

SPORTING REGULATIONS

ARTICLE 1 – ORGANISATION

1.1 PROMOTER – ORGANISATION PERMIT 7
ANS 7
Organisation Permit 7
Organisation Committee 7

1.2 REGULATION ***7***
1.2.1 7
1.2.2 7
1.2.3 8
1.2.4 8
1.3 OFFICIALS ***8***
1.4 CALENDAR ***8***

ARTICLE 2 – INSURANCE **9**

2.1 INSURANCE 9
2.1.1 9
2.1.2 9
2.1.3 9

ARTICLE 3 – COMPETITORS AND DRIVERS **9**

3.1 ENTRIES 9
Licences 9
Season registration 10
Event registration 10

3.2 CREWS ***10***

3.3 PASS PERMIT (Passes) ***11***

3.4 ADMINISTRATIVE VERIFICATIONS ***11***

3.5 TECHNICAL VERIFICATIONS ***11***

ARTICLE 4 – EVENT PROCEDURE **13**

4.1 BRIEFING ***13***

4.2 PRACTICE - RACE ***13***
Private – Free Practice 13
Qualifying Sessions 14
Race 14

4.3 SAFETY CAR ***14***

4.4 FULL COURSE YELLOW "FCY" ***14***

4.5 FINISH **15**

4.6 PARC FERMÉ **15**
4.6.1 16
4.6.2 16
4.6.3 16
4.6.4 16
4.6.5 17

ARTICLE 5 – CLASSIFICATION AND PRIZES **17**

5.1 WINNER 17

5.2 ORDER ***17***

5.3 POINTS ***17***

5.4 RACE CLASSIFICATION ***17***

5.5 POINTS ALLOCATION ***17***

5.6 FINAL CHAMPIONSHIP CLASSIFICATION ***17***

5.7 TIES ***17***

5.8 TEAM CLASSIFICATION ***17***

5.9 BONUS ***18***

5.10 PRIZES ***18***

ARTICLE 6 – VENUES AND INFRASTRUCTURE **18**

6.1 PIT AREA ***18***
6.1.1 19
6.1.2 19
6.1.3 19
6.1.4 19
6.1.5 19

6.2 SIGNALING AREA ***19***

6.3 PIT ALLOCATION – PADDOCK AREA ***19***
6.3.1 19
6.3.2 20
6.3.3 20
Eligible cars 20
Commercial operations 20

ARTICLE 7 – INCIDENTS – PROTESTS – APPEAL **20**

7.1 INCIDENTS 20

7.2 PENALTIES ***21***
During practices 21
During the race 21
7.2.1 21
2.2.2 22
7.2.3 22
7.2.4 22
7.2.5 22
7.2.6 22
7.2.7 22

7.3 DISQUALIFICATION ***22***
7.3.1 23
7.3.2 23

TECHNICAL REGULATION **24**

ARTICLE 8 – ELIGIBLE CARS **24**

8.1 CATEGORIES ***24***
Specific features 26

ARTICLE 9 – ADVERTISING **26**

9.1 MANDATORY ADVERTISING ***26***

9.2 IDENTIFICATION PLAN ***26***

ARTICLE 10 – MANDATORY IDENTIFICATION PLAN **26**

10.1 RACE NUMBER ***26***

ARTICLE 11 – TIRES – FUEL – EQUIPMENT **27**

11.1 FUEL ***27***

11.2 EQUIPMENTS ***27***
Exhaust 27
Ballast 28
Telemetry – Transmission 28
Lighting 28
Specifics – Start-up 29
Windows and nets 29
Towing ring 30
On-board camera 30
Equipment in the pit-lane 30

APENDICES TO THE SPORTING AND TECHNICAL REGULATIONS **31**

APPENDIX 1 – KENNOL GT ENDURANCE CUP TRAY **32**

1. FORMAT ***32***

2. CREWS – DRIVING ***32***
Categorisation 32
Driver not categorised at the start of the event 32
AM Categorisation 33
Driving times 34

3. EVENT PROCEDURE ***34***
Qualifying sessions 34
Race 36
Duration 36
Starting procedure 36
On the starting grid 37
Pits 38
Refueling 40
Breakdown – Off-track incident 42
Minimum pit stop time 43

4. CLASSIFICATION ***44***
Race classification 44
Points allocation 45
Final challenge classification 45
Alpine Endurance Cup classification 46
Ties 46
Team classification 46
Races held with a third-party organiser 46

5. TIRES ***47***

6. ATLAS SYSTEM ***48***

APPENDIX 2 – ULTIMATE GT SPRINT CUP TRAY ***49***

1. FORMAT ***49***

2. CONDUCT OF THE EVENT ***49***
Qualifying sessions 49
Race 50

3. CLASSIFICATION ***50***
Race classification 50
Points allocation 50
Final challenge classification 51
Ties 51
Team classification 51

UCTC (Ultimate Cavalino Tridente Cup) classification 51
Races held with a third-party organiser 51

4. TIRES ***52***

APPENDIX 3 – RACE SUSPENSION

APPENDIX 4 – TIRES

APPENDIX 5 – PENALITIES

APPENDIX 6 – GRAPHIC CHART

SPORTING REGULATION

ARTICLE 1 – ORGANISATION

1. PROMOTER – Organisation Permit

The series entitled Ultimate GT Endurance & Sprint Cup is governed by:

- The FUA International Sporting Code and its appendices (hereinafter referred to as the Code)
- Sporting and technical bulletins, appendices and the general circuit regulations
- General prescriptions relating to National Series
- The FFSA general prescriptions and the Standard Regulations for "asphalt" circuits
- These specific Sporting and Technical regulations for the series

The Ultimate GT Endurance &Sprint Cup is composed of the following categories: Kennol GT-Endurance Cup and Ultimate GT-Sprint Cup

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

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

Any driver or competitor taking part in the "Ultimate GT Endurance & Sprint Cup" is deemed to be fully aware of all the aforementioned regulations. They undertake to comply with all such provisions, both in letter and in spirit.

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

It is the responsibility of the competitor (cf. Article 9.15.1 of the ISC) to:

- Ensure that all persons and participants involved in their entry fully observe the provisions of the Code, the General Prescriptions applicable to Circuits, the applicable Technical Regulations, these Sporting and Technical Regulations, and the regulations of each event.
- Ensure that all measures and decisions regarding the safety of drivers and personnel have been taken internally in connection with their sporting participation.

Each competitor must designate their representative in writing at the time of their entry into the Challenge. Throughout the duration of the event, the person responsible for a car at any given

moment of the event is jointly and severally liable with the competitor to ensure that these provisions are observed.

Any situation not foreseen in these regulations, any need for amendment, or any dispute regarding their interpretation shall be judged by the Organising Committee and will be addressed in a formal addendum.

PROMOTER
GP MOTORS SPORT SERIES SA

Route des Bonnefontaines, 6 1700 Fribourg

Suisse

orga@gpmotors-sport.com & regulations@ultimatecup.eu

ASN
The supervising ASN is the FFSA.

Fédération Française du Sport Automobile 32 avenue de New York,

75781 PARIS

ORGANISATION PERMIT

These regulations have been approved by the FFSA, Visa No.: **C22-2026,** dated 26 January 2026.

ORGANISATION COMMITTEE

The Organising Committee of the "Ultimate Gt Endurance & Sprint Cup" is composed of:

- The Series General Director
- The Official Timekeeper of the Series
- A representative of the Promoter

Depending on the matter under consideration, the Organising Committee may be assisted by the following persons:

- The Technical Delegate
- The Race Director
- A representative of the Panel of Stewards
- The Driver Advisor

2. REGULATIONS

1.2.1
The French version of these Sporting and Technical Regulations, together with their appendices and any eventual addenda, shall constitute the definitive text to be referred to in case of dispute or interpretation.

1.2.2.
These Sporting and Technical Regulations shall come into effect on 1 January 2026 and shall replace any other regulations previously applicable to the Challenge.

1.2.3.
All competitors registered for the "Ultimate GT Endurance & Sprint Cup" shall be informed of any amendments to these Sporting and Technical Regulations, specifying the date of entry into force.

Any competitor, constructor, 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 is not binding on the sporting authority, which is constituted by the Race Director and the Panel of Stewards. To do so, the competitor or driver must send a duly motivated request to the Promoter at the following addresses: **orga@gpmotors-sport.com** & **regulations@ultimatecup.eu**, clearly specifying the points for which interpretation is requested.

.

1.3 OFFICIALS

For the « Ultimate GT Endurance & Sprint Cup", the Promoter will appoint permanent officials:

- 1 Race Director responsible for the event
- 1 Technical Delegate
- 3 Stewards, including 1 President

In the supplementary regulations for each event, the Promoter will designate additional event-specific officials depending on the number of entries.

1.4 CALENDAR

The « Ultimate GT Endurance & Sprint Cup" will take place according to the provisional calendar below:

23 24 25 26 APRIL 2026	CIRCUIT PAUL RICARD - FRANCE
28 29 30 31 MAY 2026	MAGNY-COURS - FRANCE
9 10 11 12 JULY 2026	MUGELLO – ITALY

The calendar is provisional. The FFSA and GP MOTORS SPORT SERIES SA reserve the right to make any modifications.

Similarly, the Promoter may introduce longer-format races that will not count towards the final classification of the "Ultimate GT Endurance & Sprint Cup." In such cases, an addendum will establish the applicable rules.

If one or more events scheduled on the calendar are not held, GP MOTORS SPORT SERIES SA will consider possible replacement solutions in collaboration with the FFSA. If an event cannot be

replaced by the FFSA and GP MOTORS SPORT SERIES SA, the entry fee for the cancelled event will be refunded.

ARTICLE 2 - INSURANCE

2.1 INSURANCE

2.1.1.
For each event, the Promoter must take out an insurance policy covering the civil liability of the organiser and participants, as well as any person involved in the organisation. This insurance must comply with FIA regulations and the International Sporting Code in force in the country where the event takes place. The insurance certificate will be annexed to the supplementary regulations of each event and made available to competitors.

2.1.2.
This insurance, taken out by the organiser, does not affect the personal insurance of any individual or legal entity participating in the event (drivers, teams, etc.).

All drivers participating in the event are not considered third parties in relation to each other.

Additional insurance coverage may be required by local federations and will be the responsibility of the teams.

ARTICLE 3 – COMPETITORS AND DRIVERS

ENTRIES

The Promoter may refuse the entry of a competitor, as the “Ultimate GT Endurance & Sprint Cup” is an invitation-based series.

LICENSES

All drivers, competitors, and officials participating in the “Ultimate GT Endurance & Sprint Cup” must hold a valid license. At a minimum, a National C License (NCC) is required, as well as any other valid licenses and/or authorizations issued by their ASN. For vehicles with a weight-to-power ratio greater than 3 kg/hp, a National Circuit Participation Title (TP) is also accepted (see conditions with the local ASA). For events held abroad, an authorization to participate in a national event in a foreign country is required. GP MOTORS SPORT SERIES SA will collect license documentation at the time of registration.

Official documents will only record the licenses actually presented. A sponsor may associate its name with the team or replace it, provided the team agrees.

For any minor competitor, a legal guardian must be appointed, and the organiser must be informed. A parental authorization must be submitted to the Promoter for the registration to be

valid. A copy of the guardian's license must also be provided, except for foreign participants whose ASN does not issue this type of license.

SEASON ENTRY TO THE ULTIMATE GT ENDURANCE & SPRINT CUP

For any request to enter the full season of the "Ultimate GT Endurance & Sprint Cup," the application must be sent to the Promoter: GP Motors Sport Series SA, Route des Bonnefontaines, 6 - 1700 Fribourg

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

ENTRY TO AN EVENT OF THE ULTIMATE GT ENDURANCE & SPRINT CUP

For any entry to an individual event of the "Ultimate GT Endurance & Sprint Cup," the competitor must submit their request to the Promoter no later than 7 days before the start of the event. To be valid, the entry must be accompanied by payment to GP Motors Sport Series SA, Route des Bonnefontaines, 6 - 1700 Fribourg

The entry fee for each event will be defined in the official entry form.

A driver may enter multiple grids of the Ultimate GT Endurance & Sprint Cup per event, but may only compete with one car per grid.

Entries will be accepted subject to availability, with priority given to competitors registered for the full season.

A season-registered competitor who cannot participate in one or more events must inform the organiser by any means before the closing date for entries.

No refunds will be issued for non-participation in one or more events.

Participation in the Challenge implies full and unconditional acceptance of these Sporting Regulations, the Promoter's Supplementary Regulations, and any annexes or information notes published by the Promoter.

Crews, drivers, and teams must comply with the provisions of the Promoter's Supplementary Regulations, which detail, in particular, the eligibility criteria for the Challenge classification, as well as sporting, behavioural, and organisational obligations.

In case of conflict, FIA and FFSA regulations shall prevail, followed by these Sporting Regulations, and then the Promoter's Supplementary Regulations.

3.2 CREWS

Crew composition rules are specified in each appendix relating to the relevant grid.

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

In case of dispute, a written request with supporting documents must be submitted before the end of administrative checks and may be examined by the Organising Committee of the Ultimate GT Endurance & Sprint Cup. The decision will be communicated no later than before the qualifying sessions.

3.3 PASS PERMIT (Passes)

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

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

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

3.4 ADMINISTRATIVE VERIFICATIONS

Administrative checks, mandatory for all competitors, will take place before each event. Information regarding these checks will be specified in the Supplementary Regulations of each event (opening dates, times, and location). Each competitor must present the required documents.

3.5. TECHNICAL VERIFICATIONS

Once administrative checks are completed, competitors may proceed to the technical inspection of cars and equipment at each event. These inspections are mandatory and will be carried out by the Technical Stewards appointed by the Race Director.

The Technical Stewards may, among other things:

- Require verification of a car's compliance at any time;
- Require a competitor or their team to dismantle a car during inspection to check eligibility or conformity;
- Demand that a competitor cover costs arising from non-*compliance and/or provide any part or sample deemed necessary

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

Technical inspections will take place in the technical area or, if necessary, in the competitor's garage. Information regarding these inspections (opening dates, times, and location) will be specified in the Supplementary Regulations of each event.

The car must be presented with the following:

- Up-to-date homologation form in paper format and the technical support

- Homologation certificates for the fuel tank and the safety roll cage
- No fuel in the tank
- Any restrictor(s) installed and ready to be sealed, with sealing wire provided by the team
- Ballast, if applicable, ready to be sealed, with sealing wire provided by the team
- Engine sealed by the manufacturer or ready to receive seals
- Identification and additional lights installed, if applicable
- All mandatory stickers (safety, identification, challenge partners,etc.) in accordance with the graphic charter.

