

BELCAR ENDURANCE CHAMPIONSHIP 2024

SPORTING REGULATIONS

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ART. 1: DEFINITIONS – DESCRIPTION

- 1.1 The Belcar Endurance Championship is a national championship with authorized foreign participation. Meetings will be contested following the calendar under article 4.2 of these regulations.
- 1.2 The Belcar Endurance Championship will be contested in conformity with the FIA International Sporting Code and its appendices, with the National Sporting Code, with the present Regulations and the Supplementary Regulations of the Events. Modifications, amendments and/or changes to the present Regulations and Supplementary Regulations will only be announced by means of dated and numerated Bulletins (published by the organizer or the stewards).
- 1.3 These Sporting Regulations were published on 01/03/2024 and will immediately come into force.
- 1.4 The promoter reserves the right to make one or more alterations and amendments to the present regulations, in consultation with RACB Sport. All parties concerned will be informed of these alterations and amendments by means of a note posted on the official bulletin board.
- 1.5 In case of doubt about the interpretation of the present Sporting Regulations, only the Dutch text will be considered.

ART. 2: MODALITIES FOR PARTICIPATION

2.1 Right to use the infrastructure

The “Belcar Endurance Championship” is restricted to cars entered by a legitimate competitor and complying with the safety instructions of the Technical Regulations of the Belcar Endurance Championship.

All cars of the make Porsches entered for the Belcar Endurance Championship will also take part in the Porsche Endurance Trophy Benelux and will follow the specific details (see also Technical Regulations).

The acceptance of the vehicles will be conditioned by the receipt of a technical dossier, with respect of the following timings:

- Meeting 1 : before 06/05/2024
- Meeting 2 : before 10/06/2024
- Meeting 3 : before 24/06/2024
- Meeting 4 : before 09/08/2024
- Meeting 5 : before 09/09/2024
- Meeting 6 : before 30/09/2024

The request for approval of a technical dossier must contain:

- A photo ¾ front and ¾ back of the car
- A photo of the chassis number
- A complete copy of the approval certificate of the safety structure of the FIA



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- A copy of the certificate of the safety reservoir as well as a photo of the label affixed on the reservoir
- Weight of the car without fuel
- Power and torque of engine (specify on test bank or roll bank)
- All complementary information judged necessary by the competitor.

Exceptionally, the organising committee may admit cars, for one or more events, subject to their conformity with the applicable technical regulations. The organising committee also has the right to put a car in another class.

- 2.1.1 The maximum number of cars admitted to start in the practices and race is stipulated according to the formula that is found in the FIA International Sporting Code, Appendix O, and/or the Particular Regulations.
- 2.1.2 In order to be entitled to participation to the Belcar Endurance Championship, each competitor must pay the user charges for each car entered in acquisition of:
- Entry Belcar Endurance Championship;
 - User charges of the meeting;
 - Lump sum that covers the technical, sportive and organisational costs;
 - Participation to promotional costs of the meeting and the different services provided to the competitors.

The user charges **Belcar Endurance Championship** must be paid into account number :

Bank: BNP Paribas Fortis

IBAN: BE84 0018 8149 5559

BIC: GEBABEBB

of VZW Terlamen/Circuit Zolder – Terlaemen 30 – B-3550 Heusden-Zolder with the communication “Belcar Endurance Championship”.

Fee Belcar Endurance Championship (6 meetings):

Classes GTA, GTB and TA:

Entry before March 22nd 2024 and payment before April 19th 2024 : € 16.240 (6% VAT included)

Entry after March 22nd 2024 and payment before May 3rd 2024 : € 18.970 (6% VAT included)

Classes TB and TC:

Entry before March 22nd 2024 and payment before April 19th 2024: € 13.626 (6% VAT included)

Entry after March 22nd 2024 and payment before May 3rd 2024 : € 16.125 (6% VAT included)

Fee Belcar Endurance Championship – 24 Hours of Zolder:

Entry and payment before June 14th 2024 : € 7.500 (6% VAT included)

Entry and payment after June 14th 2024 : € 8.500 (6% VAT included)

- 2.1.3 The user charges will remain property of the promoter, even if the assigned race number does not take the start. No refunds, total or partial, will be made for a race number that is disqualified

by the Clerk of the Course. The user charges will only be refunded in total if the meeting is cancelled or if the organiser and/or promoter refuses participation. In case of eventual refund, €100 will be charged as administration fee.

2.2 Practical issues

- 2.2.1 All additional information regarding the Belcar Endurance Championship will be sent to the mailing address mentioned on the entry form.
- 2.2.2 Possible unpaid accounts towards the promoter must be settled before the documents check, under penalty of disqualification from the meeting.
- 2.2.3 Any damages to the track or to the facilities in which the promoter is involved and to moveable and/or immovable property of or managed by VZW Terlamen, must be reported immediately. The damages will be invoiced to the person who has caused the damage.

ART. 3: LICENCES

3.1 Competitors

Each competitor must be holder of a valid competitor's licence.

3.2 Drivers

The Belcar Endurance Championship is open to:

- Holders of a Belgian National C Circuit licence minimum
- Holders of a foreign licence of the same level, with authorisation by their ASN and in agreement with the RACB Sport

3.3 Control of licences

During the administrative control drivers participating at the Belcar Endurance Championship have to present themselves with their licence to a representative of RACB Sport. This has to be done at the first entered event. For the next events they are exempted of this check, unless explicit request from the RACB Sport or the promotor.

A driver whose licence is suspended by a competent authority cannot take part in an event.

ART. 4: MEETING

4.1 Timed practices

According to the Supplementary Regulations.

4.2 Races

Meeting 1 : 17-18-19/05/2024 : New Race Festival – Circuit Zolder (BEL) – 125 minutes
Meeting 2 : 21-22-23/06/2024 : Belgian Truck Grand Prix – Circuit Zolder (BEL) – 125 minutes
Meeting 3 : 05-06/07/2024 : 25 Hours Fun Cup – Circuit Spa-Francorchamps (BEL) – 125 minutes
Meeting 4 : 22-24-25/08/2024 : 24 Hours of Zolder – Circuit Zolder (BEL) – 1.440 minutes
Meeting 5 : 20-21-22/09/2024 : Trophée d’Alsace – Anneau du Rhin (FRA) – 180 minutes
Meeting 6 : 11-12-13/10/2024 : American Festival Nascar Finals – Circuit Zolder (BEL)–125 minutes

4.3 Chequered Flag

The chequered flag will be shown to the driver with the best position on the track, when the full race duration is completed, at the moment he crosses the finish line. The finish line exists of one and the same line that goes over the track.

4.4 Pitstops

During the races, each team has to make a minimum of 2 pitstops. These pitstops have to be made after the first 25 minutes of the race and before the last 25 minutes of the theoretical end time of the race. The interval between the 2 mandatory pitstops must be minimum 25 minutes.

The minimum pit stop time, incl. driving in and out of the pitlane, for each pitstop is 1 minute (pit entry-pit exit).

If the mandatory pitstops are not carried out within the pitstop window, a penalty of 1 lap will be imposed.

If the minimum pit stop time is not respected: a time penalty of 20 seconds plus the difference between the minimum pit stop time and the effective pit stop time will be imposed.

If the race is stopped prematurely by force majeure, the time of the unexecuted pit stops will be added at the driving time.

ART. 5: CLASSES

See also Belcar Endurance Championship – Technical Regulations

Belcar Endurance Championship – GT

Class GTA

Class GTB

Belcar Endurance Championship – Touring

Class TA

Class TB

Class TC



Guest Cars

Referring to cars that are not entered annually in the Belcar Endurance Championship 2024. The Guest Cars will be classified in that division, to which they would belong if they were entered as a permanent team. Every guest car must be in conformity with the technical and sporting regulations of the Belcar division they would belong to if they were entered on an annually basis. Guest cars do not score points.

Belcar Trophies

Porsche Endurance Trophy Benelux
Legends Trophy
Junior Trophy
Ladies Trophy

ART. 6: AWARDING OF POINTS

6.1 For all calculations for the championships or trophies, points nor places will be awarded to guest cars.

Points are awarded to the race number.

Each driver must have driven to be classified. If a driver has not driven, the driver will be disqualified, not the car.

In order to be classified, each car must have covered at least 50% of the number of laps covered by the winner.

If a car has covered more than 50% of the number of laps covered by the winner, but it does not cross the finish line, it will be ranked behind the last car that crossed the finish line and by order of the number of laps covered.

If in a class less than 3 cars have entered the Belcar Endurance Championship 2024, these cars will be classified in a higher class. The points they might eventually score in this higher class will also count for their original class.

At the end of the season a trophy will be provided for the best junior (for all drivers born in 1999 or later), best legend (for all drivers born in 1974 or earlier) and best lady.

To be classified as a driver at the end of the season, the driver has to have participated in at least 4 races with the same car, the same race number and in the same class (participation at meeting 4 – 24 Hours of Zolder – counts double).

