated behind the wheel in their normal position and the vehicle is operating under its own power.

10.1.5.3. It is forbidden to paint markings or lines anywhere in the Pit Lane. Only tape is permitted in the designated pit stop area on the work lane; all markings must be removed at the end of the event.

10.1.5.4. No equipment may be left on the highway.

10.1.5.5. During official sessions (free practice, qualifying and race), at the start of each session, cars may begin queuing in the Fast Lane only one minute before the pit lane exit opens (except before the start of the race; for cars exiting the pits, see Art. 6.9). Cars in the Fast Lane before the "1 minute" warning will be instructed to wait until the lights turn green, and other cars may pass before entering the race lane.

10.1.5.6. Cars must reach the expressway by the shortest possible route, following the ideal line connecting their garage to the expressway.

The expressway must remain clear at all times, except in the cases mentioned in Article 6.9.

10.1.5.7. At the restart of any free practice or qualifying session, the competitor may only move the car to the Fast Lane when the pit exit lights turn green and/or the pit exit marshal shows the green flag, or when the Race Director announces "Fast Lane open".

10.1.5.8. Any violation of these Regulations may result in a minimum fine of €250 imposed on the Competitor and may lead to further penalties, depending on the discretion of the College of Sports Commissioners, according to the seriousness of the infraction.

10.1.6. Cars may only stop in their assigned zone. It is not permitted, at any time, to stop or park a car, even temporarily, outside of that assigned zone.

10.1.7. Notwithstanding the provisions of Article 10.1 of the Regulations, if a Driver goes beyond their assigned pit lane and stops beyond it, the car may only regain access to their own zone if it is pushed, provided it is safe to do so.

10.1.8. At no time may a car reverse in the pit lane without being pushed.

10.1.9. It is the competitor's responsibility to remove their car from the garage or pit lane only when it is safe to do so. The competitor must also provide a means of clearly establishing, when viewed from the front, the moment the car was released.

10.1.10. If a car is deemed unsafe during any practice session, the panel of race stewards may impose a fine of up to €1250 on the competitor.

10.1.11. If a car is deemed to have been released in unsafe conditions during a race, a penalty in accordance with Article 11.2 will be imposed on the competitor in question.

10.1.11.1. An additional penalty may be imposed on a driver who, in the opinion of the College of Stewards, persists in driving a car that is not safe to drive.

10.1.12. In all the aforementioned cases, a car will be considered released when it leaves the designated garage area (upon exiting the garage) or after it has completely left the pit stop position following a pit stop or after serving a penalty.

10.1.13. If any car abandons the race while in the Pit Lane, it must be pushed to the Parc Fermé area via an authorized route, as informed in the drivers' briefing, and under the supervision of a race official.

10.1.14. If, in the opinion of the Pit Lane commissioners, any Competitor or their representative, regardless of whether they have been previously warned or not, positions their equipment in a way that causes danger, obstruction or interference with the activities of another Competitor, a penalty will be imposed on the Competitor in accordance with Article 11.2, at the discretion of the College of Sports Commissioners.

10.1.15. Unless a car is pushed off the grid at any point during the starting procedure, cars may only be driven from the area designated for each team to the end of the pit lane.

10.1.16. Any driver who needs to start from the pits may not leave the area designated for their team until the five-minute signal for the start of the formation lap is given on the grid and must stop in single file on the fast lane.

10.1.16.1. Under these circumstances, work on the expressway will be permitted, but any such work is restricted to:

the) Starting the engine and its preparations;

b) The installation or removal of permitted cooling and heating devices; w) Changes made for pilot comfort;

d) Change the wheels if weather conditions change or if there is a puncture.

10.1.16.1. When cars are allowed to leave the pit lane, they must do so in the order set out in Art. 6.9, unless another car is improperly delayed. Drivers must always follow the instructions of the stewards.

10.1.17. People under the age of 16 are not permitted in the Pit Lane or on the pit wall. Any violation of these Regulations may result in a minimum fine of €250 and the withdrawal of the pass in question. The matter will be reported to the Event Organizer, who may impose additional sanctions at their discretion.