The following driver equipment must be presented during inspection (at the driver's first event entry):

- Helmet
- Retention system (RFT)
- Racing suit
- Underwear
- Racing boots
- Gloves

A Driver Safety Equipment Form must be completed by the driver and submitted during the car inspection. At the end of the inspection, each approved helmet will receive a validation sticker to be affixed externally at the lower left of the chin area.

For personnel involved in pit operations (pit lane, refuelling), a "Pit Safety Equipment" form must be completed and submitted.

Any absence or lateness at administrative and/or technical checks will result in penalties as specified in Appendix 5.

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

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

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

A Participation Authorization Sticker will be affixed at the end of technical inspections once the cars have been approved by the Technical Stewards, refuelling installations (if applicable) have been checked, and the compliance of pit equipment and installations has been verified.

A car may not take part in the event without this Participation Authorization Sticker. It must never be removed (Penalty: decision of the Stewards' Panel) and must always remain visible.

It is the duty of each competitor to prove to the Technical Stewards and the Stewards that their car always complies in full of these regulations during the event and/or the season.

Spare cars, as defined below, are not permitted (unless approved by the Stewards' Panel). A spare car is defined as a car not intended to take part in the Competition but to replace the car initially entered by the competitor.

ARTICLE 4 – EVENT PROCEDURE

The event begins with the opening of administrative checks. Throughout the event (practice sessions and races):

During a pit stop, only once the car has come to a complete stop in front of its pit box may the driver exit the car:

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

4.1. BRIEFING

Refer to the FFSA Standard Regulations for Asphalt Circuits. All drivers and team managers taking part in the event must attend the entire briefing; failure to do so will result in penalties (see Appendix 5).

4.2. PRACTICE - RACE

PRIVATE / FREE PRACTICE

Private and/or free practice sessions may be organised by the Promoter, at the earliest on the Thursday morning preceding the qualifying sessions.

Any driver participating in private practice sessions as part of the event must strictly comply with the same rules as those applied during official practice sessions and the race.

Any driver authorised to take part in the race must participate in at least one official practice session, as scheduled in the Supplementary Regulations of the event, and must do so in the car in which they are entered, unless otherwise approved by the Stewards' Panel.

QYALIFYING SESSIONS

See the appendix specific to each grid.

In the event of a track exit caused solely by a driving error affecting the conduct of the qualifying session (red flag, FCY procedure, etc.), the driver responsible for the interruption will be penalised by a 10-place grid penalty for the race.

RACE

See the appendix specific to each grid.

4.3 SAFETY CAR

In accordance with Article 2.10 of Appendix H of the FIA International Sporting Code.

The Race Director may deploy the Safety Car if deemed necessary for safety reasons.

During the race, in the event of a Safety Car procedure, the pit lane entry will be closed during the first lap following the deployment.

If a competitor needs to refuel during this closure period, a maximum of 10 litres of fuel may be added. If a competitor must enter the pits for repair work, this will be permitted, but a 1-minute stop-and-go penalty will be imposed after exiting the pit lane.

4.4 FULL COURSE YELLOW "FCY"

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

The FCY message will be displayed on the monitors, and the Full Course Yellow instruction will be communicated to competitors via Race Control radio following a countdown.

Once the Full Course Yellow message is displayed, all cars must immediately reduce speed and maintain the speed specified during the drivers' briefing for the entire duration of the FCY. Cars must proceed in single file and maintain the distance to the car in front and behind.

All marshal posts will display waved yellow flags and an "FCY" board. Overtaking is strictly prohibited under FCY, except in the case of a stopped car, a car with technical issues, or a car entering or exiting the pit lane.

Any car driven unnecessarily slowly, erratically, or in a manner deemed potentially dangerous to other drivers at any time during the FCY period will be reported to the Stewards. This applies whether the car is on track, at pit entry, or in the pit exit lane.

During the race, in the event of a Full Course Yellow procedure, the pit lane entry will be closed. If a competitor needs to refuel during an FCY period, a maximum of 10 litres of fuel may be added. If a competitor must enter the pits for repair work, this will be permitted, but a 1-minute stop-and-go penalty will be imposed after exiting the pit lane.

No driver changes are permitted during a Full Course Yellow procedure. If a competitor enters the pit lane under FCY, the entire pit stop will be considered as having taken place under FCY, including if the FCY procedure is followed by a Safety Car procedure.

Upon the Race Director announcing the time of deployment of the FCY procedure ("Prepare to FCY at ...h ...min ...sec"), which defines the start time of the procedure, any car that has already crossed the 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 pit entry under FCY.

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

In accordance with the regulations, any pit stop carried out under a Safety Car procedure will not be counted as a mandatory stop.

4.5 FINISH

The chequered flag will be shown to the leading car crossing the finish line once the race time has elapsed.

If the end-of-race signal is given, for any reason, before the prescribed time has elapsed, the race will be deemed to have finished at the moment when the leading car last crossed the line before the signal was given.

If the end-of-race signal is delayed for any reason, the race will be deemed to have finished at the time it should have finished.

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

4.6 PARC FERME

The parc fermé conditions apply to cars at the end of a qualifying session, from the moment the chequered flag or a red flag is shown.

In the case of a red flag, cars will be immobilised in front of their pit box, with no mechanical intervention permitted unless authorised by the Stewards' Panel.

During the race, in the event of an interruption following a red flag, competitors will also be under parc fermé conditions and must comply with the instructions of the Race Director and/or their officials.

4.6.1.

Parc fermé conditions apply to cars at the end of a qualifying session, from the moment the chequered flag or a red flag is shown. In the case of a red flag, cars will be immobilised in front of their pit box, with no mechanical intervention permitted unless authorised by the Stewards' Panel. During the race, in the event of an interruption following a red flag, competitors will also be under parc fermé conditions and must comply with the instructions of the Race Director and/or their officials.

4.6.2.

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

4.6.3.

Cars shall remain under parc fermé conditions for 30 minutes after the publication of the provisional official classification, unless otherwise instructed by the officials. Failure to comply with this rule will result in exclusion.

4.6.4.

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

By the driver :

- Removal and refitting of the steering wheel;
- Use of radio and controls;
- Switching off electrical systems.

By team technicians or tyre manufacturer personnel:

- Measurement of tyre pressure ;
- Measurement of tyre temperature.

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

This notably includes :

- Opening of the hoods ;
- Wheel changes ;
- Access to engine management and data acquisition systems, including wireless access;
- Removal of video recording devices.

4.6.5.

No person may enter the parc fermé area without the express authorization of the officials in charge.

ARTICLE 5 – CLASSIFICATION AND PRIZES

5.1. WINNER

The winner shall be the competitor who, having crossed the finish line, has covered the required distance in the shortest time, or the greatest distance within the allotted time for time-based races. Only times recorded by official FFSA-licensed timekeepers are valid for establishing practice and race classifications.

5.2. ORDER

Drivers who have crossed the finish line will be classified according to the number of full laps completed. For those having completed the same number of laps, classification will be determined by the order of their last crossing of the finish line.

5.3. POINTS

To score points in their class, a car must have completed at least 75% of the distance covered by the winner of its class, who must themselves have completed at least 75% of the distance covered by the overall winner of the category.

If only one car starts in its category, it must complete at least 50% of the distance covered by the race winner to score points.

If only one car starts in its class, it must complete at least 75% of the distance covered by the overall winner of the category to score points.

5.4 RACE CLASSIFICATION

See the appendix specific to each grid

5.5 POINTS ALLOCATION

See the appendix specific to each grid

5.6 FINAL CHALLENGE CLASSIFICATION

See the appendix specific to each grid

5.7 TIES

See the appendix specific to each grid

5.8 TEAM CLASSIFICATION

See the appendix specific to each grid

5.9 BONUS

The Committee will meet at the end of the season and may, at its discretion, award bonus points to deserving competitors.

5.10 PRIZES

Prize-giving will take place on the podium after the race finish. There will be one podium per category.

Trophies or cups will be awarded to each driver finishing on the podium of each race, as well as for the end-of-season classification.

After each race, the crews of the top three cars in each Ultimate GT Endurance & Sprint Cup category will be awarded.

For categories with fewer than four starters, only the winner will be called to the podium. Any driver eligible for the podium must attend wearing their racing suit.

Prizes awarded at the finish, as specified in the category regulations or in the Supplementary Regulations of the competition, will be presented to the competitor or to the person designated by them on the entry form.

Only drivers who have completed at least 75% of the number of laps completed by the winner of the category will be eligible for prizes.

The Promoter may award additional prizes at its discretion.

The provisions of the Promoter’s Supplementary Regulations apply exclusively to the Challenge classification and to the obligations of the participants.

ARTICLE 6 – VENUES AND INFRASTRUCTURE

6.1 PIT AREA

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

- "Fast lane": the lane closest to the signalling wall. A car may only enter the fast lane under its own power.
- "Acceleration and deceleration lane": the central lane.
- "Working area": the area closest to the pit garages where work on the cars is permitted. It is delimited on one side by a wall or a painted line in front of the garage shutter, and on the other side by a separation line with the central lane.

Unless otherwise specified during the briefing, the speed limit in the pit lane is 60 km/h. Any infringement will result in penalties.

6.1.1.

Any driver who overshoots their designated pit stop position may only return to it with the engine switched off and the car pushed manually.

At pit exit, a traffic light (red – green – blue) operated by a marshal is used as follows:

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

6.1.2.

To rejoin the track, the driver must immediately enter the racing lane via the pit lane, crossing the continuous line marking the working area.

6.1.3.

Any improper use of the pit area (access, speed, circulation, stopping, exit) will result in penalties (see Appendix 5).

6.1.4.

Children under the age of 16 are not permitted in the pit lane outside of designated Pit Walk periods.

6.2 SIGNALING AREA

Two persons per car will be designated and granted access to a trackside signaling area throughout practice and the race. Access will be granted via an orange armband specific to the category and clearly identifiable.

These personnel may provide useful information to drivers but must not use signs, flags, or lights similar to those used by the organisation, and only from the designated area.

Penalties : see Appendix 5.

6.3 PIT ALLOCATION – PADDOCK AREA

The Promoter has sole authority over the allocation of pit garages and positions in the paddock area.

6.3.1.

The location of the official notice board will be specified in the Supplementary Regulations. It shall contain only information approved by the Stewards' Panel or the Race Director. In addition to the official notice board, results and important information will be communicated via the messaging channel of the mobile application designated by the Promoter.

6.3.2.

Competitors must comply with the circuit's internal regulations, particularly regarding the use of sanitary facilities, electrical and water connections, circulation within the paddock, and respect for local residents, especially concerning engine start-up outside permitted hours.

From the end of preliminary scrutineering, any car that has been checked may not leave the circuit premises without the express authorization of the Race Director.

The organiser of the event shall have full authority to enforce the regulations concerning the paddock area and must report any breach to the Stewards' Panel. Any violation of the rules set out in this article may result in penalties up to and including disqualification.

SPECIFIC CARS

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

COMERCIAL OPERATIONS

Any commercial or promotional activity must receive prior written approval from both the Promoter and the circuit management.

ARTICLE 7 – INCIDENTS – PROTESTS – APPEALS

Penalties: see Ultimate GT Endurance & Sprint Cup penalty summary

Protests and appeals: see Articles VII and VIII of the FFSA General Prescriptions.

The Stewards' Panel may impose additional penalties beyond those listed in Appendix 5 for any infringement of these regulations, even if such infringements are not specifically listed in Appendix 5.

7.1 INCIDENTS

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

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

Unless it is entirely clear that a driver is responsible, any incident involving more than one car will generally be investigated after the race. The decision to investigate will be communicated to the competitor via timing screens and/or by the Competitor Relations Officer. The driver concerned may not leave the circuit without having been heard by the Stewards' Panel.

7.2 PENALTIES

The following penalties may be applied:

DURING PRACTICE

Display of a black board with "STOP AND GO" in white letters (60 x 40 cm), together with the driver's number:

- For failure to respect flags,
- For unsporting behaviour,
- For failure to comply with safety instructions in the pit lane and signaling area.

Additionally :

- Cancellation of the lap time during which the infringement occurred (track limits),
- Cancellation of the best lap time of the session for failure to respect flags (penalty may be increased depending on severity),
- Cancellation of all times set in the session for unsporting behaviour.

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

DURING THE RACE

7.2.1.

Display of a black board with “DRIVE THROUGH” in white letters (60 × 40 cm), together with the driver’s number:

- For jump start,
- For practice starts during the formation lap,
- For failure to respect distances or grid formation during the formation lap,
- For overtaking during the formation lap or under Safety Car,
- For failure to respect the track,
- For unsporting behaviour,
- For failure to respect flags,
- For failure to comply with safety instructions in the pit lane and signaling area.

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

7.2.2.

Display of a black board with “STOP AND GO” in white letters (60 × 40 cm), together with the driver’s number, for failure to comply with driving time requirements.

The duration of the penalty shall correspond to the infringement.

The Stop and Go penalty must be served in front of the competitor’s pit box under the responsibility of the team manager.

7.2.3.

Following the display of one of the above boards, together with the driver’s number, the penalty must be served within three laps of notification of the infringement by the Race Director. The penalty must not be served under FCY or Safety Car conditions.

7.2.4.

The penalty board will be displayed, if necessary, for up to three consecutive laps (excluding FCY or Safety Car conditions) as the car passes Race Control.

If this repeated notification remains without effect, the Stewards’ Panel will summon the driver concerned and impose any penalties deemed appropriate depending on the severity and repetition of the infringement.

7.2.5.

Upon report or request from the Race Director, it shall be for the Stewards to decide whether one or more drivers involved in an incident should be penalised.

In addition to existing penalties, the Stewards may impose grid position penalties for a subsequent race in which the driver takes part. This penalty shall only be applied in cases of unsporting behaviour.

7.2.6.

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

7.2.7.

Financial penalties must be paid to GP MOTORS SPORT SERIES SA. The amounts collected will be allocated to one or more associations chosen by the Promoter.

7.3 DISQUALIFICATION

Any decision to disqualify a driver taken by the Stewards during practice or the race will be notified by the Race Director following the display of a black flag and by means of a reasoned written notice delivered to the driver.

7.3.1.

In the event of a driver's disqualification, the Stewards' Panel will decide whether the following drivers move up in the classification.