There is no separate podium after each race for the different Belcar Trophies (see Art. 5).

6.2 Races except 24 Hours of Zolder

Points Overall Classification:

Place	Points
1	25
2	18
3	15
4	12
5	10
6	8
7	6
8	4
9	2
10	1
All further places	1

Points per Class:

Place	Points
1	25
2	18
3	15
4	12
5	10
6	8
7	6
8	4
9	2
10	1
Alle verdere plaatsen	1

Qualifying practice: after the qualifying practice 1 point will be awarded to the car that has set the fastest laptime per class.

Race : after the race 1 point will be awarded to the cars that have set the fastest laptime in their class.

Porsche Endurance Trophy Benelux

The above mentioned awarding of points will also be used for the entrants participating in the Porsche Endurance Trophy Benelux. After the qualifying practice and after the race 1 point will be awarded to the car who has set the fastest laptime overall. Points are awarded to all cars in conformity with the Technical Regulations Porsche Endurance Trophy Benelux.

6.3 24 Hours of Zolder

Points overall classification:

Place	After 6 hours	After 12 hours	After the finish
1	12,5	12,5	25
2	9	9	18
3	7,5	7,5	15
4	6	6	12
5	5	5	10
6	4	4	8
7	3	3	6
8	2	2	4
9	1	1	2
10	0,5	0,5	1
All further places	0,5	0,5	1

Points per division :

Place	After 6 hours	After 12 hours	After the finish
1	12,5	12,5	25
2	9	9	18
3	7,5	7,5	15
4	6	6	12
5	5	5	10
6	4	4	8
7	3	3	6
8	2	2	4
9	1	1	2
10	0,5	0,5	1
All further places	0,5	0,5	1

- 6.4 For the final general classification the points obtained in the overall classification and the points obtained in the class are added together. For the final classification in the different classes only the points obtained in the respective class are added together

To be classified as a driver at the end of the season, the driver has to have participated in at least 4 races (participation at meeting 4 – 24 Hours of Zolder – counts double). A driver can participate with different race numbers. To be able to score points for the final general classification, a car (car of the same car model) must have participated in at least 2 meetings.

Porsche Endurance Trophy Benelux

For the general classification of the Porsche Endurance Trophy Benelux, the points obtained in the general classification and the points obtained in the respective class are added together. For the general classification in the different classes only the points obtained in the respective class

are added together. Cars who do not comply to the Technical Regulations Porsche Endurance Trophy Benelux cannot score points. If in a class less than 3 cars complying to the Technical Regulations Porsche Endurance Trophy Benelux, these cars will be put in a class higher for the collection of points.

ART. 7: CARS AND DRIVERS ADMITTED TO THE PRACTICES

7.1 To be able to participate in class GTA at meeting 4 (24 Hours of Zolder), the car (car of the same car model) must have participated at at least 2 previous meetings.

7.2 At least one hour for the start of the first qualifying (timed) practices of a meeting, the list “Cars and drivers admitted to the practices” will be published on the official bulletin board.

On the basis of this list for that particular meeting, the maximum number of cars admitted will be proportionally determined per division. The Panel of Stewards, in agreement with the Race Director, decides about the application of possible rounding-off. This decision is not subject to legal remedy.

7.3 Scrutineering

Every car entered has to be presented to scrutineering during the hours mentioned on the time schedule. On every car, the compulsory publicity and the race numbers (with lighting as stipulated in art. 15.3) must be applied before the car is presented for scrutineering. Together with the car also the complete clothing of the drivers entered on the car in question must be presented, as stipulated in art. 13.6. The possibility exists to have checked the complete equipment of every driver for the whole season. This happens at the first meeting 2024 at which the driver participates: the RACB scrutineer completes a form and this must be signed by the driver himself. If afterwards there are changes in the clothing/helmet the driver himself has to present them to scrutineering. Presenting the car too late at scrutineering can imply an administrative penalty of € 250. Exceptions on the above-mentioned rule are only possible after written demand to the clerk of the course and after approval of the technical commission and the Stewards of the Meeting.

When presenting the car at scrutineering, all numbers and the mandatory publicity must be put on the car. If the car does not meet these requirements it will be refused for scrutineering.

Item	Obliged	See sportive regulations	Remark
Start numbers	Yes	Art 15	
Sun strip	Yes	Art 14	
Mandatory publicity	Yes	Art.14	
ID Transponder *	Yes	Art. 24.4	

On the cars that comply with scrutineering a sticker ‘approved’ will be put. This ‘approved’ sticker is valid for one event. Cars without this ‘approved’ sticker will not be allowed on the track.

During the administrative control the stickers for the helmets will be handed over. Each team is responsible for the correct application of these stickers.

- A sticker “1” will be affixed to the left-hand side of each helmet of the first driver.
- A sticker “2” will be affixed to the left-hand side of each helmet of the second driver.
- A sticker “3” will be affixed to the left-hand side of each helmet of the third driver.
- A sticker “4” will be affixed to the left-hand side of each helmet of the fourth driver.
- A sticker “5” will be affixed to the left-hand side of each helmet of the fifth driver.
- A sticker “6” will be affixed to the left-hand side of each helmet of the sixth driver.

It is forbidden to take part in any session of the meeting without an unlabelled helmet.

7.4 Data Acquisition System

All participants in classes GTA and GTB must mandatory use the Belcar Endurance Championship Data Acquisition System (“data logger”) as defined by the promotor and mentioned in Appendix 2. This system must be used during each Competition and must function at all times correctly, with all data recorded entirely and collectible. It only serves to store the collected data, and can be checked at every moment. The weight of the system is included in the minimum weight of the car.

The good functioning of the data-logger-system is the entire responsibility of the Entrant.

All costs for checking, maintenance and updating of the system must be supported by the Entrant.

See also Technical Regulations – Article 8 for all information on the use of the Data Acquisition System.

The collected data must be transferred after each Competition to the Chief Scrutineer (or his deputy).

ART. 8: CHANGING CARS

If a crew wants to change cars during a meeting, they must submit a written request to the Clerk of the Course at least two hours before qualifying. This car has to be of the same division and class as the car that is replaced. After eventual approval by the Stewards of the Meeting, the car must be approved by the Technical Committee and will take the start from the end of the grid.

ART. 9: ORGANISATION

The final timing of a meeting will be mentioned in the Supplementary Regulations.

ART. 10: INSURANCES

The organiser takes the required provisions as prescribed in the Sporting Code of RACB Sport. Every team leader and driver can consult this insurance policy at the race secretariat.



The drivers participating at the meeting take waiver of recourse with respect to each other and the organisation. Participants in the Porsche Endurance Trophy Benelux also take waiver of recourse with respect to the organisation and Porsche AG.

ART. 11: GENERALITIES

Function of the team leader

Each competitor must designate in written and per race number a team leader and grant powers to him/her for all hereafter-mentioned transactions with regard to the Belcar Endurance Championship. The details of the team leader have to be transferred at latest 2 hours before the start of the first qualifying session.

The team leader cannot have the capacity of driver, even of another car in the Belcar Endurance Championship. He/She is severally and jointly with the competitor responsible for ensuring that all conditions of the present regulations are always fulfilled and observed.

The task of the team leader includes, amongst others, the following items:

- Duly completing the entry form before the deadline
- Passing on the name of the team leader at the latest 2 hours before qualifying
- Ensuring that his/her drivers and himself/herself, presents himself/herself to the administrative control
- Ensuring that his/her car and/or drivers comply with the present regulations throughout the meeting
- Before the end of the administrative check, communicating the composition of the team that will participate to the meeting to the organiser, when this has changed in report to the entry form
- Taking receipt of the compulsory advertising
- Taking receipt of the Belcar communication method
- Checking that the transponder is in the right position after a change of driver
- Accepting and signing instructions or communications of the officials
- Being at the Clerk of the Course's, the Sports Commission's and the Technical Commission's disposal throughout the meeting.
- Pay attention that team members/mechanics and drivers comply with the present regulations; especially articles 18-19-20.
- Present the car to scrutineering, with clothing, helmet and obligatory publicity.

ART. 12: PENALTIES

12.1 The Race Director has to notify the Panel of Stewards about every penalty he imposes, as they are foreseen in these regulations. The Stewards will confirm the penalty and will let it present to the competitor.

For each infraction that is not mentioned in these regulations, the Race Director will hand over a report to the Panel of Stewards, who will apply the regulations as foreseen in the International or National Sporting Code.

- 12.2 Offences during the race:
- 1° overtaking when the yellow flag is deployed
 - 2° offence against the Safety Car procedure or FCY
 - 3° neglecting the maximum speed limit of 60 km/h in the pitlane
 - 4° neglecting the red light at the end of the pitlane
 - 5° overtaking during the formation lap
 - 6° crossing the yellow or white line in the acceleration track

For these offences the following penalties will be fined:

- 1st offence: "Drive Through" penalty
- 2nd identical offence: 10 seconds "Stop&Go" penalty
- 3rd identical offence: 30 seconds "Stop&Go" penalty

In case of a next eventual identical offence, the Panel of Stewards decides which sanction will be imposed.