10.1.18. Animals, except those expressly authorized by the organization for use by security services, are prohibited in the pit area, on the track, and in any area designated for spectators.

10.2. Equipment in the Pit Lane (Boxes)

10.2.1. Articulated arms, air hose supports, or lighting brackets must not extend beyond the outer limit of the "work area" and must be at least 2 meters from the ground. Air cylinders must be firmly secured or anchored. A protective cover around the valves and pressure regulator must be permanently installed. The conformity of the installations and the validity of the air cylinders will be verified.

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

10.3. SIGNAGE AREA

10.3.1. Two people per car will be designated to occupy a trackside position with authorized access during free practice and the race. This position will be authorized by means of an orange armband, clearly identifiable and specific to the category.

10.3.2. These members can provide useful information to pilots, but only from that position and without using emblems, flags, and/or lights similar to those used by the organization.

Penalties: as per Annex IV.

10.4. GARAGE ASSIGNMENT – PADDOCK

10.4.1. The Promoter holds the exclusive authority for the allocation of boxes and spaces in the paddocks.

10.4.2. The location of the official scoreboard will be indicated in the Specific Regulations. This scoreboard may only display information approved by the College of Sports Commissioners or the Race Director. In addition to the official scoreboard, results and important information will be communicated via the chat on the mobile application designated by the Promoter.

10.4.3. Competitors must comply with the circuit's rules and regulations, particularly regarding the use of sanitary facilities, electrical or water outlets, movement within the paddock, and respect for local residents regarding engine starting outside prescribed hours.

10.4.4. Once the initial technical inspection is complete, no car that has been inspected may leave the circuit facilities without the express authorization of the Race Director.

10.4.5. The event organizer will have full authority to enforce the regulations relating to the paddock and must report any violation of the aforementioned rules to the College of Sports Commissioners.

10.4.6. Any violation of the rules defined in this article may result in a penalty, which may include disqualification.

10.5. SPECIFIC CARS

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

10.6. COMMERCIAL ACTIVITIES

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

ART. 11. INCIDENTS – PROTESTS – APPEALS

Penalties: Summary of penalties for ULTIMATE WINTER CUP.

Protests and appeals – See Articles 13, 14 and 15 of the International Sports Code.

The College of Sports Commissioners may impose additional penalties to those listed in Annex 5 for any violation of these regulations, even if such violations are not specified in Annex 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, that is reported to the College of Stewards by the Race Director (or observed by a race official or judge of fact and referred to the Race Director for investigation), which:

the) Requires the interruption of a Free Practice session or Qualifying session, as stipulated in these Regulations; b) The race must be suspended as stipulated in these regulations;

w) Neutralization is required, and the Safety Car must be used as stipulated in these Regulations;

d) This constitutes a violation of these Regulations or the Code; and) It

may have caused a false start by one or more cars;

f) It may have caused a collision;

g) Have forced a driver off the track?

h) Illegitimately obstructing a legitimate overtaking maneuver by a driver;

i) Illegitimately obstructed another driver during an overtaking maneuver;

j) Caused a pit lane or pit stop violation.

11.1.2. Unless it becomes completely clear that a driver has infringed any of the above rules, any incidents involving more than one car will normally be investigated after the session or race in question.

11.1.3. It will be up to the College of Sporting Commissioners to decide, upon receipt of a report or a request from the Race Director, whether one or more Competitors or Drivers involved in an Incident will be penalized.

11.1.4. A penalty will be imposed when the College of Sporting Commissioners determines that an incident was wholly or partly the responsibility of a Driver and/or Competitor.

11.1.5. If an incident is under investigation by the College of Race Stewards, a message informing all competitors which driver or drivers are involved will be displayed on the timing monitors, on the in-car messaging system, and transmitted via the competitors' radio system whenever possible.

11.1.6. Any driver involved in an incident may not leave the venue without the consent of the race stewards until the investigations have been completed.

11.2. PENALTIES

11.2.1. Any penalty decision by the College of Sports Commissioners will be subject to appeal in accordance with the Code, except in the cases mentioned in these Regulations.

11.2.2. Colleges of sports commissioners may impose the penalties specifically set out in these Regulations, in addition to or instead of any other penalties available under the Code.