7.3.2.

A Steward will record infringements where repetition may aggravate the penalty, the Stewards' Panel having sole authority to determine recurrence.

TECHNICAL REGULATIONS

ARTICLE 8 – ELIGIBLE CARS

Entries are by invitation and subject to acceptance of the application by the Promoter. The Promoter reserves the right to reassign a car to a different class and/or category based on its performance.

CATEGORIES

UCS1

- Cars homologated as FIA GT1 in compliance with Article 258, and GT1 cars over 5 years old that have undergone technical modifications and are no longer compliant with their specific regulations,
- Cars homologated as FIA LMGTE in compliance with the specific "LMGTE" regulations,
- Cars homologated as FIA GT3 and ASN GT3 from 2010 onwards (year of homologation), in compliance with "GT3 Article 257A",
- RS01
- Vortex V2.0
- Ligier JS2-RS
- Any other GT car subject to approval by the Promoter

For GT3 cars, Article 257A applies according to the year of construction of the car.

Any technical modification must be documented in a technical file, which must be submitted to the Technical Delegate for approval. Depending on the number of entries, subclasses may be created.

UCS2

- Lamborghini SuperTrofeo (Evo, Evo II) cars compliant with their original regulations
- Ferrari 488 Challenge, Ferrari 488 Challenge Evo, Ferrari 296 Challenge.
- Any car of equivalent level to UCS2, subject to approval by the Promoter. The performance of UCS2 cars must be lower than that of UCS1 cars.

UCS3

- Ferrari 458 Challenge
- Ferrari F430 Challenge
- Ferrari 360 Challenge
- Lamborghini supertrofeo
- FIA GT3 and ASN GT3 cars homologated before 2010 (year of homologation) that have undergone technical modifications and are no longer compliant with their specific "GT3 Article 257A" regulations
- FIA GT3 and ASN GT3 cars homologated before 2010 (year of homologation), compliant with "GT3 Article 257A".
- Vortex 1.0 compliant with its homologation.

This class allows both older and newer generation GT cars, as well as one-make series cars whose performance is considered higher than UCS4 but not sufficient to match UCS1 or UCS2.

For GT3 cars, Article 257A applies according to the year of construction. Any technical modification must be documented in a technical file and submitted to the Technical Delegate for approval. Depending on the number of entries, subclasses may be created. The performance of UCS3 cars must be lower than that of UCS1 and UCS2 cars.

UCS4

- 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 UCS4 may be accepted subject to approval by the Promoter. The performance of UCS4 cars must be lower than that of UCS1, UCS2, and UCS3 cars.

UCS LIGHT

- Alpine A110 Cup cars compliant with their original regulations
- Ligier JS2R cars compliant with their original regulations
- Mitjet SuperTourisme cars compliant with their original regulations
- Ginetta GTA cars compliant with their original regulations
- Older generation Aston Martin Vantage and Audi R8 LMS, Ginetta G55, Porsche Cayman 981 CS.

Any car of equivalent level may be accepted subject to approval by the Promoter. The performance of UCS LIGHT cars must be lower than that of UCS1, UCS2, UCS3, and UCS4 cars.

PORSCHE CUP

Cars from Porsche Carrera Cup or Supercup series compliant with their original regulations:

- Porsche 992 (ABS permitted, data extension allowed brake pads free, Carrera Cup France exhaust), minimum weight: 1292 kg (without fuel or driver)
- Porsche 991 (ABS permitted), minimum weight: 1232 kg (without fuel or driver)

Depending on the number of entries, subclasses may be created (992 class / 991 class / etc.). Les aides au pilotage (antipatinage et ABS) sont autorisées. Driver aids (traction control and ABS) are permitted. For Porsche 911 GT3 Cup model 992, the endurance refuelling kit ref. MT000120A (set tank tower refuelsystem 992 Cup) is authorised.

SPECIFICATIONS

Depending on the number of entries, additional classes may be created, and other categories may be added based on entry requests.

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

The Promoter is entitled to request from competitors and manufacturers any information deemed necessary to establish equivalency systems. Competitors and manufacturers must provide accurate and reliable data. Any breach of the above principles may be sanctioned by the Stewards at any time during the Competition, including after the race.

ARTICLE 9 – ADVERTISING

9.1 MANDATORY ADVERTISING

Competitors and drivers participating in the Ultimate GT Endurance & Sprint Cup must affix the advertising required by the Promoter to their cars for each event, prior to the start of scrutineering (see sizes and locations as per the Ultimate Cup Series identification plan, Appendix 7). Drivers may display additional advertising.

Under no circumstances may the car identification defined by the Promoter be modified by drivers and/or competitors. Any advertising on cars or race suits that conflicts with the Ultimate GT Endurance & Sprint Cup or its partners is prohibited, unless prior approval is granted by the Promoter.

Failure to comply with the identification plan defined by Ultimate Cup Series will result in penalties (see Appendix 5).

9.2 IDENTIFICATION PLAN

The identification plan to be complied with is detailed in Appendix 7

ARTICLE 10 – MANDATORY IDENTIFICATION PLAN

10.1 RACE NUMBER

A race number valid for the entire season will be assigned to each car. It must be positioned in accordance with the identification plan.

Numbers must be displayed in compliance with the Ultimate Cup Series identification plan:

On doors and front hood:

Dimensions : Digit height : 20.5cm, Spacing between digits : 2cm.

Colour: White digits on a black background. Font: SF TRANS ROBOTICS

On rear bumper :

Dimensions: Digit height: 9cm, Spacing between digits: 1cm.

Colour: White digits

Font: SF TRANS ROBOTICS

A set of three number kits will be available from the Promoter.

For night races, numbers must be reflective to ensure visibility.

A full “night kit” will be available from the Promoter. Numbers must be applied on the black background provided by the organiser. It is the competitor’s responsibility to ensure that race numbers are always visible.

Numbers and backgrounds will be supplied by the organiser. Only these numbers and backgrounds are permitted.

ARTICLE 11 – TIRES – FUEL - EQUIPMENT

11.1 FUEL

- Fuel type : Super Sans Plomb 98 minimum compliant with Article 252-9 Annexe J
- The use of fuel supplied by the organiser is mandatory from the start of private testing and throughout the event. Checks may be carried out.
- Any additive is prohibited

Accepted fuel tanks :

- Either the original tank (if compliant with the car homologation),
- Or an FIA-homologated tank (Appendix J – Article 14).

11.2 EQUIPMENTS

EXHAUST

During practice and races, the use of a silencer is mandatory. The static noise level must not exceed 100 dB(A) at three-quarters of the maximum engine speed.

Measurements will be taken at 0.5 m and at a 45° angle from the exhaust outlet. Any measures taken to ensure compliance with maximum noise limits must be permanent and must not be affected by exhaust gas pressure.

Checks may be carried out during scrutineering, practice, and races. A noise measurement area will be available near the scrutineering area on the day of technical checks. These measurements will be used to establish a "static measurement" database for informational and preventive purposes only.

TRANSPONDER

Each car must be equipped for each event with a COBRA 360 Multi Driver 12V transponder.

The competitor is responsible for correct installation and proper operation of the system at all times. It is the responsibility of the Team Manager to ensure that the driver's name displayed on the timing screens corresponds to the driver currently in the car. If the displayed name does not match the driver in the car, the Team Manager must immediately inform Race Control and Timing.

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

BALLAST

If a car carries ballast to meet the minimum weight requirement, such ballast must be declared by the competitor and sealed during scrutineering. The ballast must be fixed in such a way that tools are required for its removal.

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

TELEMETRY - COMMUNICATION

Data transmission by telemetry is permitted. Radio communication is permitted on board the cars.

Teams are strongly recommended to have a radio tuned to the Race Control frequency. It may become mandatory if required by circumstances.

This radio will be used by the Race Director to communicate with teams. Teams must not use this frequency for any other purpose. Information broadcast on the Race Control frequency will also be displayed on monitors. All such messages, whether written or verbal, must be complied with. All teams must be connected to the Race Control messaging system.

LIGHTING

Standard headlights must retain their homologated or original configuration and may consist of multiple light sources. LED headlights are permitted. Indicators, rear lights, and reflectors are mandatory.

Each car must be equipped with a rear red LED rain light or comply with its homologation form.

Headlight and rear light intensity must not dazzle other drivers. Car identification lights (pit identification) :

Such lights must not be flashing, rotating, or strobe-type, as these are strictly reserved for intervention vehicles.

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

For races taking place at night:

- Each car must be equipped with one front light on each side and one rear light on each side, all of which must always be operational during the event
- A maximum of four additional driving lights may be installed. These additional lights must comply with the car's homologation form or be approved by the Technical Delegate if not originally included. They must be securely mounted and must not extend beyond the car's perimeter (as defined by the projection of the car onto the ground when viewed from above). These lights may be LED units. A single LED unit not exceeding 20 cm in width will be considered as one additional light
- Additional lights should preferably be integrated into the front bumper. For this purpose, it is permitted to drill openings in the front bumper. They must be installed either within the same area as the original headlights or below the horizontal line formed by the base of the original headlights.
- These modifications must not generate aerodynamic downforce or additional cooling airflow.

In the event of a malfunction of a car's lighting or signaling system, whether on track or in the pit lane, the Race Director may immediately inform the competitor, who must rectify the issue at the next pit stop. For safety reasons, at their sole discretion, the Race Director may order the immediate stopping of the car for repair.

At least one operational windscreen wiper is mandatory.

SPECIFICATIONS – ENGINE STARTING

The engine must be started by the driver alone, seated at the wheel, without any external assistance. This is the only permitted procedure for the race start and for any subsequent restarts during the race.

Starting with an auxiliary battery is permitted on the starting grid.

WINDOWS AND NETS

Nets :

The use of a driver-side window net is recommended for all cars and must comply with FIA standard 8863-2013 (FIA Technical List No. 48).

It must be attached to homologated anchorage points (see the car's homologation form) and installed in accordance with FIA installation specifications (Racing Nets Installation Specification

V6). For cars without homologated anchorage points, installation must be carried out in coordination with the Technical Delegate.

TOWING DEVICE

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

ON-BOARD CAMERA

An on-board camera is mandatory and must be mounted so as to record the track ahead. Data from the in-car camera system may be used by the Stewards, the Official Sporting Supervisor, and/or the Race Director, or the Promoter, to investigate any incident.

The make and model of the camera are free.

The camera must be installed before scrutineering. Only rigid mechanical mountings are permitted. Installation must be approved by the Technical Scrutineers. The in-car camera must always be switched on and set to recording mode whenever the car is on track or in the pit lane. Any failure to comply may result in a penalty.

Any external camera installation is prohibited.

EQUIPMENT IN THE PIT LANE

Foldable brackets, air hose supports, or lighting supports must not extend beyond the outer limit of the "working area" and must be positioned at a minimum height of 2 metres above the ground. Air bottles must be securely fastened or anchored. Protective devices around valves and regulators must be always installed. Compliance of installations and validity dates of air bottles will be checked.

No air bottle may be located beyond the 2.5 m line. Portable bottles are only permitted inside the pit box and on the starting grid.

PIT LANE EQUIPMENT

A data logger with sensors, approved by the Promoter, must be installed in all GT3 category cars in both Endurance and Sprint events, and at all Events.

GT3 category cars in Endurance and Sprint, and at all Events. It is the responsibility of each team to procure this data logger, as well as the sensors, to install them, and to ensure that they function correctly. The Promoter will indicate the system to be used. Cars without a data logger, without the full set of necessary sensors, or with a data logger that does not function correctly, will not be compliant with the regulations and may be reported to the Stewards.

APPENDICES TO THE SPORTING AND TECHNICAL REGULATIONS

APPENDIX 1 – Kennol GT Endurance Cup Grid

APPENDIX 2 - Ultimate GT Sprint Grid

APPENDIX 3 – Race Stop

APPENDIX 4 - Tires

APPENDIX 5 - Penalties

APPENDIX 6 – Graphic Charter

APPENDIX 7 – Identification Plan

APPENDIX 1– KENNOL GT ENDURANCE CUP GRID

1. *FORMAT*

The Kennol GT Endurance Cup grid is reserved for teams composed of 2 to 4 drivers and takes place in the following format:

- 3 qualifying sessions of 15 minutes each
- 4-hour races for all events except for one event, which will be a 6-hour race (coefficient 1.5)

2. *TEAMS – DRIVING TIME*

The rules for crew composition are specified in the table: "Minimum Pit Stop Time and Driving Time," which will be provided by the promoter for each event.

CATEGORIZATION

Driver categorization is mandatory for ALL drivers on the Kennol GT Endurance Cup grid.

Each driver is categorized as follows:

No later than 15 days before the start of the first event (i.e., at the opening of administrative scrutineering) in which they wish to participate, each driver must submit their racing record to the FIA Driver Categorization Committee using the FIA driver categorization form available on the FIA website http://www.fia.com/fia-driver-categorisation.

Decisions regarding categorizations are made under the responsibility of the FIA Driver Categorization Committee. The list of drivers categorized according to the definitions in the FIA Driver Catrgorization Regulations must be published on the FIA website no later than 48 hours before the start of the relevant event (i.e., before the start of technical scrutineering). A the end of each season, the FIA Driver Categorization Committee will review all categorizations based on performances observed during the races.

DRIVERS NOT CATEGORIZED AT THE OPENING OF THE EVENT

If a driver is not FIA-categorized at the opening of the event, the Event Stewards' Panel will provisionally categorize them. These drivers must provide their racing record to the Stewards' Panel.

For any driver not FIA-categorized and who has not requested categorization, a fee of €350 will be required by Ultimate Cup Series.

For any driver not FIA-categorized but who has requested categorization, a fee of €150 will be required by Ultimate Cup Series.

Such categorization will be provisional and does not constitute an FIA categorization. Non-categorized drivers will not be allowed to participate in an event.

AM CATEGORIZATION

Notwithstanding the above, a dedicated committee composed, among others, of a representative of the organizer, the technical manager, and the sporting manager of the series, may grant an AM classification to any driver ranked Bronze by the FIA, upon request by the Driver or the Team, provided that this classification:

- Does not compromise on-track safety,
- Does not constitute a sporting advantage over other crews competing in the same category.