The sanctions "Drive Through" and "Stop&Go" cannot be executed during Safety Car or Full Course Yellow procedure.

The pit-lane is the part located between the signals "Entry Pit-lane" and "Exit Pit-lane"; the pit-lane is subdivided in three parts: the part against the pitwall is the signalisation area, the part against the pit-wall is the inner zone, i.e. the only zone where interventions on the car are allowed and the part in between these two is the driving zone (the shaded or coloured part between the inner zone and the driving zone is a buffer and does not belong to the inner zone).

The acceleration track is the part located between the signal or pictogram "Exit pit-lane" and the track.

When the car is immobilised in the "Stop and go area", apart from the officials of the race, no one is allowed to touch the car.

- 12.3 When the above-mentioned offences are committed during the qualifying practices, they will be fined as follows:

- 1st offence: annulment of the 2 best times of the qualifying practice session concerned
- 2nd identical offence: 10 places backwards on the grid
- 3rd identical offence: start as last car

Offences are only related to the concerned Competition (race-weekend).

In case of a next eventual identical offence, the Panel of Stewards decides which sanction will be imposed.

- 12.4 When committed during the last 15 minutes of the race, the above-mentioned offences will result in a deduction of one race lap.

- 12.5 When a car receives a "Drive Through" or "Stop and Go" penalty, the sign "Drive Through" or "Stop and Go" will be shown together with the starting number at the start/finish line.

It is recommended that the car in question also receives a signal from its own team if possible. At "Drive Through", the car will drive through the pit lane in compliance with the speed limit, without stopping at its box and then continue the race. At "Stop and Go", the car will stop at the provided place for the penalty time, and then drive through the pit lane in compliance with the speed limit, without stopping at his box and then continue his race.

If the signal "Drive Through" or "Stop and Go" is ignored within the three passages, the race director will show the black flag to the car. Derogation to this rule is only possible during Safety Car or Full Course Yellow procedure.

Unless the driver had already entered the pit-entry for the purpose of serving his penalty, the penalty cannot be carried out during Safety Car or Full Course Yellow procedure. The number of times the car crosses the line during this procedure will be added to the maximum number of times the car can cross the line before it has to serve its penalty.

- 12.6 A "Driver Through" or "Stop & Go" penalty cannot be combined with a pit stop or refuelling in the fuel area. In this case, the car may only stop in the pit-lane after the explicit authorisation of the Clerk of the Course and this for safety reasons. Each offence against this rule will be fined by another "Drive Through". No work to the car is allowed during the execution of this penalty.
- 12.7 A driver must go to the deceleration track – the deceleration track is the part located between the track and the pit-lane – within three laps:
- When a black flag is deployed together with his/her race number
 - Or when a black flag with orange circle is deployed together with his/her race number
 - Or when the "Drive Through or Stop and go" signal is deployed together with his/her race number
- 12.8 If the "Drive Through" or "Stop and Go" signal, the black flag or the black flag with orange circle is neglected, the sanction will be determined by the Panel of Stewards.
- 12.9 For every other irregularity, anti-sporting behaviour even outside the practices and the race, the sanctions will be determined by the Panel of Stewards, eventually in consultation with the Race Director.
- 12.10 Offences against the articles 19-20 will be sanctioned as follows:
 1st offence : written warning (copy to Race Direction and Panel of Stewards)
 2nd identical offence : "Drive Through"
 3rd identical offence and each identical offence following: "Stop and Go" of 30 seconds.
- 12.11 If a driver is involved in an accident or incident, or if an investigation is ongoing and he was informed of this by the stewards no later than 30 minutes after the end of the race, he cannot leave de site of the track without authorisation of the stewards.
- 12.12 List of offences : see appendix 1.

ART. 13: DRIVERS, CHANGE OF DRIVERS

- 13.1 During the meetings a car can be driven by maximum 6 drivers.
- 13.2 After the end of the documents check, the composition of the team participating to the meeting, can be changed until maximum 2 hours before qualifying. If later, the car has to take the start from the pitlane. No driver change is allowed unless in case of force majeure and authorised by the Panel of Stewards (see also Art. 7.2)
- 13.3 Each driver must drive the car alone and without help. In case of a disabled driver the tools must be approved by RACB Sport.
- 13.4 A change of drivers may only take place in the pitlane in front of the box or designated place of the team. The driver must be able to leave the car by his own forces. The driver leaving the car may be replaced by a third person (member of the team).
- 13.5 The drivers participating in the practices and the race must always wear fireproof cloths (overall, underwear, gloves, balaclava, shoes) and a helmet, and must fasten their seatbelts. The correct use of a Front Head Restraint system is mandatory. Each offence to this rule will be sanctioned. This may go till the disqualification of the driver from the meeting.
- 13.6 During the 24 Hours of Zolder every driver is allowed sit behind the wheel for three consecutive hours maximum. After every change of drivers, a driver has to rest at least 1 hour before taking over the wheel again.

If a driver exceeds the above-mentioned driving time, a “Stop&Go” penalty will be imposed. The execution of the penalty is the responsibility of the Entrant before the own pitbox. The time the car must be stopped is equal to the exceedance of the driving time.

If a driver does not respect the above-mentioned resting time, a “Stop&Go” penalty will be imposed. The execution of the penalty is the responsibility of the Entrant before the own pitbox. The time the car must be stopped is equal to the not respected resting time.

ART. 14: MANDATORY ADVERTISING

- 14.1 Before the event, the promotor will inform the team leaders about the mandatory advertising and he will put it at their disposal at the latest during the administrative control.
- 14.2 The advertising must be affixed before the car is presented to the technical check. It must remain on the car throughout the entire meeting.

14.3 Space reserved for the promotor (see plans attached)

The following spaces of the car are reserved to the mandatory publicity:

- The upper boarder of the windscreen (Partspoint).
- A strip at the front and the rear, where the licence plate is affixed (Krismar). If no plates can be affixed, they may be replaced by a sticker of the same dimensions.
- Each competitor must clear a space of 35 x 35 cm on both front doors and on the roof (Skylimit Events).
- Logo of a sponsor (30 x 10 cm or equivalent size) on each side of the car (Belcar Endurance Championship/during the 24 Hours of Zolder : STX Motorhomes).
- Logo of a sponsor (30 x 10 cm or equivalent size) on the four edges of the car (TBA).
- Logo of a sponsor (35 x 20 cm), 2x on the front bumper, 2x on the rear bumper (Michelin).
- Logo of a sponsor (height 20 cm) as high as possible above the front wheel (Michelin).

The following space should be reserved on the race overall of the driver:

- A badge with logo "Michelin" (width 12 cm, height 9 cm) on the right chest and a logo "Michelin" (height 8 cm) on both sleeves.

The following spaces on the teamwear (shirts, polos, sweaters, pullovers, parkas and vests) have to reserved:

- A badge with logo "Michelin" (width 12 cm, height 9 cm) on the right chest and a logo "Michelin" (height 8 cm) on both sleeves.

14.4 The absence (in total or in part) of the compulsory advertising at the described places on the car or the race overall, leads to the following fines:

- During qualifying practices, the practice times will be annulled and the car will have to start from the pitlane
- During the warm-up, the car will be disqualified from further participation to the warm-up
- During the race, the car will be irrevocably disqualified from the race.

14.5 On board camera

If the promotor installs on-board cameras for the capture of the race, space must be cleared on the dashboard, in the view of the camera, for the official logo of the promotor, and or a sponsor provided by the promotor.

All on-board cameras must be attached with a screw-down bracket on the roll cage and must be approved by the Technical Commission. Off board cameras and cameras fixed on helmets are forbidden.

Images of on-board cameras can only be distributed with prior explicit approval from the promotor.

Images of on-board cameras must be kept available after each session for Race Direction and/or Stewards.

14.6 Conflicting sponsor

In case of sponsors conflicting with the Belcar Endurance Championship sponsors, a competitor can request the promotor a total or partial exception to the above-mentioned spaces. In case of approval, the following redemption fees will be applied for each car and for each sponsor in order to benefit from this exception right:

- Sun strip: (the upper edge of the windscreen) € 1.000 for meetings except 24 Hours of Zolder, € 1.700 for the 24 Hours of Zolder (excl. VAT);
- Start number to the left and to the right and on the roof: € 500 for meetings except 24 Hours of Zolder, € 800 for the 24 Hours of Zolder for each sponsor (excl. VAT);
- Licence plates front and rear: € 500 for meetings except 24 Hours of Zolder, € 800 for the 24 Hours of Zolder for each sponsor (excl. VAT);
- Rear side windows (or equivalent): € 500 for meetings except 24 Hours of Zolder, € 800 for the 24 Hours of Zolder (excl. VAT).
- Four edges of the car : € 500 for meetings except 24 Hours of Zolder, € 800 for the 24 Hours of Zolder (excl. VAT).