11.2.3. If any infringement is observed, only the College of Sports Commissioners will decide on the penalty to be applied, in accordance with the Code. If the penalty is explicitly defined in these Regulations, it must be applied, except when the College of Sports Commissioners considers another penalty more appropriate due to the seriousness of the infringement.

11.2.4. If any driver or competitor repeats the same infraction, the penalties stipulated in these Regulations may be increased by the panel of race stewards, at their discretion, using any of the penalties available in the Code and in these Regulations.

11.2.5. If a driving infringement occurs during a qualifying session, the stewards may deduct any number of qualifying times from the driver/competitor in question.

11.2.6. If a driver is disqualified from a qualifying session, race, or event for any reason, the competitor will not be entitled to any financial compensation.

11.2.7. Any incident observed in the Paddock, Pit Lane or on the Track (provocative acts of any kind, verbal or other threats) and/or unsportsmanlike conduct that does not respect the spirit of the Event (violation of sportsmanship or ethics, prejudice to the greater interest of motorsport, moral or material damage to the Organizer, event sponsor or its partners, etc.) or that is likely to harm the image/reputation of the Event committed by a Competitor, representative, Driver or their entourage will be reported to the College of Sports Commissioners, who may impose any of the following penalties:

the) A fine;

b) Loss of points in any category classification, even if it results in a negative score;

w) Disqualification of the competitor and/or the driver in question from the event;

d) Refusal to register the competitor and/or driver in question for the next season's event; and) Apply any other penalty stipulated in the Code;

f) A suspended sentence for any of the sanctions included in points a) to e) above.

11.2.8. Any competitor whose car is deemed ineligible according to the Technical Regulations will be subject to the penalties established by the Code and by these Regulations.

11.2.9. The College of Sporting Commissioners may impose any of the following penalties on any Driver and/or competitor involved in an incident:

11.2.9.1. DURING TRAINING SESSIONS

11.2.9.1.1. Display of a blackboard with the words STOP & GO in white letters (dimensions 60 x 40 cm) along with the driver's number:

the) For disrespecting the flags;

b) For unsportsmanlike conduct;

w) Due to non-compliance with safety instructions in the pit area and signage area.

11.2.9.1.2. And also:

the) The lap time in which the infraction was committed will be cancelled due to exceeding track limits.

b) Cancellation of the best time in the practice session due to disrespect for the flags, with the penalty potentially being increased depending on the severity of the infraction;

w) All lap times recorded in the corresponding session have been cancelled due to unsportsmanlike conduct.

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

11.2.9.2. DURING THE RACE

11.2.9.2.1. Drive-Through Penalty

The driver must enter the pit lane and return to the race without any pit stops or pit lane re-entry.

11.2.9.2.1.1. Display of a black sign with white lettering "Drive Through" (dimensions 60 x 40 cm) along with the driver's number:

the) Due to a false start;

b) By simulating the start, during the formation lap;

w) For not respecting the distances described during the formation lap at the start, or for not respecting the track limits;

d) For overtaking during the formation lap before the rolling start or under the Safety Car procedure;

and) For not respecting the lane boundaries;

f) For unsportsmanlike conduct;

g) For disrespecting the flags;

h) Due to non-compliance with safety instructions in the pit area and signage area.

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

11.2.9.2.2. Stop & Go Penalty

For the duration that the panel of race stewards deems appropriate. The driver must enter the pit lane, stop in their pit stop position for at least the allotted penalty seconds (no work may be carried out) and then return to the race;

11.2.9.2.2.1. Display of a black board with the white letters Stop & Go (dimensions 60 x 40 cm) along with the driver's number:

the) For disregarding driving time.

b) The duration of the penalty will correspond to the infraction.

11.2.9.2.2.2. The stop and go procedure will be carried out in front of the competitor's garage, under the responsibility of the team leader.

11.2.9.2. After the presentation of one of the aforementioned signs, along with the driver's number, the penalty must be served within 3 laps following notification of the infraction by the Race Director.