Any request, addressed to the dedicated committee by the Driver or the Team, must, under penalty of inadmissibility:

- Include a letter explaining the reasons for the request,
- Include a comprehensive list of the driver's results with a performance analysis based on the best lap and the average of the 20 best laps achieved by the driver on dry track, across all significant events in which the driver has participated over the last 3 years (a minimum of 5 events must be provided for the request to be admissible. If the driver has participated in fewer than 5 events during this period, the maximum amount of information must be provided to determine the driver's level); the performance analysis must include a direct comparison with the 5 best Bronze-ranked drivers for each event,
- Provide all information on the crew, the car, the team's racing record, and any other relevant information (e.g., tire mileage, etc.) for each relevant event,
- Be submitted no later than 30 days before the first relevant event.

The Driver or the Team must comply with any additional information requests from the dedicated committee. After receiving a categorization request, the dedicated committee will determine whether the driver's performance is sufficiently different from the top Bronze drivers to justify this categorization and whether the driver's performance and behaviour are compatible with the series' safety and performance requirements.

If a competitive advantage appears relative to other drivers in the same category, the dedicated committee will evaluate the driver's performance based on the 20 best laps of each race and compare them with the Bronze drivers in the challenge. The committee may take any decision it deems appropriate regarding the maintenance of the AM categorization given to this driver, but a first case normally results in a warning report sent to the driver, and a second case may lead to immediate cancellation of the categorization.

Decisions of the dedicated committee regarding categorization are effective immediately and are not subject to any appeal. The AM categorization may not be granted either by the Stewards' Panel or by the dedicated committee in the case of a late request (less than 15 days before the event) or for drivers not categorized by the FIA.

2.1

Drivers registered in the series will therefore be categorized as follows:

- Platinum (they will be treated identically to Gold drivers regarding crew composition, driving times, penalties, and other aspects)
- Gold
- Silver
- Bronze
- AM

Regulations concerning driver categorization: refer to the FIA Driver Categorization Regulations (http://www.fia.com/fia-driver-categorisation).

DRIVING TIME

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

The driving time will be specified in the appendix for each event.

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

3. EVENT PROCEDURE

QUALIFYING SESSIONS

There will be one qualifying session, divided into three sessions with a break between each of them. All drivers must complete at least one timed lap (i.e., two consecutive passes over the timing line on track) to be qualified for the race, except for 4-driver crews or in cases of force majeure recognized as such by the stewards.

For 4-driver crews, only three drivers will participate in the qualifying session. The 4th driver will be qualified for the race as soon as they have completed at least one timed lap (2 consecutive passes over the timing line on track) during free or private practice sessions.

Crews composed of only two drivers must participate in all three qualifying periods; in this case, one of the two drivers will take part in two non-consecutive periods (i.e., the first and the third period). For competitors in the UCS1 category, if one of the two drivers is classified Silver or Gold, they may only participate in one period. Failure to comply with any of these rules will result in the cancellation of all lap times for the car concerned, and its participation in the race will be subject to the approval of the stewards' panel.

Only one driver is allowed to drive per period, under penalty of cancellation of all lap times for that period.

The periods will take place as follows:

1) Q1: The best lap time of each driver will be recorded and designated as MT1.

2) Q2: The best lap time of each driver will be recorded and designated as MT2.

3) Q3: The best lap time of each driver will be recorded and designated as MT3.

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

For cars that have completed no timed laps in one of the periods, the qualifying time will be the average of the remaining two best times, and their qualifying rank will be 2 (RQ2). They will be ranked behind cars with RQ1.

For cars that have completed no timed laps in two periods, the qualifying time will be the best remaining time (MT1, MT2, or MT3), and their qualifying rank will be 3 (RQ3). They will be ranked behind cars with RQ2.

. For cars that have completed no timed laps, their qualifying rank will be 4 (RQ4), and their participation in the race will be subject to the approval of the stewards, who will also determine their starting order. In all cases, they will be ranked behind cars with RQ3. The result of the qualifying session and the grid position will be determined first by the RQ order (RQ1, then RQ2, then RQ3, then RQ4) and then by the ranking (from best to worst) of the qualifying time as indicated above.

If two or more cars have the same RQ and identical qualifying time, their order will be determined by the absolute best time achieved by these cars during the qualifying session (Q1, Q2, or Q3). If this is still insufficient, priority will be given to the car that achieved it first.

During the session, the following principles will apply :

- Cars must be in the pit-lane from the moment the light turns green 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 times canceled and will not be allowed to continue the session.
- Refueling or draining of fuel is not allowed
- During this time, it is not permitted to connect a computer to the car (including wireless connection, except telemetry) or to add or remove any data or video recording support (USB key, SD card, or others). However, it will be allowed to stop the camera recording at the end of the session if it does not violate parc fermé rules.
- At the end of Q3, cars will be immediately placed under parc fermé conditions.

In the case of a track excursion exclusively due to a driving error that affects the qualifying session (red flag, FCY procedure, etc.), the driver responsible for the session interruption will be penalized by a 10-place grid drop for the race.

RACE

The driver who will start the race must be nominated by their team no later than 1 hour after the end of the qualifying sessions, by completing the appropriate form.

It will no longer be possible to change the starting driver without penalty (see Appendix 5), except in cases of force majeure.

The declared starting driver must always be the driver at the wheel from the beginning of the starting procedure until the race is launched.

DURATION

The duration of the races is 4 hours or 6 hours. The duration will be specified by the promoter for each event.

STARTING PROCEDURE

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

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

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

Start :

- During the opening period of the pit lane, cars will leave their pit to complete one or more reconnaissance laps. Refueling is forbidden from this moment until the end of the first lap of the race (or of the safety car procedure if the start or the first lap is under safety car procedure). At the end of the reconnaissance lap(s), cars must take their place on the starting grid, with drivers remaining under the marshals' instructions. If a car completes several reconnaissance laps, it must, on each lap, use the pit lane without exceeding the maximum permitted speed. It is forbidden to use the grid.

Penalty: at the discretion of the Stewards

- Any car that does not complete the reconnaissance lap and does not reach the starting grid or the pit lane under its own power will not be allowed to start from the grid.
- If yellow flashing lights with red light: one additional formation lap, under the direction of the pole position car and/or safety car.
- If a car is in difficulty and cannot start at H-5 minutes, it will be pushed to the pits, from where it will start after the last car, at the green light.
- Any car in the pits at the time of the start will only start after receiving authorization via the green light at the pit exit.

CASE OF MODFICATION OF THE PROCEDURE

If, for an unforeseen reason or due to the amount of water, it is dangerous to start, the Race Director will delay the start by displaying a "start delayed" board.

As soon as the Race Director considers that conditions are safe and a start can be given, the information will be displayed on the timing monitors, with the new time of the formation lap start. This information will always be displayed at least 10 minutes before the formation lap start.

ON THE STARTING GRID

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

- Removal and refitting of the steering wheel
- Use of radio and controls
- Measurement of tire temperature

- Measurement and adjustment of tire pressure
- Tightening of 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 bodywork and air intakes
- Connection and disconnection of an auxiliary battery

At the “5 minutes” board, no further intervention is allowed on the cars except closing the doors of closed cars.

Wheel changes on the starting grid may only be carried out to fit wet tires between H-15 minutes and H-5 minutes. Wet tires may only be fitted if the track is declared wet by Race Control.

Any other intervention is prohibited without the express authorization of officials, in particular:

- Opening of bodywork panels

It is strictly forbidden to start the engine of a car resting on its wheels on the starting grid if no one is at the wheel.

If one or more cars must be removed from the grid, the gaps will not be filled.

CASE OF SUBSTITUTE DRIVERS

- A retirement is officially validated when the competitor or team manager declares it in writing (retirement form) to Race Control.
- If a team has several cars, after the official retirement of one of them with Race Control, drivers may become substitutes for another car of the team. Only in cases of force majeure may they replace a driver within the limits of the number of drivers entered and their categorization on the car (Article 3.2).

The request must be submitted to Race Control and validated by the Stewards. Becoming a substitute alone does not allow scoring points.

PIT STOPS

Before any intervention on the car, the engine must be stopped.

During qualifying sessions and the race:

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

For interventions in front of the pits, only the following are allowed to intervene:

- 1 car controller whose ~~primary~~ role is to ensure the safety of the pit stop and of personnel present in the working area. This person will supervise the pit stop, safety, stopping and safe release of the car. They must hold a lollipop board displaying the number of the

concerned car and must not stand in the longitudinal axis of the car. ~~During the stop, this person may have other functions besides supervising the pit stop.~~ They must wear a specific blue identification armband provided by the organizer. This is the only person authorized in the working area before the engine is stopped and after the engine has been restarted for departure. Likewise, the only equipment allowed in the working area before the engine is stopped will be the lollipop board.

- 2 mechanics for mechanical interventions and/or any other actions on the car. They must wear a specific red identification armband provided by the organizer.
- 1 driver assistant, and the driver exiting the car, who may only assist their teammate in getting into the car and fastening the harness. The driver assistant is also allowed to clean the windshield. They must wear a specific yellow identification armband provided by the organizer.

A total of 4 persons, excluding the outgoing and incoming drivers. All other persons must remain inside the pit box. In the case of a crew composed of a driver holding a “handicap” license, one additional person is allowed to assist during pit stops involving said driver. This person must also wear a yellow armband.

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

- Use a maximum of two impact wrenches in the working area,
- Take tools and new wheels from outside the working area without external assistance, bring them into the working area and fir the wheels on the car,
- Always carry removed wheels when outside the pit box. However, to facilitate wheel changes, it is permitted to place them flat on the ground,
- Not throw wheels or tools or let them fall,
- Disconnect pneumatic jacks and bring wheels and equipment back behind the 2.5m line before the car leaves.

The area located between the painted line in front of the pit curtain (or wall) and the 2.5 m painted line may be used to place tires and tools necessary for these operations. No assistance may be provided by any person located in this area.

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

Penalty: at the discretion of the Stewards

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

Penalty for infringement: at the discretion of the Stewards.

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

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

Penalty: at the discretion of the Stewards.

The number of mechanics working on the car is not limited when the car is inside the pit box.

In case of intervention inside the pit box, the car must be pushed by a maximum of 4 mechanics to enter and exit the pit, with the engine off, and positioned parallel to the pit lane in front of its pit before entering or leaving.

In the event that a car is hindered from stopping parallel to the pit lane or from departing and must be maneuvered, the car must be moved, engine off, by a maximum of 4 mechanics all wearing armbands.

Signaling area: maximum 2 persons per car.

In case of non-compliance with these rules, penalties will be applied (see Appendix 5).

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

- Long clothing (top and bottom, fireproof clothing recommended)
- Protective goggles or mask
- Helmet previously approved by the Technical Scrutineers
- Protective gloves (in exceptional circumstances, an operator may remove gloves if absolutely necessary)

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

Pit access:

During practice and the race:

a) The pit curtain (track side) must remain fully open,

b) Visibility inside the pit must remain unobstructed by any means (bodywork parts, curtains, stacks of tires, trolleys, etc.),

c) Officials must have free access inside the pit.

Penalty: at the discretion of the Stewards.

REFUELING

For safety reasons, fuel storage in the pits is strictly prohibited. For any handling of fuel outside the refueling area, the presence of an assistant holding a fire extinguisher is mandatory.

During collective tests, refueling must be carried out in accordance with §7.5.1 of the technical prescriptions for filling systems of the FFSA Standard Circuit Regulations (asphalt circuits) 2025.

Fuel must be stored outside the pits, near the paddock-side door, with a fire extinguisher permanently nearby.

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

Refueling is prohibited during qualifying sessions.

During the race, a minimum of 1 mechanic or a maximum of 2 mechanics assigned per car will carry out refueling. The engine must be stopped before any intervention and may only be restarted when all operations are completed. The car must be grounded before refueling begins and throughout the entire process.

In case of non-compliance with these rules, penalties will be applied (see Appendix 5). These operators must be equipped with:

- FIA 8856-2000 compliant suit
- Fireproof balaclava
- Full-face helmet compliant with current FIA standards
- Fireproof gloves compliant with current FIA standards
- Fireproof shoes and socks
- Fireproof underwear

The wearing and use of:

- Headlamps,
- Mobile phones,
- Radios

is prohibited in the refueling area, except for equipment compliant with explosive-risk zones. In case of non-compliance with these rules, penalties will be applied (see Appendix 5). A tolerance will be granted for radios not complying with these rules but fully concealed within the operators' clothing (no element of the radio equipment may be visible externally).

- Access to the refueling station will primarily be via the pit access lane.
- If a car breaks down in the refueling area, it will be pushed to the intervention area only by two refueling operators present in the zone. Then, from the exit of this area to the pit, a maximum of 4 persons is allowed to push the car.

One of the two authorized operators must indicate to the car where to stop and when to leave. Any team member near the car will be considered as working on the car.

For each car entered, each competitor must provide the fuel supplier selected by the Promoter with a deposit to cover fuel costs.

In case of a shortage of available fuel pumps, cars must return to the track without stopping at the entrance to the refueling area.

All cars must be capable of being refueled directly using a fuel nozzle of the same type as those found at service stations. Cars equipped with a quick-fill system (ATL, Staubli, etc.) must be

refueled using a filling container compliant with FIA Appendix 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 stewards.

Nevertheless, competitors will have the possibility to adapt the fuel tank filler opening(s) for this operation (installation of an Aero cap, flap system, or similar). It must be easily accessible manually for this operation and must not require the use of tools. Once opened, it must remain securely attached to the car (cable, steel wire, hinge, etc.). The installation of a non-return valve (FIA Technical List No. 18) is strongly recommended. If the modification deviates from the car's homologation form, the installation must be approved by the Technical Delegate. A document detailing the proposed installation of this cap must be submitted to him no later than 15 days before the start of the event. Wherever possible, the filler opening must be positioned on the appropriate side relative to the fuel pumps.

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

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

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

For crews composed of drivers with reduced mobility, adjustments to these rules may be made.

BREAKDOWN-OFF TRACK INCIDENT

In the event of going off track or a breakdown on the circuit during the event, repairs must be carried out by the driver alone using the tools carried in the car. During the race, when a car stops, the engine must be restarted using the starter by the driver alone: push-start assistance is prohibited.

The car must be towed back to the pit using any means provided by the circuit's recovery service, under the supervision of the marshals, to resume the race after repairs and inspection by the scrutineers.

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

In the event of a breakdown or issue in the pit lane requiring reversing, the driver must stop the engine and may then be pushed in front of their pit box by mechanics. A maximum of 4 people is allowed to push a car to its pit. Any car proceeding to the end of the pit lane while waiting for the green light must do so under its own power (Penalty: at the discretion of the Stewards).