The mandatory advertising spaces for the Porsche Endurance Trophy Benelux cannot be bought out.

14.7 The buy-out fees must be paid to the organiser at the latest 72 hours prior to the meeting.

ART. 15: RACE NUMBERS

15.1 The promotor of the Belcar Endurance Championship awards the race numbers upon the publication of the official list of competitors.

15.2 Installation

15.2.1 Each competitor must clear a space of 35 x 35 cm on both front doors and on the roof.

15.2.2 The organiser will put the numbers as well as the compulsory publicity at disposal. They can be obtained during the administrative check. They must be affixed before the technical check and remain on the car throughout the entire meeting:

- On the doors of the car, perpendicular to the road axis.
- Centrally on the roof, inclining to the front (readable from the front)
- Small number on the windscreen (right). Black numbers on a white background, minimum height 10 cm. Only the numbers distributed by the promotor are allowed.

15.3 Lighting of start numbers during the “24 Hours of Zolder”:

- The lighting of the start numbers on the doors must be used. The lighting system must work together with the ignition of the headlights. The lighting of the race numbers happens with additional lights and a reflective background or with the use of illuminated numbers.
- At no moment, a white light should shine behind, even not the lights that illuminate the race numbers, nor the lights meant for the identification of the car.

- At no moment, a red light should shine forward, even not the lights that illuminate the race numbers, nor the lights meant for the identification of the car.
- It is forbidden to equip the race car with blinkers or flashing lights.

ART.16: DELIVERANCE OF DOCUMENTS – DOCUMENT CONTROL

16.1 The entry form must be fully completed and signed before the closing date. Every change of drivers or competitor must be communicated at the latest before the end of the administrative control.

16.2 Following items will be handed over by the promotor:

- Entrance cards and passes for the cars and staff.
- Special pass for access to refuelling area (3). Only for 24 Hours of Zolder.
- Three (3) other yellow bracelets. For these bracelets, a € 100 deposit must be paid to get access to the signalisation zone. The deposit must be paid with respect of the following timings:
 - Meeting 1 : before 06/05/2024
 - Meeting 2 : before 10/06/2024
 - Meeting 3 : before 24/06/2024
 - Meeting 4 : before 09/08/2024
 - Meeting 5 : before 09/09/2024
 - Meeting 6 : before 30/09/2024

The deposit has to be paid to

Bank : BNP Paribas Fortis
IBAN : BE84 0018 8149 5559
BIC : GEBABEBB

The deposit will be refunded if the bracelets are returned in good condition to the race secretariat, at the latest one hour after the last Belcar 2024 meeting.

- Six (6) green bracelets. For these bracelets, a € 100 deposit must be paid to get access to the working zone. The deposit must be paid with respect of the following timings:
 - Meeting 1 : before 06/05/2024
 - Meeting 2 : before 10/06/2024
 - Meeting 3 : before 24/06/2024
 - Meeting 4 : before 09/08/2024
 - Meeting 5 : before 09/09/2024
 - Meeting 6 : before 30/09/2024

The deposit has to be paid to

Bank : BNP Paribas Fortis
IBAN : BE84 0018 8149 5559
BIC : GEBABEBB

The deposit will be refunded if the bracelets are returned in good condition to the race secretariat, at the latest one hour after the last Belcar 2024 meeting.

- The big numbers in triplicate and the small numbers to put on the windscreen.
- The compulsory advertising if applicable.

ART. 17: SIGNALISATION BETWEEN DRIVER, PITWALL AND BOX

- 17.1 Any radio communication system with headphone installed in the helmet is forbidden. A radio communication system with an earplug directly in the ear is admitted.
- 17.2 At least one month before the start of a Belgian meeting, each competitor, team leader, driver, team member or their agents and representatives, desiring to use equipment with radio transmission in order to establish a communication between the car and the team, must file in an application to:
- B.I.P.T. – Licences Department
 - Eclipse Building C
 - Koning Albert II Laan, 35/1
 - B-1030 Brussel
 - Tel. +32 2 226 88 15
 - E-mail : info@bipt.be

ART. 18: GENERAL SAFETY

- 18.1 The drivers will receive official instructions through the signals laid out in the prevailing sporting code. In no way, competitors or their agents and representatives are entitled to use similar flags or signals.
- 18.2 Except for the driver sitting behind the wheel and the officials of the race, no one may touch a car, unless it is on the start grid, in the pit-lane (except when executing a penalty) or in the box, i.e. the garage boxes adjacent to the pit-lane.
- 18.3 The Clerk of the Course and the medical responsible can require a driver to undergo a medical examination at any time during the meeting.
- 18.4 **Behaviour on the track**
- 18.4.1 During the period starting 15 minutes before and 5 minutes after every qualifying session and the period between the extinguishing of the red light (Art. 26.3.7) and the moment that the last car enters the parc fermé, no one is allowed on the track, except for:
- Track Marshals or other authorised staff when exercising their duty.
 - Drivers when driving or under the directions of the marshals.
 - All team staff pushing a car or removing material from the grid after all cars left the grid for the formation lap.
- 18.4.2 During the practices and the race, the drivers may only use the track. They must observe at all times the provisions of the prevailing sporting code related to driving behaviour on circuits. FIA Appendix L, chapter 4, article 2.
- 18.4.3 During the practices and the race, the drivers must always wear the outfit prescribed in the International Sporting Code. As of the moment that the car starts moving, and even during an intervention, the driver must have attached the safety belts.

- 18.4.4 If a driver is suffering from a technical problem, he must leave the ideal line as soon as possible and park his/her car at a safe place or enter the pits – the pits consists of the pit-lane and the stands or boxes, from the moment this can happen in safe manner.
- 18.4.5 If a driver has to stop his/her car during the practices and the race, it will be removed from the track as quickly as possible, so that its presence does not constitute a danger or an obstacle to the other drivers.
- 18.4.6 Throughout the meeting, drivers are strictly forbidden to drive their car in the opposite direction to the races unless this is absolutely necessary to move the car out of a dangerous position. A car can only be pushed to be removed from a dangerous position on indication of the track marshals.
- 18.4.7 If the driver is unable to remove the car out of a dangerous position, it shall be the duty of the marshals to assist him/her. They can also help remove the car with other help as from a track marshal (this means every material, tractor ...) and can then continue the race. If the driver succeeds in starting his/her engine and rejoining the race without committing an offence and without benefiting from this intervention, he/she will not be disqualified from the race.
- 18.4.8 A driver intending to leave the track and to go to the pitlane or paddock, must signal his/her intention to do so in time and make sure that he/she can do this without any danger.
- 18.4.9 A driver, who abandons his/her car, must leave it in neutral (if possible) and in unlocked condition, with the steering wheel in position and out of the ideal raceline. Each offence can be fined with a € 250 penalty.
- 18.4.10 In no way, the driver may cross the track, except to go to a safe zone, or return by foot to the pitlane, the boxes, the paddock or the public road to subsequently return to the car. Each offence against this article will automatically be considered as an abandon of the car.
- 18.4.11 A driver who causes an avoidable collision will be punished.

18.5 Use of lights

- 18.5.1 Upon the decision of the Clerk of the Course and depending on the visibility, the drivers must illuminate the car lights, at the latest after deployment of the “LIGHT” or “WET RACE” signal.
- 18.5.2 As soon as he/she is using rain tires causing water projection, the driver must illuminate the car lights as well as the rain light. The Clerk of the Course can decide to stop a driver because of a defect in the illumination or a missing rain light. If the car is stopped for this reason, it can rejoin the practices or the races, from the moment the irregularity is repaired.

18.6 Driving slow

A car that during the meeting is unable to drive at race speed – i.e. significantly slower than its usual speed and significantly slower than the remainder of the field; the decision regarding the

interpretation exclusively rests with the Clerk of the Course – is allowed to cover three laps at the most at that lower speed.

If the car does not enter the pits after three laps, a black flag will be deployed. It is forbidden to enter the box several times successively to avoid this procedure. This decision is not subject to legal remedy.

18.7 Restrictions in the pitlane

18.7.1 During the practices, the warm up and the race, a speed limit of 50 km/h is applicable in the pitlane.

18.7.2 Repairs to a car may only and exclusively be carried out in the pits, save as provided for in Art. 26.2.2, 26.3.3, 29.4, and save by the driver who was behind the wheel at that moment, provided that the latter only used material on board of the car. Any external help will lead to the immediate disqualification of the car.

18.7.3 At no time, a car may drive backwards in the pitlane under its own power. Each offence against this rule will be fined according to annex 1.

18.7.4 During the practices, the engine may be started with the starter or an external starting device.

During the whole duration of the pitstop, the engine must be cut. Only for any type of repair, tuning or adjustment, the engine may be restarted, even with an external source of energy.

If the car wants to resume the race after a pit stop, all four wheels must touch the ground before the driver sitting behind the wheel may start or restart the engine without external tools. Each offence will be fined with a 10-second “stop and go” penalty.