11.2.9.4. However, unless the driver was already in the pit lane to serve their penalty, they cannot serve it after the Full Course Yellow (FCY) or Safety Car period has begun. The FCY period is considered to have ended when the driver subject to the penalty is still on the track (the pit lane access area is not considered part of the track) when the entire track is again under green flag conditions. The Safety Car period is considered to have ended when the driver subject to the penalty crosses the green flag at the corresponding start/finish line, as defined in the briefing.

11.2.9.5. 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 can cross the line on the track.

11.2.9.6. At the request of, or based on a report from, the Race Director, it will be up to the College of Stewards to decide whether one or more drivers involved in an incident should be penalized.

11.2.9.7. The College of Stewards may impose on any driver involved in an incident, in addition to existing penalties, the loss of grid position for the subsequent race in which the driver is contested. This penalty will only be applied in cases of unsportsmanlike conduct.

11.2.10. The financial penalties must be paid to FPAK.

11.3. DISQUALIFICATION

11.3.1. Any decision to disqualify a driver made by the Stewards during practice or the race will be communicated by the Race Director after the black flag is shown, through a written statement explaining the reasons, which will be given to the driver.

11.3.2. In the event of a driver's disqualification, the College of Stewards will decide whether the drivers immediately following him will move up one position or not.

11.3.3. The College of Sports Commissioners will record infractions whose recurrence may result in a more severe penalty, with the College of Sports Commissioners being the only body authorized to define what constitutes a repeat offense.

11.4. COMPLAINTS AND APPEALS

11.4.1. Complaints may be made in accordance with Article 13 of the International Sporting Code and accompanied by a fee of €500 as published by FPAK and submitted to the Race Director within thirty (30) minutes from the time of publication of the Provisional Classification.

11.4.2. When multiple competitors are involved, a separate complaint must be filed against each of the competitors involved.

11.4.3. In the case of multiple cars from the same competitor, a separate complaint must be submitted for each car in question.

11.4.4. Complaints submitted jointly by multiple applicants will not be accepted.

11.4.5. Appeals against decisions based on reports from de facto judges in the exercise of their duties will not be admitted.

11.4.6. In the case of a technical complaint, an additional fee announced by FPAK, plus the related dismantling fee, must accompany the protest. However, under penalty of forfeiture of the right to complain, the complaint rules must be followed.

11.4.7. Appeals must be submitted in accordance with Article 15 of the International Sporting Code and accompanied by a fee of €5,000 as published by the FPAK. The commissioners must also be notified in writing of their intention to appeal within one hour of the publication of the decision.

11.4.8. According to Article 12.3.4 of the FIA International Sporting Code, no appeals may be lodged against any element of the decisions resulting in the application of the following penalties imposed 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 (instead of a drive-through penalty) after the race;

b) Penalties that determine or imply the cancellation of a series of training or qualifying sessions; w) Penalties declaring or implying a drop in grid positions for the race; d) Time penalties added to the total race time;

and) A drop in the competition's rankings.

ANNEX I - GRAPHIC LETTER



COMBINAISON PILOTE DRIVER SUIT



Côté anti-cœur / Opposite to heart :

1



Sur fond noir / on light background



Sur fond blanc / on dark background

Dimensions largeur / Width sizes : 16 cm max

Côté anti-cœur / Opposite to heart :

2



Sur fond noir / on light background



Sur fond blanc / on dark background

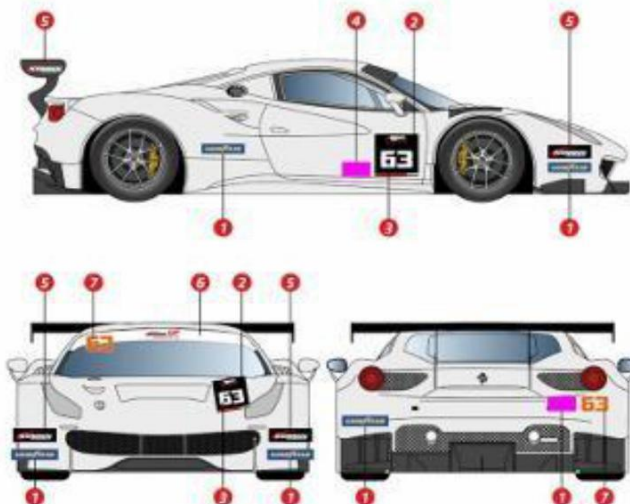
Dimensions largeur / Width sizes : 16 cm max

Les patches 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.