Any reversing under engine power in the pit lane or driving against the direction of the pit lane will be penalized.

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

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

MINIMUM PIT STOP TIME

For an event lasting 4 hours, a Minimum Pit Stop Time is imposed and must be respected for each of the 4 mandatory pit stops during the race.

This mandatory stop time is measured between the "pit entry loop" and the "pit exit loop" (as presented during the briefing) and does not include time spent in the refueling area.

The "Minimum Pit Stop Time and Driving Time" will be communicated by the Promoter for each event and published in the briefing notes or by bulletin from the Panel of Stewards.

Pit stops must take place in front of each competitor's garage or designated area and under the responsibility of the Team Manager.

During the race, competitors must complete 4 mandatory pit stops with a duration equal to or greater than the minimum stop time. These mandatory pit stops must be completed within 3 hours and 45 minutes from the start of the race. At the latest, for the final mandatory pit stop, the car must cross the pit entry line before 3 hours 44 minutes and 59.999 seconds of elapsed race time.

If, within this period, the number of pit stops complying with the "Minimum Pit Stop Time" is fewer than 4, the car will be given a STOP & GO penalty plus twice the missing time compared to the "minimum pit stop time," rounded up to the next second.

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

Any pit stop carried out under Safety Car or FCY conditions will not be counted among the validated mandatory pit stops. The FCY period will be considered active from the moment the Race Director announces the upcoming implementation of an FCY (e.g., "Full Course Yellow in 30s"). In the case of Safety Car or FCY, it is the crossing of the "pit entry loop" line that will be taken into account:

- If the "pit entry loop" line is crossed before the deployment of a Safety Car (SC) or the declaration of an FCY: the stop may be counted as one of the mandatory pit stops.
- If the "pit entry loop" line is crossed after the deployment of a Safety Car or the declaration of an FCY: the stop cannot be counted as one of the mandatory pit stops. However, it remains permitted to change driver, carry out work on the car, etc.

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

For any event with a duration different from 4 hours, time penalties will be specified and communicated by the Promoter for each event and published in the briefing notes or by bulletin from the Panel of Stewards.

For crews composed of drivers with reduced mobility, the minimum pit stop time will be adjusted. After a pit stop, driving at an abnormally low speed and/or behavior considered as obstructing other drivers may be penalized with a "Stop & Go".

4.CLASSIFICATION

RACE CLASSIFICATION

A classification will be established for each race:

- A classification by class within each category (UCS1 – UCS2 – UCS3 – UCS4 – Porsche Cup
- … depending on the type of cars entered in each category)

POINTS ALLOCATION

Points will be awarded per category according to the scale below for a 4-hour race:

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

For a 6-hour race, a multiplier coefficient of 1.5 will be applied.

FINAL CHALLENGE CLASSIFICATION

All races listed on the Kennol GT Endurance Cup calendar count towards the final challenge classification.

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

There will be one winner of the Kennol GT Endurance Cup challenge per category and one overall winner of the Kennol GT Endurance Cup challenge.

For the overall classification, the following table will be used. Points are to be multiplied by the competition coefficient if applicable. All races listed on the Kennol GT Endurance Cup calendar count towards the overall challenge classification. There will be no prize giving after each race for this classification.

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

ALPINE ENDURANCE CUP CLASSIFICATION

Depending on the number of cars entered, an Alpine Endurance Cup classification may be created, rewarding the crew entering an Alpine Cup car that has accumulated the highest number of points.

TIES

Drivers who, in teams of two or three, have formed a permanent crew throughout the Series season will all score the same number of points and may, where applicable, all be awarded the title reserved for Drivers. However, if two or more drivers from different crews finish the season with the same number of points, the highest position in the Kennol GT Endurance Cup challenge will be awarded:

- To the driver with the highest number of first-place finishes
- If the number of first-place finishes is the same, to the driver with the highest number of second-place finishes,
- If the number of second-place finishes is the same, to the driver with the highest number of third-place finishes, and so on until a winner is determined.

TEAM CLASSIFICATION

The "Teams" classification will reward the team that has accumulated the highest number of points, considering the results obtained by the car that scored the most points for each team in each race, regardless of the category in which that car scored its points. If the category had fewer than 4 entries, only 50% of the points will be considered in the calculation.

JOINT RACES WITH A THIRD-PARTY ORGANIZER

Other championships and challenges may compete within the framework of the Kennol GT Endurance Cup. The format of the Kennol GT Endurance Cup will not change. Drivers entered in other championships and challenges will score points only in an "Invited" classification.

5. TIRES

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

Tire blankets are allowed. However, they may not be used in the pre-grid or on the starting grid.

Les couvertures chauffantes sont autorisées. Cependant, celles-ci ne pourront pas être utilisées en prégrille ou sur la grille de départ.

For all cars participating in the Kennol GT Endurance Cup grid, only GOODYEAR slick and wet tires bearing the specific series marking will be accepted. The only authorized wet tires are GOODYEAR tires supplied by APR. Re-cutting of slick or wet tires by competitors is prohibited.

Each competitor must use the tire size and type listed for their car in Appendix 4 of the regulations.

Any competitor wishing to enter a car not listed in the table must contact the Promoter.

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

For private testing, tires are not limited.

These tires may only be used during private testing. Tires registered for the event (qualifying and race) may also be used in private testing.

All tires (slick or wet) must carry the specific series sticker, including those used in private testing (one set without a sticker is allowed for private testing during the first participation). Failure to comply with this rule or tire registration will result in a penalty.

The number of slick tires is limited to:

- UCS1: maximum 16 tires for qualifying and a 4-hour race, and 24 for 6-hour races
- UCS4: maximum 8 tires for qualifying and a 4-hour race, and 12 for 6-hour races
- Other categories: maximum 12 tires for qualifying and a 4-hour race, and 20 for 6-hour races
- Each tire must be marked no later than 1 hour before the start of the first qualifying session

Four additional tires (front or rear), called "joker" tires, may be used during the season in case of damage, subject to approval by the tire supplier and validation by the technical scrutineer. In case of entry for a race, only one additional tire may be granted. This allocation may not exceed 4 additional "joker" tires during the season.

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

APR

3, rue du Pavin - Parc Logistique 63360 GERZAT

France. Tel : 04 73 24 24 24 Email : apr-contact@apr-europe.com

6. ATLAS SYSTEM

During official sessions, the use of the ATLAS 2.4 unit is mandatory on each car. The competitor is responsible for proper installation and correct operation of the system throughout the event

Applicable penalties:

During qualifying sessions:

- Absence of the system: No participation in qualifying sessions
- System malfunction: Must be repaired or a 5-second Stop&Hold penalty at the start of the next qualifying session

During the race :

- Absence of the system: No participation in the race
- System malfunction: Technical flag shown; the car must stop to restore system operation. The car may only rejoin the race once the ATLAS 2.4 unit is functioning again.

APPENDIX 2 – ULTIMATE GT SPRINT CUP GRID

1. FORMAT

The Ultimate GT Sprint Cup grid is reserved for teams of 1 or 2 drivers and runs as follows:

Two 15-minute qualifying sessions (Qualifying session n°1 with driver n°1 for race 1 – qualifying session n°2 with driver n°2 for race 2. The driver order is defined by their registration on the entry list)

Two 35-minute races

2. EVENT PROCEDURE

QUALIFYING SESSIONS

There will be two qualifying sessions. All drivers must complete at least one timed lap (i.e., two consecutive crossings of the timing line on track) to qualify for the races, except in cases of force majeure recognized by the stewards.

- Session 1

The driver taking part in the first session will qualify for race 1. The best time set during session 1 determines the starting grid for race 1.

- Session 2

The driver taking part in the second session will qualify for race 2. The best time set during session 2 determines the starting grid for race 2. All teams must respect the driver order as stated in the entry form or, failing that, in the entry list. Only one driver is allowed to drive per session; otherwise, all times from that session will be cancelled.

During the session, the following principles apply:

- Cars must remain in the pit lane from the moment the green light is shown at the start of session 1 until the chequered flag at the end of session 2. Any car returning to its garage during this period will have all its times cancelled and will not be allowed to continue in the qualifying sessions.
- Refueling and fuel draining are not allowed.
- During qualifying, it is not permitted to connect a computer to the car (including via wireless connection, except for telemetry), nor to add or remove any data or video recording device (USB stick, SD card, etc.). However, it is permitted to stop camera recording at the end of session 2, provided this does not violate parc fermé regulations.
- At the end of session 2, the cars will be immediately placed under parc fermé conditions.
- Only one driver is allowed at the wheel per session.

In the event of a tie, the classification will be determined based on the driver who set the time first.

RACE

Driver changes are not allowed during the races.

Pre-race assembly area: All cars must report to the assembly area 30 minutes before the signal to open the pit lane for qualifying sessions and races. For qualifying sessions, cars will leave the assembly area in Championship order.

Starting procedure :

H – 11 min: Pit Lane opens (2 installation laps are allowed)

H – 6 min : Pit Lane closes

H– 5 min: 5-minute board – All cars must be on their 4 wheels

H – 3 min: 3-minute board – Grid cleared – 1 mechanic per car

H– 1 min: 1-minute board – Engine start – Grid cleared

H – 15 sec: 15-second board – Grid must be completely cleared

H: Start of the formation lap

3. CLASSIFICATION

RACE CLASSIFICATION

The following classifications will be established for each race:

- An overall classification for each category
- A class classification within each category (depending on the type of cars entered in each category)

POINTS ALLOCATION

CLASSIFICATION	*POINTS*
1st	16
2nd	12
3rd	10
4th	8
5th	6
6th	4
7th	2
8th	1
Beyond	0.5

Each driver in a two-driver team will have their points from each race (overall category classification + class classification, if applicable) doubled, then multiplied by the coefficient defined in Article 1.4 (Calendar).

For drivers competing alone in both races, the results of races 1 and 2 will be added together.

FINAL CHALLENGE CLASSIFICATION

All races listed on the calendar count toward the final challenge classification. To be eligible, a driver must be entered, for each event, in the GT Sprint grid of the Challenge, regardless of category.

TIES

If two or more drivers finish the season with the same number of points, the higher position in the Ultimate GT Sprint Cup will be awarded to:

a) The driver with the highest number of wins,

b) If equal, the driver with the highest number of second-place finishes,

c) If still equal, the driver with the highest number of third-place finishes, and so on until a winner is determined

TEAM CLASSIFICATION

The "Teams" classification will reward the team that has accumulated the highest number of points, considering the results of the highest-scoring car from each team in each race, regardless of category. If a category has fewer than 4 entries, only 50% of the points will be counted.

UCTC CLASSIFICATION (Ultimate Cavalino Tridente Cup)

Depending on the number of entries, the UCTC classification will reward the team and driver entering a Ferrari or Maserati that has accumulated the highest number of points, considering the results of the highest-scoring car from each team in each race, regardless of category.

From 5 cars: a dedicated classification and podium within the Ultimate GT Sprint Cup.

A committee composed of two Ultimate Cup staff members and one additional member will establish a Balance of Performance (BoP) and define driver categorization.

JOINT RACES WITH A THIRD-PARTY ORGANIZER

D'autres championnats et challenges pourront rouler dans le cadre de l'Ultimate GT-Sprint Cup. Le format de l'Ultimate GT-Sprint Cup n'évoluera pas. Les pilotes engagés dans les autres championnats et challenges marqueront des points dans un classement « invités » uniquement.

4. TIRES

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

For all cars participating in the Ultimate GT Sprint Cup grid, only GOODYEAR slick and wet tires bearing the specific series marking will be accepted. The only authorized wet tires are GOODYEAR tires supplied by APR. Re-cutting of slick or wet tires by competitors is prohibited.

Each competitor must use the tire size and type listed for their car in Appendix 4 of the regulations. Any competitor wishing to enter a car not listed must contact the Promoter.

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

These tires may only be used during private testing. Tires registered for the event (qualifying and race) may also be used in private testing. All tires (slick or wet) must carry the specific series sticker, including those used in private testing (one set without a sticker is allowed for private testing during the first participation). Failure to comply with this rule or tire registration will result in a penalty.

The number of slick tires is limited for qualifying and races to a maximum of 2 sets (4 front tires, 4 rear tires, or 8 tires if front and rear dimensions are identical). Each tire must be marked no later than 1 hour before the start of the first qualifying session. For safety reasons, the promoter reserves the right to authorize additional tires for the race.

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

Four additional tires (front or rear), called “joker” tires, may be used during the season in case of damage, subject to approval by the tire supplier and validation by the technical delegate. In case of race entry, only one additional tire may be granted. This allocation may not exceed four “joker” tires during the season.

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

APR

3, rue du Pavin - Parc Logistique 63360 GERZAT

France. Tel : 04 73 24 24 24 // Email : apr-contact@apr-europe.com

APPENDIX 3 – RACE STOP

If necessary, Race Control may decide to stop the race with a red flag. The Race Director will instruct all marshal posts to display red flags, and the start gantry lights will also be turned red. From the moment the red flag is shown, overtaking is prohibited and the pit lane exit will be closed. All cars must return to the pit lane and remain in the fast lane.

All cars are considered to be under parc fermé conditions from the moment the red flag is shown, including those already in the pit lane at that time (all work must stop immediately when the red flag is displayed; work may resume after the 3-minute board. The cars concerned may only rejoin the track after the restart from the back of the line of cars in the fast lane).

- **Less than 2 laps completed:** all cars must proceed to the SC2 line in single file under parc fermé conditions. A new start will be given using the original starting grid. This start may be given behind the safety car. The race duration will be reduced by 4 minutes. Full points will be awarded.
- **More than 2 laps completed:** at the time of the red flag, the pit lane exit will be closed. All cars on track must return to the pit lane and remain in the fast lane under parc fermé conditions. The restart will take place behind the safety car. Cars stopped in the pit lane ahead of the race leader will be released on the Race Director's signal to join the back of the field. The detailed schedule of the procedure will be communicated by Race Control. The classification will be established by combining laps and time. Full points will be awarded if more than 75% of the race duration has been completed. If the total of the two parts of the race represents less than 75% of the scheduled race time, only 50% of the points will be awarded. If the race is stopped multiple times and less than 75% of the race duration is completed, only 50% of the points will be awarded.
- **Red flag during a Safety Car procedure (after more than 2 laps):** cars must return to the pit lane and remain stationary in the fast lane under parc fermé conditions. The restart will take place behind the safety car. Cars stopped in the pit lane ahead of the race leader will be released on the Race Director's signal to join the back of the field.
- **More than 75% of race duration completed:** the race will not be restarted. All cars will be directed to parc fermé and full points will be awarded.