To facilitate the take-off, a car whose engine is running, may be pushed.

18.7.5 Only the team members, all of them wearing the special ochre yellow bracelet, as well as their drivers in race overall, are allowed in the signalisation area during the practices and the race, except for the first lap. During this lap, only the Officials can take place in the signalisation area.

Only the team members, all of them wearing a special green bracelet, are allowed in the work area during the practices and the race. The other members of the team must stay in the box, behind the red line indicating “pitlane”.

18.7.6 During the start procedure (“3 minutes” panel) and the first lap of the race, no one, except the marshals of the meeting, is allowed in the signalisation area.

18.7.7 People under 16 years of age are not allowed in the pit-lane and the signalisation area throughout the practices, warm up and the race. Animals, except those expressly authorised for use by security services, are forbidden in the pit-lane, the signalisation area and on the track.

- 18.8 A car involved in an accident has to report to the Technical Commission before he leaves the circuit.
- 18.9 Failure to comply with the general safety requirements of the prevailing sporting code or the present Sporting Regulations may result in the disqualification of the car and/or the driver from the meeting.
- 18.10 On explicit demand of the FIA, respecting the flags, following the instructions of the track marshals and offences during a Safety Car procedure, will be accurately observed. The non-respect of the red, white, yellow flags will irrevocably be sanctioned with penalties going to disqualification or transmission to the National Sport Court.

ART.19: BEHAVIOUR IN PITLANE

- 19.1 During the meeting, a pit marshal disposes of a green/red light at the end of the pit-lane. Ignoring this light will be sanctioned as described in Articles 12.2, 12.3 and 12.4. Cars are only allowed to leave the pit-lane when the green light is illuminated.
- 19.2 Each competitor, team leader, driver, mechanic and team member must show the required discipline in order not to endanger the general safety.
- It is forbidden to all competitors and teams to paint lines in the pit-lane.
 - No equipment or material may be abandoned in the "driving area".
 - The use of any source of heat producing flames is forbidden in the pit-lane and in the boxes. Unless EX-proof.
 - All electrical equipment must comply with the prevailing safety standards.
 - Welding is highly forbidden in the pit-lane and/or the boxes. During practices/races welding/cutting/grinding can only on request and after approval of the Chief Scrutineer RACB Sport.
 - Smoking is highly forbidden in the pit-lane and/or the boxes. At Circuit Zolder it is also forbidden to smoke in the paddock zone behind the boxes.
 - During the practices, warm up and the race, all personal, material such as tyres, tools and equipment must remain in the box until the car concerned stands still. Before the departure of the car, all material and/or tyres must be removed from the work zone of the pitlane.
 - Each driver must have the correct number (1, 2, 3, 4, 5, 6) on his helmet.
 - NO visitors in the PITLANE (must be in the box behind the red line "PITLANE").
 - If many cars are expected in the pitlane (e.g. in free practices or startgrid formation), the cars have to be put in an oblique way in front of the box. The exact procedure will be explained in the briefing.
- 19.3 A car may only enter the "FAST LANE" with the driver sitting in normal position behind the wheel with fastened seatbelts and under its own power.

No car should use the "FAST LANE" to wait for the green light at the end of the pitlane. On the decision of the Race Director, the "FAST LANE" is opened up.

- 19.4 During the practices, the warm-up and the races of other series, any material, nor the car itself may be in the pitlane, in order not to disturb the persons of the other series. Each offence will be sanctioned according to annex 1.
- 19.5 It is the responsibility of the driver sitting behind the wheel, to leave the pits after a pit stop, only when he can do it in a safe way and without dangerous driving. The cars in the driving zone have priority on the cars leaving the work zone.
- 19.6 During the meeting, in the pitlane of each team, only the drivers, the persons with an other yellow bracelet and the team leader/mechanics with a green bracelet, are admitted. The persons with a bracelet are only admitted when their car makes a pitstop and this until the car leaves.

ART. 20: SERVICE IN PITLANE

- 20.1 During the practices, warm up and the race, any supply of oil or other liquids or repair outside of the pit-lane or the box is forbidden.
- 20.2 **Moving a car**
- 20.2.1 For security reasons, it is forbidden to push or pull the car or to have it pushed or pulled in order to reach the pit-lane. Unless admitted or executed by the organiser. A car may be pushed to its box, as from the refuelling zone up to the "Pit Exit" signal or pictogram.
- 20.2.2 A car can only be moved backwards in the pitlane by pushing.
- 20.2.3 If a driver passes-by his/her box, the car can be brought back to its box by pushing and under the supervision of the pit marshals.
- 20.3 During any pit stop, the engine must be switched off. The car can only be restarted when it is on the point of rejoining the track. If the car is being worked on in the box, the car must be pushed in and out of his box.
- 20.4 **Behaviour mechanics/team leader**
- 20.4.1 The number of mechanics that may simultaneously work on a car is limited to:
- Maximum two for refuelling. They must at least wear a fireproof overall, gloves, solid closed shoes, a balaclava and safety glasses or a helmet.
 - During refuelling at the box a change of drivers may take place.
 - Any other intervention during refuelling is forbidden;
 - During the pit stop, the driver getting out or a mechanic may help the following driver to get into the car. Only one person or the driver getting out may help to fasten his/her seatbelts and to support the FHR-system. The driver getting out may be replaced by a third person.
 - For all other interventions, change of tires included:
 - A maximum of 4 mechanics of the team of the participating car may work on the car every moment (except in cases foreseen in this article).
 - In addition one mechanic may clean the windscreen.

- A maximum of 2 pneumatic or electrical pistols (only battery operated) may be used to detach / to fix the wheel nuts. All persons mentioned have to wear the specific green bracelet.
- If a driver executes an intervention on the car, he will be considered as mechanic. A team can be sanctioned for every additional present team member outside the authorized persons. All persons in the working zone must wear at least long trousers, a shirt with long sleeves and solid closed shoes which protects them against heat sources, fire and eventual injuries. Shorts, T-shirts and sandals are forbidden.
Offences will be sanctioned according to annex 1.
- A maximum of two external technicians (for instance tyres and brakes) may touch the car for inspection, but they are not allowed to perform any intervention;
- A driver sitting behind the wheel will not be taken into consideration.
- The person who does the data log of the car is considered as a mechanic.

20.4.2 The number of mechanics allowed to work on a car in the box is not limited, when a box is available. In this case, the gate of the box however may not be closed. If the car is ready to join the race, it must be pushed in front of the box, where the driver must start the engine alone.

20.5 If enabled by the width of the pit-lane, supporting brackets may be used to facilitate the use of cables and wiring. The length of the supporting brackets may not exceed four meters per box and they must be positioned at least two meters above the ground (measured from the base of the pit wall) and fixed by means of steel cables or chains (belts or forbidden).

ART.21: TYRES

21.1 Only tyres of the brand Michelin sold on the event or ordered in advance at the designated representative, being Kronos Racing S.A., Charles-Antoine Hastir, 28 rue des Pieds d'Alouette, B-5100 Naninne, tel. +32 (0)479 97 15 14, fax +32 (0) 81 40 17 25, Company Number BE 0453.920.507, are allowed. Competitors are free to choose the type of tyre.

21.2 The use of heating or heat-generating means for tyres is allowed, except during the starting procedure.

ART.22: REFUELLING

The articles 6.5 up to and including 6.7.2 of the Technical Regulations 2024 apply and complete this paragraph.

22.1 Refuelling during the 24 Hours of Zolder

22.1.1 For the use of fuel during the 24 Hours of Zolder an advance of € 2.750 must be paid by bank transfer before July 31st 2024, with reference : "24 Hours 2024 – Fuel – race number x".

Bank details VZW Terlamen

Bank : BNP Paribas Fortis

IBAN : BE84 0018 8149 5559

BIC : GEBABEBB

The final settlement will be made in the week following the race.

- 22.1.2 During the race there should be no fuel present in the boxes, at the dock behind the boxes or in the pitlane. During the race, each car is obliged to use the fuel delivered by the organiser.
- 22.1.3 Refuelling during the race can only take place in the refuelling zone (this is the place in the pitlane where the fuel pumps are located) and this by the representative of the organiser, through the provided fuel pumps (these will be in operation from the start of the race).

A team member must refuel the car. In the refuelling zone, each car that wants to refuel can be assisted by maximum three (3) team members, driver not included, of which 1 person can only handle the fire extinguisher. All staff in the refuelling zone must wear the appropriate pass and must wear the following fire-resisting equipment : overall, gloves, balaclava, closed shoes, helmet with visor or safety glasses.

Each team (driver and crew) is responsible for the safe refuelling and clearance of the refuelling zone. If the safety belts of the driver are loosened during refuelling, these must be re-attached before restarting the car or before pushing the car out of the refuelling zone.

In case of a problem whatsoever in the refuelling zone, the Promotor and/or Organiser will do his best to solve the situation. A (temporary) solution can be a manual refuelling of the cars.