VERSION 01 / 06 ET 2020



STIKERS CARROSSERIE STICKERS BODYWORK



1



Largeur / Width : 35 cm

2

PLAQUE NUMÉROS
NUMBER PLATE

Dimensions / Size : 40 x 40 cm

3

NUMÉROS COURSE
RACE NUMBER

Hauteur / Height : 30,5 cm

4

STICKER CATÉGORIE
CATEGORY GROUP

Dimensions / Width : 16 x 8 cm

5



Largeur / Width : 30 cm

6

BANDEAU PARE-VERRE
WINDSHIELD BANDER

7

NUMÉROS COURSE
RACE NUMBER

Hauteur / Height : 12 cm

VERSION 01 / 06 ET 2020



COMBINAISON PILOTE DRIVER SUIT



Côté anti-cœur / Opposite to heart :

1



Sur fond noir / on light background



Sur fond blanc / on dark background

Dimensions largeur / Width sizes : 16 cm max

Côté anti-cœur / Opposite to heart :

2



Sur fond noir / on light background



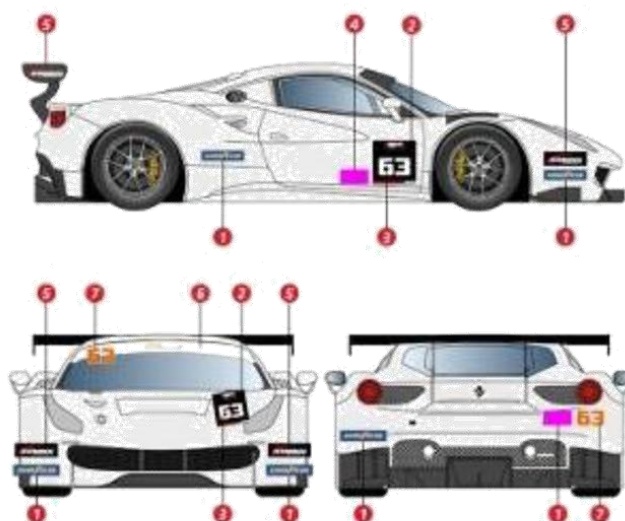
Sur fond blanc / on dark background

Dimensions largeur / Width sizes : 16 cm max

Les patches 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.



STIKERS CARROSSERIE STICKERS BODYWORK



1



Largeur / Width : 30 cm

2

PLAQUE NUMÉROS
RACING-PLATE

Dimensions / Size : 40 x 40 cm

3

NUMÉROS COURSE
RACE-NUMBERS

Hauteur / Height : 200 cm

4

STICKER CATÉGORIE
CATEGORY STICKER

Dimensions / Size : 15 x 5 cm

5



Largeur / Width : 30 cm

6

BANDEAU PARE-BRISE
WINDSHIELD-BANNER

7

NUMÉROS COURSE
RACE-NUMBERS

Hauteur / Height : 10 cm

VERSION 1.1 - 18.11.2022



COMBINAISON PILOTE DRIVER SUIT



Côté extérieur / Outside (to front):

1



Ultimate GP - European University Prototype Cup



Ultimate GP - European University Prototype Cup

Dimensions largeur / Width (size): 16 cm max

Côté extérieur / Outside (to front):