Race restart: All restarts after the end of lap 2 will take place behind the safety car.

The following signals will be given to competitors until the restart:

- 5 minutes
- 3 minutes: all cars positioned ahead of the race leader must go around via the track to join the back of the field; overtaking is prohibited. Work on cars that were already stopped before the neutralization may resume.
- 1 minute : Engine start
- 15 seconds

At time H, the race will be restarted under Safety Car conditions.

APPENDIX 4 - TIRES

Car				FRONT SLICK	REAR SLICK	FRONT WET	REAR WET
Brand	Chassis	Version	Year	Description	Description	Description	Description
Alpine	Cup			245/650R18 GY SLICK TC 02B3	265/660R18 GY SLICK TC 02B3	245/650R18 GY WET-L/R TC 02W3	265/660R18 GY RM9000-L/R TC 02W3
Alpine		GT4		245/650R18 GY SLICK TC 02B3	265/660R18 GY SLICK TC 02B3	245/650R18 GY WET-L/R TC 02W3	265/660R18 GY RM9000-L/R TC 02W3
Aston Martin	DBRS9	GT3	2013/2014	305/660R18 GY SLICK GT 02C1	310/710R18 GY SLICK GT 04C1	305/660R18 GY WET-L/R GT 02W3	310/710R18 GY WET2-L/R GT 04W3
Aston Martin	DBRS9	GT3	2013/2014	300/680R18 GY SLICK GT 03C1	310/710R18 GY SLICK GT 04C1	300/680R18 GY WET-L/R GT 04W3	310/710R18 GY WET2-L/R GT 04W3
Aston Martin		GT3	2016	300/680R18 GY SLICK GT 03C1	310/710R18 GY SLICK GT 04C1	300/680R18 GY WET-L/R GT 04W3	310/710R18 GY WET2-L/R GT 04W3
Aston Martin		GT4		305/660R18 GY SLICK GT 02C1	300/680R18 GY SLICK GT 03C1	305/660R18 GY WET-L/R GT 02W3	300/680R19 GY WET-L/R GT 04W3
Audi	R8 LMS	LMS		265/660R18 GY SLICK TC 02B3	310/710R18 GY SLICK GT 04C1	265/660R18 GY RM9000-L/R TC 02W3	310/710R18 GY WET2-L/R GT 04W3
Audi	R8 LMS Ultra	GT3		305/660R18 GY SLICK GT 02C1	310/710R18 GY SLICK GT 04C1	305/660R18 GY WET-L/R GT 02W3	310/710R18 GY WET2-L/R GT 04W3
Audi	R8	GT3	2016	300/680R18 GY SLICK GT 03C1	310/710R18 GY SLICK GT 04C1	300/680R18 GY WET-L/R GT 04W3	310/710R18 GY WET2-L/R GT 04W3
Audi	R8	GT4		305/660R18 GY SLICK GT 02C1	310/710R18 GY SLICK GT 04C1	305/660R18 GY WET-L/R GT 02W3	310/710R18 GY WET2-L/R GT 04W3
Bentley		GT3		310/710R18 GY SLICK GT 04C1	310/710R18 GY SLICK GT 04C1	310/710R18 GY WET2-L/R GT 04W3	310/710R18 GY WET2-L/R GT 04W3
BMW	M3	GT4		245/650R18 GY SLICK TC 02B3	265/660R18 GY SLICK TC 02B3	245/650R18 GY WET-L/R TC 02W3	265/660R18 GY RM9000-L/R TC 02W3
BMW	M3			265/660R18 GY SLICK TC 02B3	300/680R18 GY SLICK GT 03C1	265/660R18 GY RM9000-L/R TC 02W3	300/680R18 GY WET-L/R GT 04W3
BMW	M4	GT4		305/660R18 GY SLICK GT 02C1	305/660R18 GY SLICK GT 02C1	305/660R18 GY WET-L/R GT 02W3	305/660R18 GY WET-L/R GT 02W3
BMW	Z4	GT3		300/680R18 GY SLICK GT 03C1	310/710R18 GY SLICK GT 04C1	300/680R18 GY WET-L/R GT 04W3	310/710R18 GY WET2-L/R GT 04W3
BMW	M6	GT3	2016	310/710R18 GY SLICK GT 04C1	310/710R18 GY SLICK GT 04C1	310/710R18 GY WET2-L/R GT 04W3	310/710R18 GY WET2-L/R GT 04W3
Chevrolet	Camaro	GT3		310/710R19 GY SLICK GT 01C1	310/710R19 GY SLICK GT 01C1	310/710R19 GY CR9000 GT 01W3	310/710R19 GY CR9000 GT 01W3
Chevrolet	Camaro	GT3	2016	310/710R19 GY SLICK GT 01C1	310/710R19 GY SLICK GT 01C1	310/710R19 GY CR9000 GT 01W3	310/710R19 GY CR9000 GT 01W3
Chrysler	Viper	GT1		305/660R18 GY SLICK GT 02C1	310/710R18 GY SLICK GT 04C1	305/660R18 GY WET-L/R GT 02W3	310/710R18 GY WET2-L/R GT 04W3
Chrysler	Viper	GT3		305/660R18 GY SLICK GT 02C1	310/710R18 GY SLICK GT 04C1	305/660R18 GY WET-L/R GT 02W3	310/710R18 GY WET2-L/R GT 04W3
Corvette	Z06	GT3		305/660R18 GY SLICK GT 02C1	310/710R18 GY SLICK GT 04C1	305/660R18 GY WET-L/R GT 02W3	310/710R18 GY WET2-L/R GT 04W3
Corvette	Z06	GT3	2014	300/680R18 GY SLICK GT 03C1	310/710R18 GY SLICK GT 04C1	300/680R18 GY WET-L/R GT 04W3	310/710R18 GY WET2-L/R GT 04W3
Corvette C7R	C7R	GT3	2016	300/680R18 GY SLICK GT 03C1	310/710R18 GY SLICK GT 04C1	300/680R18 GY WET-L/R GT 04W3	310/710R18 GY WET2-L/R GT 04W3
Ferrari	F458	Challenge		235/645R19 GY SLICK GT 01C1	285/680R19 GY SLICK GT 01C1	235/645R19 GY CR9000 GT 01W3	285/680R19 GY CR9000 GT 01W3
Ferrari	F488	Challenge					
Ferrari	F355	Challenge		245/650R18 GY SLICK TC 02B3	285/680R18 GY SLICK GT 01C1	245/650R18 GY WET-L/R TC 02W3	285/680R18 GY CR9000-L/R GT 01W3
Ferrari	F360	Modena		245/650R18 GY SLICK TC 02B3	285/680R18 GY SLICK GT 01C1	245/650R18 GY WET-L/R TC 02W3	285/680R18 GY CR9000-L/R GT 01W3
Ferrari	F458	GT3	Avant 2013	305/660R18 GY SLICK GT 02C1	310/710R19 GY SLICK GT 01C1	305/660R18 GY WET-L/R GT 02W3	310/710R19 GY CR9000 GT 01W3
Ferrari	F458	GT2		300/680R18 GY SLICK GT 03C1	310/710R18 GY SLICK GT 04C1	300/680R18 GY WET-L/R GT 04W3	310/710R18 GY WET2-L/R GT 04W3
Ferrari	F488	GT3	2016	300/680R18 GY SLICK GT 03C1	310/710R18 GY SLICK GT 04C1	300/680R18 GY WET-L/R GT 04W3	310/710R18 GY WET2-L/R GT 04W3
Ferrari	F458	GT3	2013/2014	300/680R18 GY SLICK GT 03C1	310/710R18 GY SLICK GT 04C1	300/680R18 GY WET-L/R GT 04W3	310/710R18 GY WET2-L/R GT 04W3
Ford	Mustang	FR500/GT3		305/660R18 GY SLICK GT 02C1	310/710R18 GY SLICK GT 04C1	305/660R18 GY WET-L/R GT 02W3	310/710R18 GY WET2-L/R GT 04W3
Ford	GT	GT3		305/660R18 GY SLICK GT 02C1	310/710R18 GY SLICK GT 04C1	305/660R18 GY WET-L/R GT 02W3	310/710R18 GY WET2-L/R GT 04W3
Ginetta	G55	Cup		245/650R18 GY SLICK TC 02B3	265/660R18 GY SLICK TC 02B3	245/650R18 GY WET-L/R TC 02W3	265/660R18 GY RM9000-L/R TC 02W3
Ginetta	G50			245/650R18 GY SLICK TC 02B3	265/660R18 GY SLICK TC 02B3	245/650R18 GY WET-L/R TC 02W3	265/660R18 GY RM9000-L/R TC 02W3
Ginetta	GT4			245/650R18 GY SLICK TC 02B3	265/660R18 GY SLICK TC 02B3	245/650R18 GY WET-L/R TC 02W3	265/660R18 GY RM9000-L/R TC 02W3
Ginetta	G57		2016	305/660R18 GY SLICK GT 02C1	310/710R18 GY SLICK GT 04C1	305/660R18 GY WET-L/R GT 02W3	310/710R18 GY WET2-L/R GT 04W3
Ginetta	G55			300/680R18 GY SLICK GT 03C1	310/710R18 GY SLICK GT 04C1	300/680R18 GY WET-L/R GT 04W3	310/710R18 GY WET2-L/R GT 04W3
Lamborghini	Super	Trofeo		265/660R18 GY SLICK TC 02B3	305/660R18 GY SLICK GT 02C1	265/660R18 GY RM9000-L/R TC 02W3	305/660R18 GY WET-L/R GT 02W3
Lamborghini	Gallardo	GT3		305/660R18 GY SLICK GT 02C1	310/710R18 GY SLICK GT 04C1	305/660R18 GY WET-L/R GT 02W3	310/710R18 GY WET2-L/R GT 04W3
Lamborghini	Gallardo	GT3	2016	305/660R18 GY SLICK GT 02C1	310/710R18 GY SLICK GT 04C1	305/660R18 GY WET-L/R GT 02W3	310/710R18 GY WET2-L/R GT 04W3
Lamborghini	LP560			305/660R18 GY SLICK GT 02C1	310/710R18 GY SLICK GT 04C1	305/660R18 GY WET-L/R GT 02W3	310/710R18 GY WET2-L/R GT 04W3
Lamborghini	LP600			305/660R18 GY SLICK GT 02C1	310/710R18 GY SLICK GT 04C1	305/660R18 GY WET-L/R GT 02W3	310/710R18 GY WET2-L/R GT 04W3
Lamborghini	Huracan			300/680R18 GY SLICK GT 03C1	310/710R18 GY SLICK GT 04C1	300/680R18 GY WET-L/R GT 04W3	310/710R18 GY WET2-L/R GT 04W3