Time lost in the refuelling zone due to force majeure cannot be compensated.

Only unleaded petrol (98 octane) is available at the fuel pumps. Additives may be added, with a maximum recipient of 1 liter.

By means of a green light, it will be indicated when there is a possibility to refuel in the refuelling zone. The red light goes on when all pumps are occupied.

This red/green light is placed upon entering the deceleration track.

The refuelling happens with one fuel tap directly in the car, eventually with the use of an empty tool. Maximum capacity of fuel that is delivered at the fuel pumps is 120 liters.

At a standstill position of the car in the refuelling zone, the driver has to turn off the engine.

Every reservation and thus blocking of a fuel pump or a place in the refuelling zone is forbidden (ie that the team members of a car in the waiting zone, at the refuelling zone, can only leave their position when their car stands still at the fuel pump).

At a standstill position of the car in the refuelling zone these persons have to open the fill opening. They must place the eventual accessories (for filling and/or venting) and add eventual additives.

Furthermore, they must earth the car.

One team member must be stand-by with a ready to use fire extinguisher, delivered by the organiser of the event (at a distance of approximately 2 meters of the filler plug).

Only when the above-mentioned items are complied with, a team member can refuel the car. The fuel tap can only be operated by this team member.

The responsible of each team receives, after each refuelling operation, a refuel receipt (the refuel receipt will be binding for the final settlement of the fuel costs and for the control of the volume of delivered fuel).

Immediately after the departure of his/her car, all team members of the concerning car must leave the refuelling zone.

Indicating at which fuel pump a car must refuel, and giving the signal when a car can leave the refuelling zone, happens by a representative of the organiser. These orders must be strictly observed.

22.1.4 Cars running on diesel, must refuel in the provided zone with the help of their own team members and this with a system composed of a tank of 60L with UN-certification, an enhanced cart, a manual running pump at low pressure, a supply pipe of maximum 4 metres and an automatic turning-off pistol, all mounted on a closing manner is allowed. The system must be controlled and marked by the RACB before use.

22.1.5 Refuelling in front of the respective box is authorised until the end of the Superpole. After the Superpole, during the compulsory night practice, during the warm-up and during the race, refuelling may only happen at the fuel pumps in the refuelling zone. Any use of mobile communication in the refuelling zone is forbidden.

During the refuelling procedure, other interventions onto the car than those specified in this article, are forbidden. By no means, an intervention at the car can be carried out in the refuelling zone, nor a control of the car or a part of it can take place, nor a change of drivers can take place. During the refuelling procedure, it is allowed to detach the safety belts and to give beverages to the driver (replacing the drinking bottle is not allowed).

As from the refuelling zone the car can be pushed to the box.

Every change of drivers must exclusively take place in the pitlane, in front of the box.

22.2 Refuelling during other events

Following rules of the visited track. The equipment must be in conformity with the Technical Regulations.

- 22.3
- Refuelling is only allowed at the start or the end of a pitstop.
 - During refuelling the car must remain on its four wheels and no level change is allowed.
 - The driver may remain in his car, but the engine must be shut down.
 - The team leader must ensure that a team member with a fire extinguisher with a minimum volume of 5 kg is stand-by during refuelling. This person must have knowledge of extinguishing a fire. The fire extinguisher must be ready to use and must be kept stand-by during the refuelling

procedure at a distance of minimum 2 meters of the filling plug. Maximum two especially designated persons, wearing a fireproof overall, gloves, solid and closed shoes, balaclava and safety glasses or helmet, are carrying out refuelling.

- During refuelling, other interventions than the change of driver are forbidden.
- Before and during refuelling, the car must be electrically earthed.

ART. 23: BRIEFING

- 23.1 The Clerk of the Course will hold a mandatory briefing for the team leaders before the start of the first testsession.
- 23.2 The Clerk of the Course organises a mandatory briefing before the first session, for all drivers admitted to the qualifying and team leaders. The exact time and place will be communicated in the Supplementary Regulations.
- 23.3 All drivers and team leaders must attend throughout the entire briefing and sign the presence list. In case of an invalid absence of a team leader and/or driver, a penalty of € 250 per absent person will be imposed. The eventual derogation not to attend the briefing for the person in question must be motivated and submitted in writing to the Clerk of the Course, at least one hour before the beginning of the briefing. Furthermore, every driver and/or team leader who did not attend to the briefing must report to the Clerk of the Course before the car is allowed on the track.

ART. 24: PRACTICES

- 24.1 The specific planning of practices will be mentioned in the timing of the event.

24.2 Modalities

In order to participate in the race, each driver will have to qualify with the car with which he/she is registered.

24.3 Transponders with driver ID

For the benefit of timekeeping every car must have a MyLaps-transponder with driver ID. Teams not having a MyLaps-transponder can buy one from Timeservice.NL (info@timeservice.nl).

During the whole event the drivers/team are responsible for the functioning of the transponder and the correct position of the driver ID.

If the car is on track with the driver ID in the wrong position, the team must :

- Fix the correct position of the driver ID
- Send a report to the Clerk of the Course within 20 minutes after the moment the car has left the pitlane (time pit out).

If one of those 2 conditions are not fulfilled, the penalty will be:

- In the race : penalty of 1 lap.

24.4 Qualifying time

- 24.4.1 In order to be admitted to a race the car must realise a qualifying time within 130% of the fastest qualifying time.
- 24.4.2 In order to be admitted to the 24 Hours of Zolder race, each driver must cover at least two timed laps during the qualifying evening practice on board of the car with which he/she is entered and that will participate to the race. Unless deviation allowed by the Panel of Stewards.
- 24.4.3 The Clerk of the Course can refuse the start to any driver who did not show the required capacities to participate to the race.

24.5 Exceptions

- 24.5.1 Provided that the maximum number of cars admitted to the race is not exceeded, the Panel of Stewards can admit cars and/or drivers to the race, which have not realised the qualification standard, if they:
- Do not exclude already qualified cars.
 - Have proven to have the required capacities to realise qualification.
 - The drivers are able guaranteeing complete safety (such as knowledge of the track, etc.).
- 24.5.2 To this end, a written application must be sent to the Panel of Stewards, at the latest three hours before the start of the race.
- 24.5.3 This car will start from the pitlane.

24.6 Super Pole (only 24 Hours of Zolder)

- 24.6.1 Eligible cars for the Super Pole: all cars in the combined qualifying classification after the pre-qualifying.

Cars which do not participate in the Super Pole will be classified in the final positions after the last qualified cars, in the same order than the classification of the qualifying.

The final classification of the Super Pole will be drawn up according to the best times and will serve to determine the places on the grid.

30 Minutes after pre-qualifying, the team leader has to communicate the name of the driver who will drive the Super Pole and also the name of the driver who will take the start of the race.

- 24.6.2 The result of the pre-qualifying will determine the order of the Super Pole. The cars will start in reverse order of the results of the pre-qualifying.
- 24.6.3 Should the race director request it, a specific briefing can be organized. This briefing is mandatory for all team managers and/or drivers taking part in the Super Pole.

- 24.6.4 At the start of the session, all cars taking part in the Super Pole will be ready in their working area, including boxes (up to 10' before the ideal exit time). Each car will be given a pit exit time starting with the car having set the slowest time in the pre-qualifying.
- 24.6.5 The driver will start from the pit exit, completing one out-lap, one timed lap and one in-lap. The timed lap will start from the first crossing of the timing line. All cars must have their headlights on. No car may go through or stop in the pits during the timed lap.
After having finished the timed lap during the Super Pole, parc fermé conditions will apply in the boxes until the end of the protest limit.

ART. 25: STARTING GRID

- 25.1 At the end of the qualifying practices, the fastest time set by each car will be officially published.
- 25.2 All races except 24 Hours of Zolder :
The starting grid will be determined in the order of the fastest times set by the qualified cars in the qualifying session. If two or more cars have set the same time, the first car having set this time will take the pole position.
- 24 Hours of Zolder :
The starting grid will be determined in the order of the fastest times set in the Super Pole. If two or more cars have set the same time, the position will be determined by the result of the pre-qualifying.
- 25.3 The final starting grid of the race will be published at the latest one hour before the race. If a car cannot take his place on the starting grid after the publication of the start grid, this place will be left open. The other cars will keep their positions on the grid.

ART. 26: START PROCEDURE

- 26.1 The specific start procedure for all races will be explained during the briefing.
- 26.2 **Start grid**
- 26.2.1 The approaching start will be announced by the "10 minutes", "5 minutes", "3 minutes", "1 minute", and "15 seconds" signals, deployed before the start of the formation lap; each one of them will be accompanied by an audible signal.
- 26.2.2 "Signal 5 minutes" : It is allowed to work on the car at the latest until the "5 minutes" signal is deployed, each offence will be sanctioned with a "Stop and Go" penalty of 1 minute.
Refuelling on the start grid is not allowed. Any offence against this rule will lead to the disqualification of the car.

Everyone, except the drivers, the Officials and the technical staff of the teams must leave the track.