2



Goodyear - European University Prototype Cup

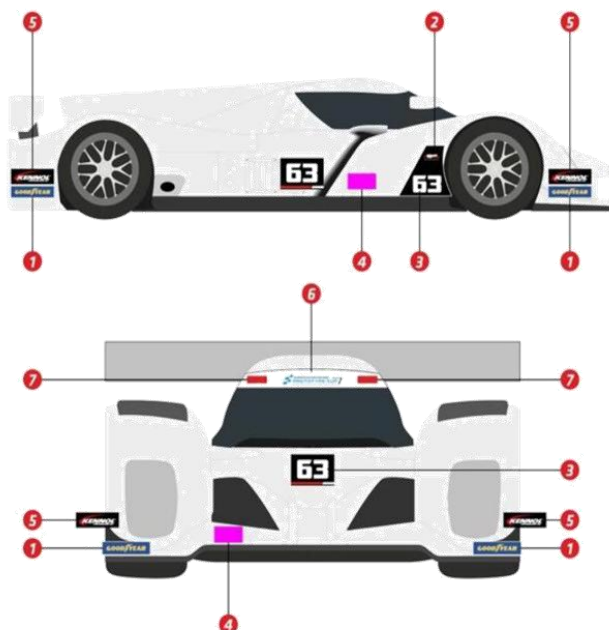


Goodyear - European University Prototype Cup

Dimensions largeur / Width (size): 16 cm max

Les patches ne seront pas fournis par l'organisateur. Toute marque commerciale doit être marquée.
These patches will not be provided by the Organizer. All non-sponsoring brands must be marked.

08020411 - 01/1/2021



VERSION 01 / 20.01.2025

1	GOODYEAR 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	KENROL Largeur / Width : 30 cm
6	BANDEAU PARE-BRISE WINDSHIELD BANNER
7	ESPACE À RÉSERVER POUR L'ORGANISATION AREA TO BE RESERVED FOR ORGANISATION

ANNEX II - RACE SUSPENSION

Stationary Race	Position of cars after stop	Procedure a apply	Distance	Grill	Points Assigned
Less than 2 turns	Starting Grid	New match complete	Original Distance minus 2 laps, or full top race minus 4 minutes	Original grill	No points assigned
More than 2 laps and less than 75% of distance or time programmed.	Starting Grid	New beginning for the second part of the race.	Part two will be calculated to complete the original distance minus 2 laps, or total time the remainder should be reduced by 4 minutes.	Based on classification in previous lap interruption of race.	If it is not possible to do A restart: 50% two points are assigned.
More than 75% of distance or time programmed.	Enclosed park	Race finished	—	—	Classification established in previous lap interruption of race. Score maximum assigned.