Ligier	JS2R			245/650R18 GY SLICK TC 02B3	265/660R18 GY SLICK TC 02B3	245/650R18 GY WET-L/R TC 02W3	295/660R18 GY RM9000-L/R TC 02W3
Maserati	Coupe	GSL/GT3(opt2)		265/660R18 GY SLICK TC 02B3	305/660R18 GY SLICK GT 02C1	265/660R18 GY RM9000-L/R TC 02W3	305/660R18 GY WET-L/R GT 02W3
Maserati	MC3	GT3		300/680R18 GY SLICK GT 03C1	310/710R18 GY SLICK GT 04C1	300/680R18 GY WET-L/R GT 04W3	310/710R18 GY WET2-L/R GT 04W3
Maserati	Trofeo			305/660R18 GY SLICK GT 02C1	310/710R18 GY SLICK GT 04C1	305/660R18 GY WET-L/R GT 02W3	310/710R18 GY WET2-L/R GT 04W3
Mc Laren		GT3	Avant 2014	305/660R18 GY SLICK GT 02C1	310/710R18 GY SLICK GT 04C1	305/660R18 GY WET-L/R GT 02W3	310/710R18 GY WET2-L/R GT 04W3
Mercedes	SLS	GT3		300/680R18 GY SLICK GT 03C1	310/710R18 GY SLICK GT 04C1	300/680R18 GY WET-L/R GT 04W3	310/710R18 GY WET2-L/R GT 04W3
Mercedes	AMG	GT3	2016	300/680R18 GY SLICK GT 03C1	310/710R18 GY SLICK GT 04C1	300/680R18 GY WET-L/R GT 04W3	310/710R18 GY WET2-L/R GT 04W3
Mercedes	AMG	GT4		305/660R18 GY SLICK GT 02C1	300/680R18 GY SLICK GT 03C1	305/660R18 GY WET-L/R GT 02W3	300/680R18 GY WET-L/R GT 04W3
MITJET	2L					245/650R18 GY WET-L/R TC 02W3	245/650R18 GY WET-L/R TC 02W3
Mosler	MT	900		305/660R18 GY SLICK GT 02C1	310/710R18 GY SLICK GT 04C1	305/660R18 GY WET-L/R GT 02W3	310/710R18 GY WET2-L/R GT 04W3
Nissan	GT-R	GT3		310/710R18 GY SLICK GT 04C1	310/710R18 GY SLICK GT 04C1	310/710R18 GY WET2-L/R GT 04W3	310/710R18 GY WET2-L/R GT 04W3
Porsche	997	R-GT3		305/660R18 GY SLICK GT 02C1	310/710R18 GY SLICK GT 04C1	305/660R18 GY WET-L/R GT 02W3	310/710R18 GY WET2-L/R GT 04W3
Porsche	Cayman	S-Cup		245/650R18 GY SLICK TC 02B3	265/660R18 GY SLICK TC 02B3	245/650R18 GY WET-L/R TC 02W3	255/660R18 GY RM9000-L/R TC 02W3
Porsche	997	RS/GT de serie		245/650R18 GY SLICK TC 02B3	310/710R18 GY SLICK GT 04C1	245/650R18 GY WET-L/R TC 02W3	310/710R18 GY WET2-L/R GT 04W3
Porsche	997	Cup	2010	245/650R18 GY SLICK TC 02B3	300/680R18 GY SLICK GT 03C1	245/650R18 GY WET-L/R TC 02W3	300/680R18 GY WET-L/R GT 04W3
Porsche	996	Cup		245/650R18 GY SLICK TC 02B3	285/680R18 GY SLICK GT 01C1	245/650R18 GY WET-L/R TC 02W3	285/680R18 GY CR9000-L/R GT 01W3
Porsche	997	Cup		245/650R18 GY SLICK TC 02B3	285/680R18 GY SLICK GT 01C1	245/650R18 GY WET-L/R TC 02W3	285/680R18 GY CR9000-L/R GT 01W3
Porsche	964	RS,RSR		245/650R18 GY SLICK TC 02B3	285/680R18 GY SLICK GT 01C1	245/650R18 GY WET-L/R TC 02W3	285/680R18 GY CR9000-L/R GT 01W3
Porsche	Cayman	GT4		245/650R18 GY SLICK TC 02B3	285/680R18 GY SLICK GT 01C1	245/650R18 GY WET-L/R TC 02W3	285/680R18 GY CR9000-L/R GT 01W3
Porsche	996	bi-Turbo GT2		265/660R18 GY SLICK TC 02B3	310/710R18 GY SLICK GT 04C1	265/660R18 GY RM9000-L/R TC 02W3	310/710R18 GY WET2-L/R GT 04W3
Porsche	991	Cup		265/660R18 GY SLICK TC 02B3	310/710R18 GY SLICK GT 04C1	265/660R18 GY RM9000-L/R TC 02W3	310/710R18 GY WET2-L/R GT 04W3
Porsche	997	Cup S		265/660R18 GY SLICK TC 02B3	310/710R18 GY SLICK GT 04C1	265/660R18 GY RM9000-L/R TC 02W3	310/710R18 GY WET2-L/R GT 04W3
Porsche	996	RS,RSR		265/660R18 GY SLICK TC 02B3	310/710R18 GY SLICK GT 04C1	265/660R18 GY RM9000-L/R TC 02W3	310/710R18 GY WET2-L/R GT 04W3
Porsche	997	RSR		265/660R18 GY SLICK TC 02B3	310/710R18 GY SLICK GT 04C1	265/660R18 GY RM9000-L/R TC 02W3	310/710R18 GY WET2-L/R GT 04W3
Porsche	993	Turbo GT2		265/660R18 GY SLICK TC 02B3	310/710R18 GY SLICK GT 04C1	265/660R18 GY RM9000-L/R TC 02W3	310/710R18 GY WET2-L/R GT 04W3
Porsche	911	Turbo		265/660R18 GY SLICK TC 02B3	310/710R18 GY SLICK GT 04C1	265/660R18 GY RM9000-L/R TC 02W3	310/710R18 GY WET2-L/R GT 04W3
Porsche	996	R		265/660R18 GY SLICK TC 02B3	310/710R18 GY SLICK GT 04C1	265/660R18 GY RM9000-L/R TC 02W3	310/710R18 GY WET2-L/R GT 04W3
Porsche	911	GT3 R	2013-2014	305/660R18 GY SLICK GT 02C1	310/710R18 GY SLICK GT 04C1	305/660R18 GY WET-L/R GT 02W3	310/710R18 GY WET2-L/R GT 04W3
Porsche	992	GT3 R		300/680R18 GY SLICK GT 03C1	310/710R18 GY SLICK GT 04C1	300/680R18 GY WET-L/R GT 04W3	310/710R18 GY WET2-L/R GT 04W3
Porsche	997	RSR	2010-2012	305/660R18 GY SLICK GT 02C1	310/710R18 GY SLICK GT 04C1	305/660R18 GY WET-L/R GT 02W3	310/710R18 GY WET2-L/R GT 04W3
Porsche	996	Turbo GT2		305/660R18 GY SLICK GT 02C1	310/710R18 GY SLICK GT 04C1	305/660R18 GY WET-L/R GT 02W3	310/710R18 GY WET2-L/R GT 04W3
Porsche	911	GT3 R	2016	305/660R18 GY SLICK GT 02C1	310/710R18 GY SLICK GT 04C1	305/660R18 GY WET-L/R GT 02W3	310/710R18 GY WET2-L/R GT 04W3
Porsche	992	Cup		305/660R18 GY SLICK GT 02C1	310/710R18 GY SLICK GT 04C1	305/660R18 GY WET-L/R GT 02W3	310/710R18 GY WET2-L/R GT 04W3
Renault	RS01	Trophy		300/680R18 GY SLICK GT 03C1	310/710R18 GY SLICK GT 04C1	300/680R18 GY WET-L/R GT 04W3	310/710R18 GY WET2-L/R GT 04W3
Saleen				305/660R18 GY SLICK GT 02C1	310/710R18 GY SLICK GT 04C1	305/660R18 GY WET-L/R GT 02W3	310/710R18 GY WET2-L/R GT 04W3
Vortex		S1	2016	300/680R18 GY SLICK GT 03C1	310/710R18 GY SLICK GT 04C1	300/680R18 GY WET-L/R GT 04W3	310/710R18 GY WET2-L/R GT 04W3
TCR				265/660R18 GY SLICK TC 02B3	265/660R18 GY SLICK TC 02B3	265/660R18 GY RM9000-L/R TC 02W3	255/660R18 GY RM9000-L/R TC 02W3

APPENDIX 5 – PENALTIES 1/

DESIGNATION	INFRACTION	RACE CONTROL	STEWARDS
Teams Driving time	Failure to respect minimum driving time	*Penalty applied to final result: removal of one lap and addition of 10 seconds to race time per missing lap. Number of missing laps = missing driving time / best race lap time of the car*	
	Failure to respect maximum driving time	*Penalty applied to final result: removal of one lap and addition of 10 seconds to race time per extra lap. Number of excess laps = excess driving time / best race lap time of the car*	
Technical Checks	Late arrival to scrutineering		*Report sent to Stewards*
Cars and fuel equipment	Technical non-compliance		*Report sent to Stewards*
	Non-compliant fuel type		*Report sent to Stewards*
	Fuel additives		*Report sent to Stewards*
	Non-compliant fuel tank type	*Bring into compliance or refusal to start*	
Refuelling	Fuel present in the garage		*Report sent to Stewards*
	Use of non-authorised and/or non-homologated refuelling equipment		*Report sent to Stewards*
	Refuelling outside authorised area		*Report sent to Stewards*
	Exceeding authorised fuel volume	*Stop & Go + 10 seconds per extra litre*	

APPENDIX 5 – PENALTIES 2/

DESIGNATION	INFRACTION	RACE CONTROL	STEWARDS
Refuelling	Failure to respect number of personnel in refuelling zone	*One extra person: Drive Through; then 1 Stop & Go per additional person*	
	Failure to respect number of personnel in refuelling zone		*Report sent to Stewards*
	Participation in private/free/qualifying sessions with fuel not supplied by the official provider	*Car stopped*	*Cancellation of session times*
	Failure to respect pit entry procedure	*Stop&Go*	*Report may be sent to Stewards*
	Failure to respect pit exit procedure	*Stop&Go*	*Report may be sent to Stewards*
	Unauthorized intervention on the car in refuelling zone	*Stop&Go*	*Report may be sent to Stewards*
	Failure to comply with fuel deposit guarantee rules		*Report sent to Stewards*
Pneumatiques	Use of non-authorised tire heating systems or chemical treatment		*Report sent to Stewards*
	Non-compliance with brand, size, or type of tire specified for the car (Appendix 4)	*Car stopped*	*Report sent to Stewards*
	Use of unmarked and/or undeclared tires for testing or race		*Report sent to Stewards*

APPENDIX 5 – PENALTIES 3/

DESIGNATION	INFRACTION	RACE CONTROL	STEWARDS
Exhaust	Exceeding maximum permitted noise level	*Car stopped via Black Flag with Orange Disc for rectification*	
Lighting	Partial or total failure or non-compliance of lighting/signalling equipment	*Car stopped via Black Flag with Orange Disc for rectification*	
Wipers	Missing or non-functioning windscreen wipers	*Car stopped via Black Flag with Orange Disc for rectification*	
Transponder	Transponder not working	*Car stopped via Black Flag with Orange Disc for rectification*	
	Incorrect driver identification	*Car stopped via Black Flag with Orange Disc for rectification* *Qualifying: cancellation of lap times of incorrectly identified driver if not declared*	
Specific procedures	Failure to follow procedure in case of on-track breakdown		*Report sent to Stewards*
	Failure to follow pit lane procedure	*Stop&Go*	*Report may be sent to Stewards*
	Unauthorized push-start assistance	*Car stopped via Black Flag with Orange Disc for rectification*	*Report may be sent to Stewards*

APPENDIX 5 – PENALTIES 4/

DESIGNATION	INFRACTION	RACE CONTROL	STEWARDS
Specific procedures	Failure to respect the minimum number of mandatory pit stops	*Stop & Go + 2× the missing time compared to the "minimum pit stop time", rounded up to the nearest second. If the penalty is not served: addition of 40 seconds + 2× missing time*	
	Exceeding the number of personnel working on a car in front of the pit box	*One extra person: Drive Through; then 1 Stop & Go per additional person*	
	Driver change during refuelling		*Report sent to Stewards*
Tow hook	Missing or non-compliant	*Bring into compliance or refusal to start*	
Race numbers	Non-compliance or poor visibility of race numbers on the car	*Car stopped via Black Flag with Orange Disc for compliance*	
Mandatory advertising	Failure to respect advertising layout plan	*Car stopped via Black Flag with Orange Disc for compliance*	
	Failure to respect advertising competition rules	*Car stopped via Black Flag with Orange Disc for compliance*	
Pit lane	Exceeding pit lane speed limit	*Stop & Go of 5 seconds per km/h over in race, and €50 per km/h over in practice*	*Report may be sent to Stewards*
	Irregular use of pit lane (entry, speed, circulation, stop, exit, etc.)	*Stop&Go*	*Report may be sent to Stewards*

APPENDIX 5 – PENALTIES 5/

DESIGNATION	INFRACTION	RACE CONTROL	STEWARDS
Signal area	Non-compliance with marshal identification rules	*1 Drive Through if 1 person is not or incorrectly identified + 1 Stop & Go per additional person*	
Briefing	Late arrival or absence from briefing		*Report may be sent to Stewards*
Testing	Failure to respect testing procedures		*Report may be sent to Stewards*
Race	Late submission or change of starting driver nomination form	*1 Drive Through (if more than 1 hour before start procedure) / 1 Stop & Go of 1 minute (if less than 1 hour before start procedure)*	*Report may be sent to Stewards*
Starting procedure	Failure to respect pre-grid formation timing	*Stop&Go*	
Starting grid	Unauthorized intervention on the starting grid	*Start from pit lane*	*Report may be sent to Stewards*
Finish	Multiple crossings of the chequered flag		*Report may be sent to Stewards*
Parc fermé	Failure to respect parc fermé rules		*Report may be sent to Stewards*

APPENDIX 5 – PENALTIES 6/

DESIGNATION	INFRACTION	RACE CONTROL	STEWARDS
Driver offences	Caused the suspension of a race in application of Article 150	*Stop&Go* *Under investigation Penalty automatically converted into a 40-second penalty during the last three laps*	*Report may be transmitted to the Stewards* *OR* *other sanction(s) in the following event(s)*
	Violation of the present Sporting Regulations or the Code		
	Caused a false start for one or several cars		
	Caused a collision		
	Forced a driver to leave the track		
	Illegitimately prevented a legitimate overtaking manoeuvre by a driver		
	Illegitimately prevented a legitimate overtaking manoeuvre by a driver		
During practice	Failure to respect safety instructions in the pit lane and signalling area	*Stop&Go*	
	Failure to respect flags	*Stop & Go and cancellation of the best time of the practice session*	*Report may be sent to the Stewards*
	Unsportsmanlike driving	*Stop&Go*	*Report may be sent to the Stewards*

APPENDIX 5 – PENALTIES 7/

DESIGNATION	INFRACTION	RACE CONTROL	STEWARDS
During the race	For false start	*Drive Through Automatically converted into a 30-second penalty during the last three laps*	
	Race start simulation during the formation lap		
	Failure to respect the required gaps during the formation lap at the start		
	Overtaking during the formation lap preceding a rolling start or under Safety Car procedure		
	Failure to respect the racing line		
	Unsportsmanlike driving		
	Failure to respect flags		
	Failure to respect safety instructions in the pit lane and signalling area		
Failure to respect the racing line during practice and qualifying	1st and 2nd offence	*Lap concerned cancelled*	
	3rd offence	*Best lap cancelled and lap concerned cancelled*	
Failure to respect the racing line during a race of 1 hour or more	1st offence	*Team radio message from Race Control*	
	2nd offence	*Warning flag*	
	3rd and 4th offence	*5-second penalty*	
	5th offence	*Drive Through*	
	Abuse		*Report sent to the Stewards*
Price	Non-participation in the podium ceremony		*Report sent to the Stewards*
	Unsportsmanlike behaviour on the podium		*Report sent to the Stewards*