26.2.3 Signal "3 minutes" : start of countdown till start signal.

26.2.4 When the "1 minute" signal is deployed, the engines will be started with the drivers behind the wheel, if necessary using an external battery. All technical staff and the Officials must leave the track.

26.3 Formation lap

26.3.1 15 Seconds after deployment of the "15 seconds" signal, a green flag at the front of the grid is deployed, whereupon the cars begin a formation lap, with the official car leading, maintaining their start order. During this formation lap, practice starts are forbidden, on penalty of a 'Drive Through' and the formation must be kept as tight as possible.

26.3.2 Overtaking during the formation lap is only permitted if a car is delayed when leaving its grid position and cars behind cannot avoid overtaking it without unduly delaying the remainder of the field. In any case, the drivers can only overtake to restore the original order.

26.3.3 Every driver who is unable to start the formation lap, must open his door. After all other cars have started the formation lap, his mechanics are allowed to push the car on the track in order to start the engine under control of the track marshals.

The car may then start the formation lap but must not overtake any moving car.

If, after several attempts, the engine refuses to start, it has to be pushed into the pitlane, via the shortest way (will be mentioned during the briefing by the Clerk of the Course) where the mechanics can try to start the car.

26.3.4 Every car that is not able to maintain his position on the start grid during the formation lap, takes the start of the race at the end of the grid. When several cars are in this condition, their new position at the back of the grid will be determined in function of their position on the start grid when starting the formation lap.

26.3.5 During the formation lap, all cars must adjust their speed, so that they are no more than five car lengths apart. Each car that is unable following the tempo or respecting the distance with regard to the preceding car must immediately leave the track and proceed in the grass or another deceleration strip. It may rejoin the track when the entire field has passed. The judges of fact will monitor this procedure. Each offence against this rule will be fined with a "Drive Through".

26.3.6 During the formation lap, the Clerk of the Course's car will keep up a speed of approximately 80 km/h. At the end of the formation lap, the official leading car will pull off. The cars will continue on their own with the pole position leading at a minimum speed of 70 km/h and a maximum of 90 km/h. A judge of fact will monitor the speed of the car in pole position by radar. Any divergence between the prescribed speeds (70 and 90 km/h) before the start is given will result in a "Drive Through" penalty. Cars must drive in two lines following each other until the start signal is given (see also briefing).

26.3.7 There will be a rolling start. The Clerk of the Course will give the start signal by extinguishing the red lights. During the start procedure (“3 minutes” signal) and until completion of the first lap, the pit-wall must remain free of all persons, with the exception of the officials.

26.3.8 If a problem arises before or when the cars reach the end of the formation lap, the red light will not be extinguished and the orange flashing lights will be turned on. At the same time the panel “EXTRA FORMATION LAP” will be deployed. Yellow flags will be deployed at all observation posts. The cars will remain in formation with the pole position leading and complete a new formation lap.

26.4 Exceptional circumstances

26.4.1 If it starts to rain after deployment of the “5 minutes” signal and if the opinion of the Clerk of the Course the teams should be given the opportunity to change tyres, the start procedure can be modified. At that moment, the “Start Delayed” signal is deployed. The start procedure will restart from the point where the “10 minutes” signal is deployed.

26.4.2. Under exceptional circumstances, the race can be started from behind the Safety Car – the Safety Car is marked by the words “Safety Car” in letters having the same dimensions as the race numbers, to the rear and sides. The car will have orange revolving lights on the roof.

ART. 27: SAFETY CAR (see also FIA International Sporting Code, Appendix H, article 2.9)

27.1 The Safety Car carries the words “SAFETY CAR”, in letters having the same dimensions as the race numbers, to the rear and sides. The car will have orange revolving lights on the roof. The Safety Car is driven by an experienced circuit driver or a driver with knowledge of the circuit. An observer will be on board who is able to recognise all cars in the race and who will be in permanent radio contact with the Race Management.

27.2 At the moment the pitlane is open for the race the Safety Car has to be in place in front of the grid up to and including the 5 minutes signal. At that moment (exception in case of point 27.8) it covers a complete lap before leaving the track.

27.3 The Safety Car can be brought into operation to neutralise the race upon the decision of the Clerk of the Course. It will be used only if drivers or officials are in immediate physical danger, but the circumstances are not such as to necessitate stopping the race.

27.4 Each offence against the Safety Car regulations will be fined by a “Drive Through”.

27.5 Procedure

27.5.1 When the Clerk of the Course gives the order to deploy the Safety Car, all observation posts first will deploy immobile yellow flags and the “SC” signal, which shall be maintained until the intervention of the Safety Car is over. All cars will reduce their speed and overtaking is strictly forbidden.

- 27.5.2 The Safety Car with its orange revolving lights on, starts from the place that was mentioned during the briefing and joins the track, regardless of the position of the race leader.
- 27.5.3 All cars in the race must line up behind the Safety Car in a row at a distance no more than 5 car lengths apart. Overtaking is strictly forbidden, unless following exceptions, as long as the cars do not cross the line (or the starting point following the Safety Car) after the Safety Car has left the track again.
- when a car is ordered to do so by the Safety Car
 - in case of 27.8, hereafter
 - each car entering the pitlane may overtake another car or the Safety Car after he has crossed the first line of the Safety Car
 - each car leaving the pitlane may be overtaken by another car on the track before he has crossed the second line of the Safety Car
 - when returning to the pitlane the Safety Car may be overtaken by cars on the track, from the moment he has crossed the first line of the Safety Car
 - when a car slows down owing to a serious problem.
- 27.5.4 When ordered to do so by the Clerk of the Course, the observer of the Safety Car will signal any cars between the Safety Car and the race leader that they should pass by means of the green revolving lights on the roof of the Safety Car. These cars will continue at moderate speed and without overtaking until they reach the queue of cars behind the Safety Car.
- 27.5.5 The Safety Car will be used until the moment that the leading car drives behind the Safety Car (only of application when the leading car is on the track at the moment that the SC procedure begins, when the leading car enters the pitlane during the SC procedure, this rule expires) and the other cars join behind the Safety Car (or, when there are several Safety Cars, all cars in the sector of this Safety Car join.)
Once the first car of the line of cars (or the first car of the line of cars in that sector) drives behind the Safety Car, he must keep with no more than 5 car lengths apart from the Safety Car (with exception of point 27.5.7 hereunder). All other cars must stay as close as possible in formation.
- 27.5.6 While the Safety Car is in action, competing cars may enter the pitlane, but they may only rejoin the track when the light at the pitlane exit is green. The green/red light is green until the moment the Safety Car crosses the finish line. A car rejoining the track must proceed at moderate speed until it reaches the queue of cars behind the Safety Car. The light is red until the Safety Car and the queue of cars behind it passes the exit of the boxes. In some situations the Clerk of the Course may ask the Safety Car to use the pitlane. In that case, and on condition that the revolving orange lights of the Safety Car stay on, all cars have to follow the Safety Car throughout the pitlane, without overtaking. Each car that enters the pitlane in those circumstances, may stop at his box or at the allocated place of his team.
- 27.5.7 When the Clerk of the Course calls in the Safety Car, it will extinguish the revolving orange lights; this will be the signal to the drivers that it will leave the track at the end of this lap. At that moment, the first car of the line of cars behind the Safety Car can indicate the speed, and if necessary, be at no more than 5 car lengths apart. When the Safety Car pulls off the track, the track is released and the yellow flags and 'SC'-signals at the posts will be removed and will be replaced

by green flags. At the start grid the green light will be on. At the end of the Safety Car procedure, the overtaking of another car is prohibited until the start/finish line is exceeded. The green flag will be deployed during one lap.

- 27.6 Each lap completed behind the Safety Car will be considered as a race lap.
- 27.7 If the race has to end when the Safety Car is still on the track, the Safety Car will join the pitlane at the end of the last lap and the cars will have the black/white chequered flag according to the normal procedure (on the track), but without being allowed to overtake.
- 27.8 In exceptional circumstances the start of the race can be given behind the Safety Car. In that case, the revolving orange lights of the Safety Car will be on for the one minute signal. This is the sign for the drivers that the start of the race will be given behind the Safety Car. As soon as the green starting lights are on, the Safety Car will leave the start grid followed by all cars in starting order with no more than 5 car lengths apart. There will be no formation lap and the race will begin when the starting light is switched to green.

Overtaking during the first lap is only allowed when a car gets behind when leaving his position on the start grid and the cars that follow have to overtake not to slow down the other cars. In that case overtaking is only allowed to restore the original order. A driver who fell behind when leaving the grid may not overtake if he stood still at the moment all other cars crossed the start line. He must take place at the end of the row of cars behind the Safety Car. If more drivers are concerned, they must join the row in the order they left the grid. A "Stop and Go penalty" of 10 seconds will be imposed to each driver who, according to the Clerk of the Course, has unnecessary overtaken another car during the first lap.