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ANNEX III - TIRES

Brand	Chassis	Version	Year	SLICK Front		SLICK Rear		WET Front		WET Rear	
				SAP Code	Description	SAP Code	Description	SAP Code	Description	SAP Code	Description
Alpine	A110	Cup		640890	245/650R18 GY SLICK TC 03B3	637713	265/660R18 GY SLICK TC 03B3	637996/637997	245/650R18 GY WET-L/R TC 02W2	637774/637775	265/660R18 GY WET-L/R TC 03W2
Alpine	A110	GT4		640890	245/650R18 GY SLICK TC 03B3	637713	265/660R18 GY SLICK TC 03B3	637996/637997	245/650R18 GY WET-L/R TC 02W2	637774/637775	265/660R18 GY WET-L/R TC 03W2
Aston Martin	Vantage	GT3	2016	637508	300/680R18 GY SLICK GT 03B2	637514	310/710R18 GY SLICK GT 04B2	637505/637506	300/680R18 GY WET-L/R GT 03W2	637511/637512	310/710R18 GY WET-L/R GT 03W2
Aston Martin	Vantage	GT4		637908	305/660R18 GY SLICK GT 02B3	637715	300/680R18 GY SLICK GT 03B3	639875/639876	305/660R18 GY WET-L/R GT 01W2	637505/637506	300/680R18 GY WET-L/R GT 03W2
Audi	R8 LMS Ultra	GT3	Avant 2016	637908	305/660R18 GY SLICK GT 02B3	637717	310/710R18 GY SLICK GT 04B3	639875/639876	305/660R18 GY WET-L/R GT 01W2	640513/640514	310/710R18 GY WET-L/R GT 04W3
Audi	R8	GT3	2016	637508	300/680R18 GY SLICK GT 03B2	637514	310/710R18 GY SLICK GT 04B2	637505/637506	300/680R18 GY WET-L/R GT 03W2	637511/637512	310/710R18 GY WET-L/R GT 03W2
Audi	R8	GT4		637908	305/660R18 GY SLICK GT 02B3	637715	300/680R18 GY SLICK GT 03B3	639875/639876	305/660R18 GY WET-L/R GT 01W2	637505/637506	300/680R18 GY WET-L/R GT 03W2
Bentley	Continental	GT3		637514	310/710R18 GY SLICK GT 04B2	637514	310/710R18 GY SLICK GT 04B2	637511/637512	310/710R18 GY WET-L/R GT 03W2	637511/637512	310/710R18 GY WET-L/R GT 03W2
BMW	M4	GT4		637715	300/680R18 GY SLICK GT 03B3	637715	300/680R18 GY SLICK GT 03B3	637505/637506	300/680R18 GY WET-L/R GT 03W2	637505/637506	300/680R18 GY WET-L/R GT 03W2
BMW	Z4	GT3		637508	300/680R18 GY SLICK GT 03B2	637514	310/710R18 GY SLICK GT 04B2	637505/637506	300/680R18 GY WET-L/R GT 03W2	637511/637512	310/710R18 GY WET-L/R GT 03W2
BMW	M6	GT3	2016	637514	310/710R18 GY SLICK GT 04B2	637514	310/710R18 GY SLICK GT 04B2	637511/637512	310/710R18 GY WET-L/R GT 03W2	637511/637512	310/710R18 GY WET-L/R GT 03W2
Chrysler	Viper	GT1		637908	305/660R18 GY SLICK GT 02B3	637717	310/710R18 GY SLICK GT 04B3	639875/639876	305/660R18 GY WET-L/R GT 01W2	640513/640514	310/710R18 GY WET-L/R GT 04W3
Chrysler	Viper	GT3		637908	305/660R18 GY SLICK GT 02B3	637717	310/710R18 GY SLICK GT 04B3	639875/639876	305/660R18 GY WET-L/R GT 01W2	640513/640514	310/710R18 GY WET-L/R GT 04W3
Corvette	Z06	GT3		637908	305/660R18 GY SLICK GT 02B3	637717	310/710R18 GY SLICK GT 04B3	639875/639876	305/660R18 GY WET-L/R GT 01W2	640513/640514	310/710R18 GY WET-L/R GT 04W3
Corvette	Z06	GT3	2014	637508	300/680R18 GY SLICK GT 03B2	637514	310/710R18 GY SLICK GT 04B2	637505/637506	300/680R18 GY WET-L/R GT 03W2	637511/637512	310/710R18 GY WET-L/R GT 03W2
Corvette	C7R	GT3	2016	637508	300/680R18 GY SLICK GT 03B2	637514	310/710R18 GY SLICK GT 04B2	637505/637506	300/680R18 GY WET-L/R GT 03W2	637511/637512	310/710R18 GY WET-L/R GT 03W2
Ferrari	458	Challenge		637121	235/645R19 GY SLICK GT 01C1	637134	285/680R19 GY SLICK GT 01C1	637120	235/645R19 GY CR9000 GT 01W3	637133	285/680R19 GY CR9000 GT 01W3
Ferrari	458	GT3	Avant 2013	637908	305/660R18 GY SLICK GT 02B3	637073	310/710R19 GY SLICK GT 01C1	639875/639876	305/660R18 GY WET-L/R GT 01W2	637075	310/710R19 GY CR9000 GT 01W3