APPENDIX 6 – GRAPHIC CHART



COMBINAISON LIBRE
FREE SUIT

CÔTÉ COEUR
HEART SIDE

1

Sur fond clair / On light background

Sur fond foncé / On dark background

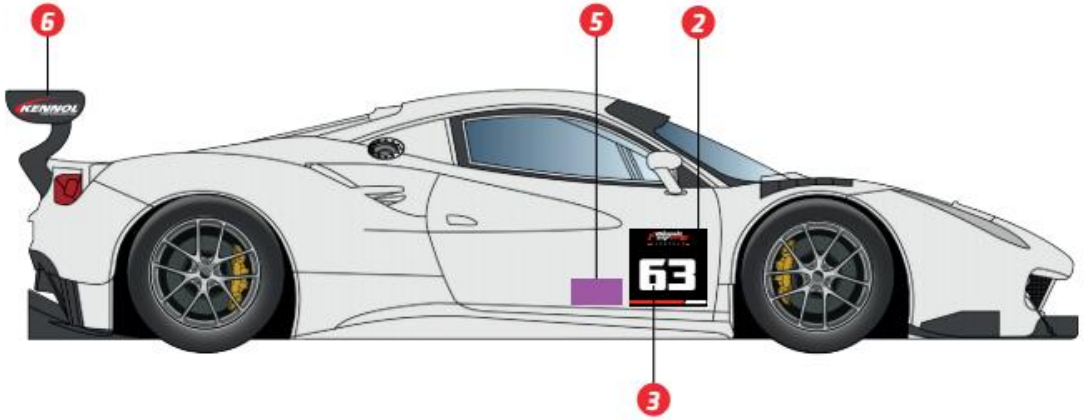
Largeur / Width : 16 cm Max

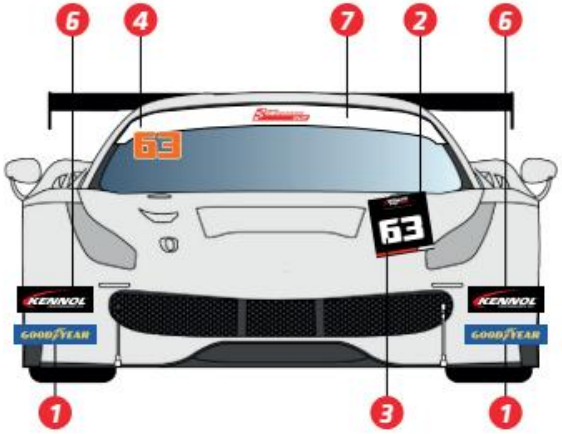
CÔTÉ ANTI-COEUR
OPPOSITE TO HEART

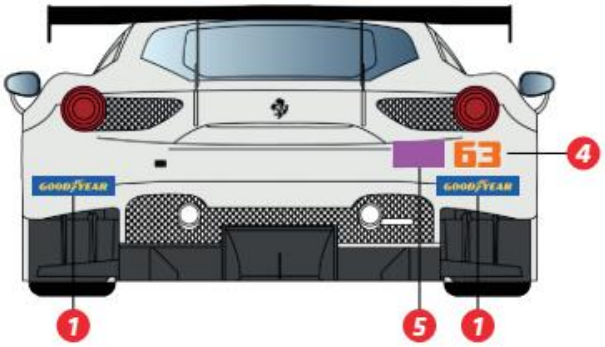
2

Largeur / Width : 16 cm Max

STICKERS GUIDELINES - DAY







1. GOODYEAR x4
   Largeur / Width : 35 cm

2. **PLAQUE NUMÉROS** x3
   NUMBERS PLATE
   Dimensions / Sizes : 40 x 40 cm

3. **NUMÉROS COURSE BLANCS** x3
   WHITE RACE NUMBERS
   Hauteur / Height : 16 cm

4. **NUMÉROS COURSE ORANGES** x3
   ORANGE RACE NUMBERS
   Hauteur / Height : 12 cm

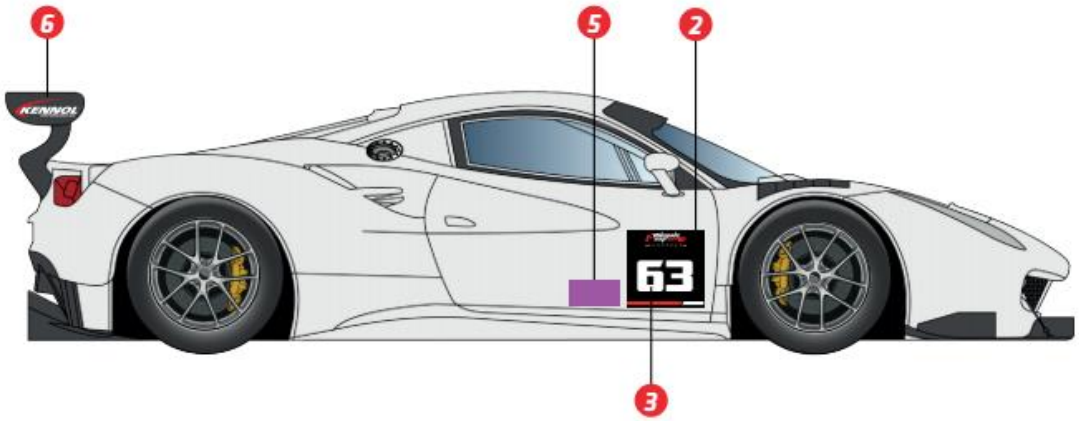
5. **STICKER CATÉGORIE** x3
   CATEGORY STICKER
   Dimensions / Width : 16 x 6 cm

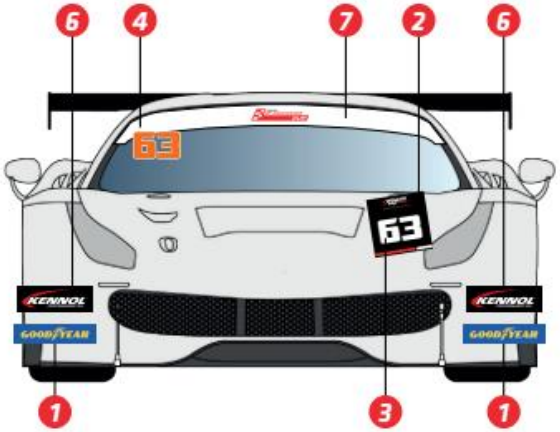
6. KENNOL x4
   Largeur / Width : 30 cm

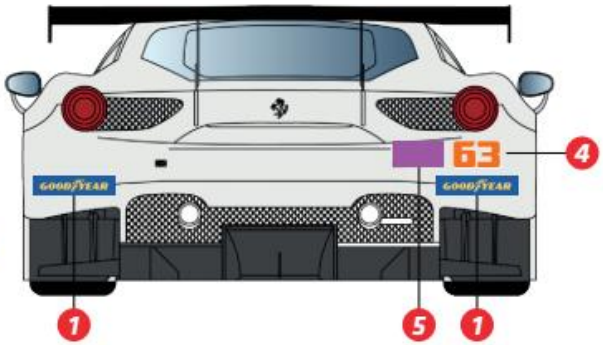
7. **BANDEAU PARE-BRISE** x1
   WINDSHIELD BANNER

10/02/2026 12:02

STICKERS GUIDELINES - NIGHT







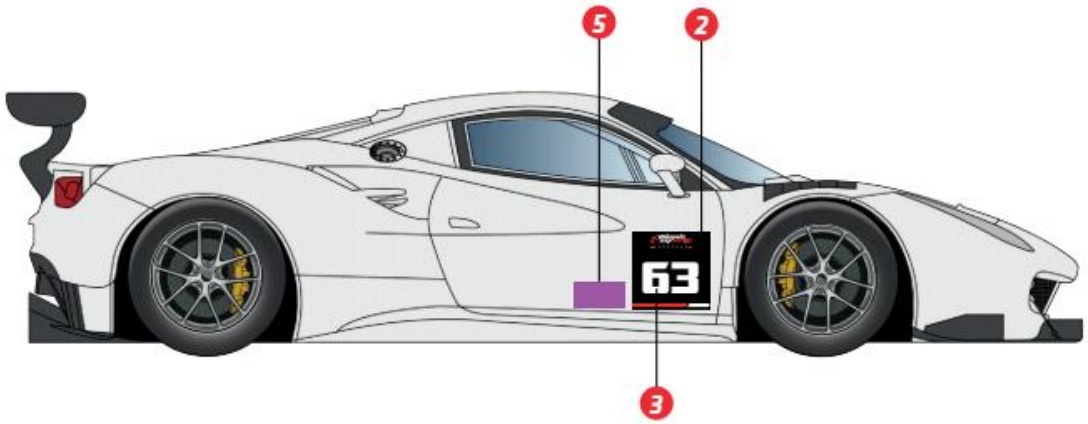
NIGHT

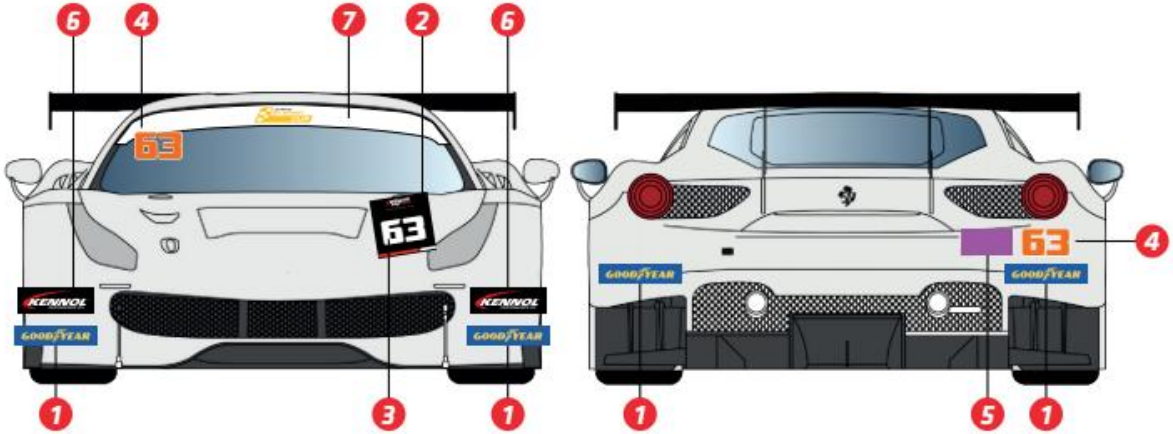
1. GOODYEAR x4
   Largeur / Width : 35 cm
2. PLAQUE NUMÉROS x3
   NUMBERS PLATE
   Dimensions / Sizes : 40 x 40 cm
3. NUMÉROS COURSE x3
   RACE NUMBERS
   ⚠ Rétroréfléchissant / Retroreflective ⚠
   Hauteur / Height : 16 cm
4. NUMÉROS COURSE ORANGES x3
   ORANGE RACE NUMBERS
   Hauteur / Height : 12 cm
5. STICKER CATÉGORIE x3
   CATEGORY STICKER
   Dimensions / Width : 16 x 6 cm
6. KENNOL x4
   Largeur / Width : 30 cm
7. BANDEAU PARE-BRISE x1
   WINDSHIELD BANNER

10/02/2026 12:02

ULTIMATE GT ENDURANCE & SPRINT CUP 2026
Sporting and Technical Regulations

STICKERS GUIDELINES - DAY





1 — GOODYEAR x4
Largeur / Width : 35 cm

2 — PLAQUE NUMÉROS x3
NUMBERS PLATE
Dimensions / Sizes : 40 x 40 cm

3 — NUMÉROS COURSE BLANCS x3
WHITE RACE NUMBERS
Hauteur / Height : 16 cm

4 — NUMÉROS COURSE ORANGES x3
ORANGE RACE NUMBERS
Hauteur / Height : 12 cm

5 — STICKER CATÉGORIE x3
CATEGORY STICKER
Dimensions / Width : 16 x 6 cm

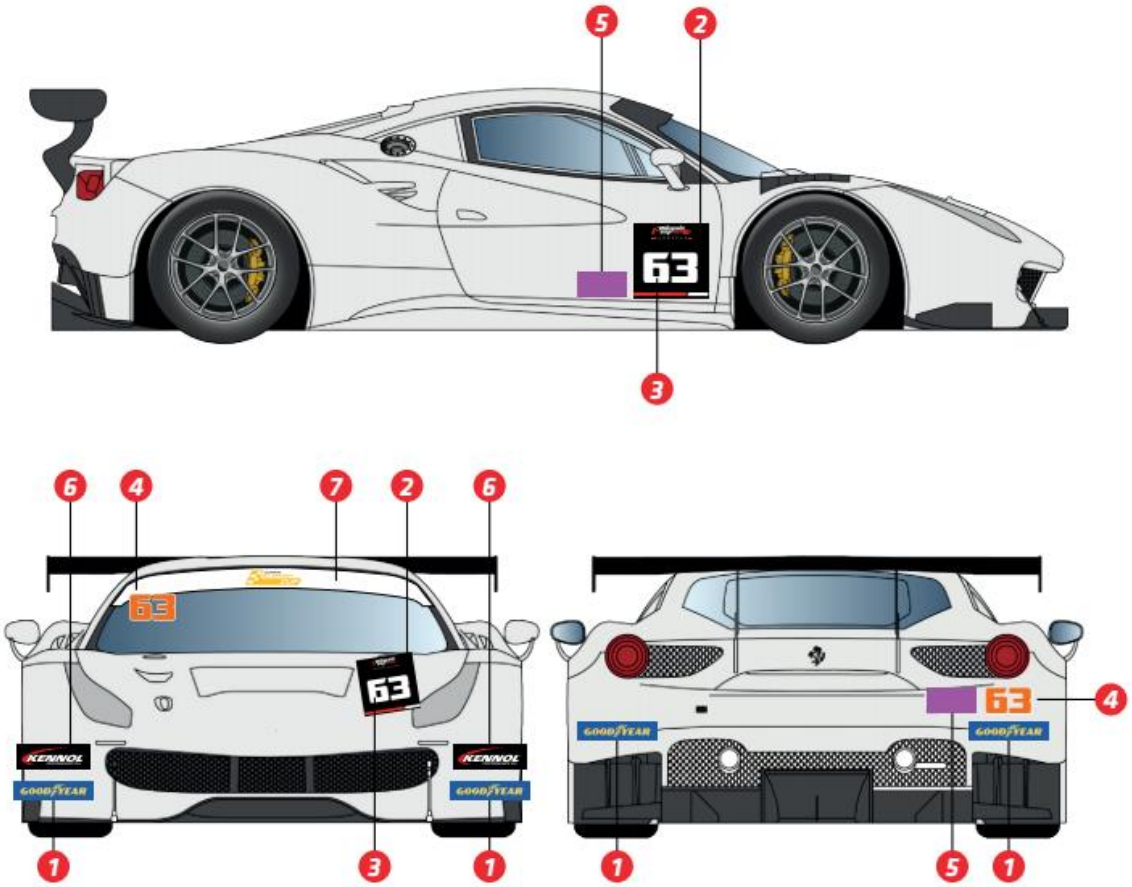
6 — KENNOL x2
Largeur / Width : 30 cm

7 — BANDEAU PARE-BRISE x1
WINDSHIELD BANNER

10/02/2026 12:02

STICKERS GUIDELINES - NIGHT

ULTIMATE GT ENDURANCE & SPRINT CUP 2026
Sporting and Technical Regulations



NIGHT

1. GOODYEAR x4
   Largeur / Width : 35 cm
2. PLAQUE NUMÉROS x3
   NUMBERS PLATE
   Dimensions / Sizes : 40 x 40 cm
3. NUMÉROS COURSE x3
   RACE NUMBERS
   ⚠ Rétroréfléchissant / Retroreflective ⚠
   Hauteur / Height : 16 cm
4. NUMÉROS COURSE ORANGES x3
   ORANGE RACE NUMBERS
   Hauteur / Height : 12 cm
5. STICKER CATÉGORIE x3
   CATEGORY STICKER
   Dimensions / Width : 16 x 6 cm
6. KENNOL x2
   Largeur / Width : 30 cm
7. BANDEAU PARE-BRISE x1
   WINDSHIELD BANNER

10/02/2026 12:02