- 27.9 On the circuits where the Safety Car procedures have to be applied, two continuous "lines of the Safety Car" have to be painted with non-skid paint. The lines are 20cm wide and go from one side of the track to the other side and the entry and exit of the pitlane, perpendicular to the longitudinal axis of the track, and on following places :
- Line 1 of the Safety Car : the point where it is allowed to overtake the Safety Car or any other race car, that stayed on the track, by a car entering the pitlane. It also concerns the point where race cars can overtake the Safety car when it leaves the track at the end of an intervention.
 - Line 2 of the Safety Car : the point where the cars leaving the pitlane, are supposed to drive at a speed that is comparable with the cars on the track. A car that is on the track may overtake a car leaving the pitlane, before reaching this line, after that overtaking is forbidden.

ART. 28: FULL COURSE YELLOW

- 28.1 In case the drivers or officials are in immediate physical danger, the Clerk of the Course or his representative can decide to apply a FCY to neutralize the race.
- 28.2 When the order for a FCY is given during the race, all observation posts show a waved yellow flag together with a panel "FCY" and this until the end of the intervention. All cars immediately reduce their speed till maximum 60 km/h without overtaking.

The rules at the exit of the pitlane are the same as during the race.

- 28.3 A “Drive Through” will be imposed to each driver/car that, according to the Clerk of the Course, unnecessary overtook another car during the FCY.
- 28.4 Furthermore all abandoned cars on the track will be removed and placed at a secure place.
- 28.5 The FCY ends and the race is released when the Clerk of the Course or his representative gives the order to remove the panels FCY and the yellow flags and then replace them by green flags, at the start grid the light is turned to green. The green flag will be shown during maximum 1 lap. Each lap covered during the FCY will be considered as a race lap.

ART 29: SUSPENDING THE RACE

- 29.1 Should it become necessary to suspend the race because of an obstacle on the track as result of an accident or because of the weather- or other conditions making it too dangerous to continue, the Clerk of the Course or his representative will deploy a red flag at the finish line. Simultaneously, red flags will be deployed at all observation posts and the light at the start line is turned to red.
- 29.2 When the signal to stop is given, all cars must reduce their speed and overtaking is strictly forbidden. Any driver must be able to stop at all times.
- 29.3 All cars follow their way with reduced speed and gather behind each other on one line at the red flag line, with the leading car in first position. When the leading car on the track is not in first position, all cars between the red flag line and the leading car, receive the instruction to cover an extra lap after the “3 minutes signal” prior to resuming the race.

The entry and exit of the pitlane will be closed. Anyone who enters the pitlane, or whose car is pushed into the pitlane, will be fined with a “Drive Through penalty” as soon as the race is resumed, unless he/she is authorized to do so by the Clerk of the Course.

Notwithstanding, each car that was located at the entry of the pitlane or in the pitlane during the resuming of the race, will be admitted to leave the pitlane without risking a penalty.

- 29.4 During red flag, no intervention whatsoever is allowed on the cars (except those mentioned in this article) throughout the entire time of suspension of the race, except if authorised by the Clerk of the Course. This also means that any interventions in the pitlane and/or boxes must be ceased upon deployment of the red flag until the race is resumed.

Only the team members and Officials are admitted on the grid.

- 29.5 The Safety Car will line up in front of the red flag line.
- 29.6 The time registration will continue throughout the time of suspension of the race.

29.7 At all times the drivers must follow the orders of the Stewards.

ART. 30: RESUMING THE RACE

30.1 The interruption will be as short as possible and as soon as the time of resuming is known, the teams will be informed by the time registration screens or by the Competitor's Liaison Officer.

30.2 10 minutes before the restart, the "10 minutes" signal is deployed at the red flag line.

This is accompanied by an audible warning. This signal is repeated upon deployment of the "5 minutes", "3 minutes", "1 minute" and "15 seconds" signals.

30.3 Under deployment of the "1 minute" signal, the engines are started, possibly by means of an external battery. The technical staff and officials immediately must leave the track, before the deployment of the "15 seconds" signal.

Any driver suffering from problems after the deployment of the "15 seconds" signal, must communicate this to the track marshals by opening the door of his car. When all cars have left the grid, the track marshals will push the car into the pitlane.

In this case track marshals will deploy a yellow flag at the position of this car to notify the other drivers.

30.4 As soon as this minute has expired, the race is resumed behind the Safety Car, from the moment the starting lights are turned to green.

The Safety Car leaves the grid followed by all cars driving in order in which they were after the panel "3 minutes", at no more than 5 lengths apart.

As soon as the final car of the continuous queue behind the Safety Car is at the "PIT EXIT" panel, the light at the pitlane exit will be turned to green. Any car that is still in the pitlane, now may rejoin the track and line up at the back of the queue behind the Safety Car.

Overtaking during this lap is forbidden, unless a car was delayed when leaving the red flag line, and the cars behind cannot avoid overtaking it without unduly delaying the remainder of the field. In this case, the drivers may only overtake to restore the order from before the suspending of the race.

A driver who was delayed when leaving the red flag line, may not overtake another car if he stood still the moment all the other cars have passed the red flag line. He must take place at the end of the queue of cars behind the Safety Car. If more drivers are concerned, they must join the queue of cars in the order they have left the grid.

30.5 A "Drive Through" will be imposed to every driver who, according to the Clerk of the Course, unnecessary overtook another car during this lap.

- 30.6 After one lap, the Safety Car pulls off the track, except if personnel is still cleaning the track or after another accident requiring a new intervention. If there are any divergences here, the Safety Car procedure will be resumed as described in art. 27.5.
- 30.7 If the race is not resumed, it will be deemed to have finished from the moment when the race leader crossed the finish line in the lap prior to the lap in which the race was suspended.

ART 31: FINISH

- 31.1 The end-of-race signal is deployed at the finish line to the leading car on the track, as soon as the full race duration is expired. Simultaneously, the light at the end of the pitlane is turned to red. As of that moment, leaving the pitlane is forbidden.
- 31.2 If for any other reason than the one described in art. 31.1 the end-of-race signal is deployed before the leading car has completed the full race duration, the race will be deemed to have finished at the moment when the leading car crossed the finish line for the last time before the black and white flag was deployed. Should the deployment of the black and white chequered flag be delayed for any reason whatsoever, the race will be deemed to be finished at the moment when it should have finished normally.
- 31.3 After deployment of the end-of-race signal, all driving cars must immediately proceed to the parc fermé, without stopping, without receiving any object whatsoever and without any assistance, except from the marshals if necessary. It is forbidden to overtake a car, on pain of reduction of 2 race laps.
- 31.4 Any classified car, which cannot reach the parc fermé under its own power, will be placed under the exclusive control of the marshals, who will take the car to the parc fermé if possible.
- 31.5 For every car that gets the end-of-race signal it is forbidden to overtake after the chequered flag.

ART 32: PARC FERME

- 32.1 Only the designated officials and the person designated to collect the Data Acquisition System information may enter the parc fermé. No intervention of any kind is allowed, unless explicitly authorised by such officials.
- 32.2 The regulations of the parc fermé will apply in the area between the finish line and the entrance of the parc fermé.
- 32.3 The parc fermé shall be sufficiently large and safe, so that no unauthorised persons can gain access to it.
- 32.4 The cars will remain in the parc fermé for at least 30 minutes after the publication of the provisional classification.

ART. 33 : CLASSIFICATION

- 33.1 An overall classification and a classification per class will be published.
- 33.2 In order to be classified, each car must have covered at least 50% of the number of laps covered by the winner.

If a car has covered more than 50% of the number of laps covered by the winner, but it does not cross the finish line, it will be ranked behind the last car that crossed the finish line and by order of the number of laps covered.

ART. 34 : FINAL CEREMONY

- 34.1 All drivers having finished in the first 3 positions in the general classification must attend to the podium ceremony.
- 34.2 All drivers of the cars having finished in the first 3 positions in the Belcar classes must attend to the podium ceremony (see also Art. 6.1).

ART. 35 : GENERAL INFORMATION

- 35.1 Sporting Authority : Royal Automobile Club of Belgium – RACB Sport
Woluwedal 46/4 – 1200 Sint-Lambrechts-Woluwe / Belgium
Tel : + 32 2 287 09 11
- 35.2 Promoter :
VZW Terlamen/Circuit Zolder
Terlaemen 30 – B - 3550 Heusden-Zolder / Belgium
Tel. +32 11 85 88 88
- 35.3 Entries :
Via <http://www.belcarseries.com>
- 35.4 It is recommended to each team to provide a power generator per car. During the race the use of an external battery in the refuelling zone is forbidden.
- 35.5 Trucks and vans may not leave the paddock before the end of the meeting. When you leave the box, you have to close it. The team is responsible for controlling the rear side of the box. Only the control on access to the pitlane is performed by the employees of the organiser. During the meeting, only officials and holders of a bracelet, recognised by the organiser, have access to the pitlane.

ART. 36 : APPROVAL

Regulations approved by RACB Sport : S01-BEC/B24