Ferrari	458	GT2		637508	300/680R18 GY SLICK GT 03B2	637514	310/710R18 GY SLICK GT 04B2	637505/637506	300/680R18 GY WET-L/R GT 03W2	637511/637512	310/710R18 GY WET-L/R GT 03W2
Ferrari	458	GT3	2016	637508	300/680R18 GY SLICK GT 03B2	637514	310/710R18 GY SLICK GT 04B2	637505/637506	300/680R18 GY WET-L/R GT 03W2	637511/637512	310/710R18 GY WET-L/R GT 03W2
Ferrari	488	GT3		637508	300/680R18 GY SLICK GT 03B2	637514	310/710R18 GY SLICK GT 04B2	637505/637506	300/680R18 GY WET-L/R GT 03W2	637511/637512	310/710R18 GY WET-L/R GT 03W2
Ferrari	296	GT3		637508	300/680R18 GY SLICK GT 03B2	637514	310/710R18 GY SLICK GT 04B2	637505/637506	300/680R18 GY WET-L/R GT 03W2	637511/637512	310/710R18 GY WET-L/R GT 03W2
Ferrari	430	Challenge		637121	235/645R19 GY SLICK GT 01C1	637134	285/680R19 GY SLICK GT 01C1	637120	235/645R19 GY CR9000 GT 01W3	637133	285/680R19 GY CR9000 GT 01W3
Ferrari	488	Challenge		637134	285/680R189 GY SLICK GT 01C1	637073	310/710R19 GY SLICK GT 01C1	637133	285/680R19 GY CR9000 GT 01W3	637075	310/710R19 GY CR9000 GT 01W3
Ferrari	296	Challenge		637134	285/680R189 GY SLICK GT 01C1	637073	310/710R19 GY SLICK GT 01C1	637133	285/680R19 GY CR9000 GT 01W3	637075	310/710R19 GY CR9000 GT 01W3
Ford	Mustang	FR500/GT3		637908	305/660R18 GY SLICK GT 02B3	637717	310/710R18 GY SLICK GT 04B3	639875/639876	305/660R18 GY WET-L/R GT 01W2	640513/640514	310/710R18 GY WET-L/R GT 04W3
Ford	GT	GT3		637908	305/660R18 GY SLICK GT 02B3	637717	310/710R18 GY SLICK GT 04B3	639875/639876	305/660R18 GY WET-L/R GT 01W2	640513/640514	310/710R18 GY WET-L/R GT 04W3
Ginetta	G55	Cup		640890	245/650R18 GY SLICK TC 03B3	637713	265/660R18 GY SLICK TC 03B3	637996/637997	245/650R18 GY WET-L/R TC 03W2	637774/637775	265/660R18 GY WET-L/R TC 03W2
Ginetta	G50	GT4		640890	245/650R18 GY SLICK TC 03B3	637713	265/660R18 GY SLICK TC 03B3	637996/637997	245/650R18 GY WET-L/R TC 03W2	637774/637775	265/660R18 GY WET-L/R TC 03W2
Ginetta	G55			637508	300/680R18 GY SLICK GT 03B2	637514	310/710R18 GY SLICK GT 04B2	637505/637506	300/680R18 GY WET-L/R GT 03W2	637511/637512	310/710R18 GY WET-L/R GT 03W2
Ginetta	G56 Evo			640892	285/660R18 GY SLICK GT 02A3	640935	285/680R18 GY SLICK GT 02A3	640982/640983	285/660R18 GY WET-L/R GT 03W2	638018/638019	285/680R18 GY WET-L/R GT 02W2
Ginetta	GTX			637508	300/680R18 GY SLICK GT 03B2	637514	310/710R18 GY SLICK GT 04B2	637505/637506	300/680R18 GY WET-L/R GT 03W2	637511/637512	310/710R18 GY WET-L/R GT 03W2
Lamborghini	Super Trofeo			640892	285/660R18 GY SLICK GT 02A3	637715	300/680R18 GY SLICK GT 03B3	640982/640983	285/660R18 GY WET-L/R GT 03W2	637505/637506	300/680R18 GY WET-L/R GT 03W2
Lamborghini	Gallardo	GT3		637908	305/660R18 GY SLICK GT 02B3	637717	310/710R18 GY SLICK GT 04B3	639875/639876	305/660R18 GY WET-L/R GT 01W2	640513/640514	310/710R18 GY WET-L/R GT 04W3
Lamborghini	Gallardo	GT3	2016	637908	305/660R18 GY SLICK GT 02B3	637717	310/710R18 GY SLICK GT 04B3	639875/639876	305/660R18 GY WET-L/R GT 01W2	640513/640514	310/710R18 GY WET-L/R GT 04W3
Lamborghini	LP560			637908	305/660R18 GY SLICK GT 02B3	637717	310/710R18 GY SLICK GT 04B3	639875/639876	305/660R18 GY WET-L/R GT 01W2	640513/640514	310/710R18 GY WET-L/R GT 04W3

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ANNEX IV - PENALTIES

(Provided before the start of each race/event)

ANNEX V - DRIVING TIMES AND TABLE OF *HANDICAPS*

(Provided before the start of each race/event)