

ROYAL AUTOMOBILE CLUB DE SPA

Spa Euro Race® 2015

ARTICLE 1 – DEFINITION OF THE EVENT

The event **Spa Euro Race® 2015** has the status of International Event and consists of the following races:

- * **Championnat de France GT**
- * **Danish Supertourisme by Mitjet**
- * **Formula Ford Euro Race**
- * **Formula Renault 2.0 Alps**
- * **Supercar Challenge powered by Pirelli**

' : non championship event

ARTICLE 2 – ORGANISATION

The event will be organised within the scope of the F.I.A. International Sporting Code prescriptions in compliance with the 2015 prescriptions of the RACB Sport, the technical and sportive regulations for the races mentioned in article 1 and these supplementary regulations.

All the entrants undertake to respect these texts by the very fact of their entry or of their participation in the event in question.

For all series, the specific regulations of the series will outdo the present and supplementary regulations, if it is necessary.

ARTICLE 3 – SPECIFIC INFORMATION OF THE EVENT

Name of the races:

- * **Championnat de France GT**
- * **Danish Supertourisme by Mitjet**
- * **Formula Ford Euro Race**
- * **Formula Renault 2.0 Alps**
- * **Supercar Challenge powered by Pirelli**

National Sporting Authority:

ROYAL AUTOMOBILE CLUB of BELGIUM

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Date of the event:

05th, 06th & 07th June 2015

Circuit:

Circuit of Spa-Francorchamps
Length: 7.004 meters
Direction: Clockwise
Length of race(s):

- Championnat de France GT – 2 races of 90 minutes
- Danish Supertourisme by Mitjet – 2 races of 20 minutes + 1 race of 25 minutes
- Formula Ford Euro Race – 3 races of 20 minutes
- Formula Renault 2.0 Alps – 2 races of 25 minutes + 1 lap
- Supercar Challenge – 2 races of 60 minutes + 1 lap

Number of cars admitted:

Danish Supertourisme by Mitjet:
To practice: 78
To race: 65

For Supercar Challenge and Championnat de France GT races:
To practice: 90
To race: 75

Formula Ford Euro Race & Formula Renault 2.0 Alps:
To practice: 63
To race: 52

Times of starts:

See timetable in appendix 1

Scrutineering:

Paddocks of the Circuit of Spa-Francorchamps
According to timetable in appendix 1

Fuel:

Transportation may only happen outside the 09.00 to 18.00 window with the use of golf buggy, "John

Deere" pick-up or quad with the ability to pull a trailer with TUV-DIN approved coupling system with safety retain system. Trailer small wheels ("caddy" kind) are not allowed. Metallic cans of 60 liters maximum are allowed and the total quantity must not exceed 240 liters. The cans must be fixed one by one. One person must accompany the trailer with a fire extinguisher of minimum 6 kg. The trailer must be approved by the scrutineering.

Transportation and transfer of flammable materials:

- The total quantity transported may not exceed 240 l per transportation unit.
- Metal containers with a maximum capacity of 60 litres and solidly secured.
- There must be an accompanying person equipped with a fire extinguisher (6 kg powder or 6 l foam).
- No combustible items near the transported fuel (e.g., tyres).
- Metal container properly grounded before filling or emptying. Containers must be unloaded from the vehicle before performing these operations.
- It is forbidden to enter the loaded area of a covered vehicle that is transporting flammable liquids bearing portable lighting devices, unless they have been designed and built in such a way so as to make it impossible to ignite flammable vapours that may have spread inside the area.
- No smoking, no flames; stay away from lit objects, sparks, welding, etc.
- Containers must always be kept closed, whether they are empty or full.

If the materials are being transported on a trailer:

- The towing vehicle must be capable of towing and stopping the load.
- The trailer tyres must be appropriate for the type of surface the towing vehicle will drive on and the speeds it will be moving.
- The towing hook and the trailer hitch must be EC-approved.
- A chain or a safety cable attached to the trailer drawbar must connect to the towing hook.
- Each barrel must be secured individually.
- A technical scrutineer or a Judge of fact will be present while the pumps are open to ensure these safety rules are followed and to penalise those who do not comply.

Only the official unleaded 98 oct fuel must be used at the circuit for all races except Championship spec.

The competitors must follow all times the

prescription of the Belgian Law, the prescriptions of the license to exploit the circuit and the prescriptions of the Fire Brigade of Stavelot.

The automatic fuel station accepts TOTAL, Visa & Mastercard credit card (the ones with the chip).

Oil :

Teams must protect the ground to avoid oil or grease stains. Plastic tiles are not enough, teams have to add a plastic tarpaulin. Each damage noticed by the circuit will be charged to the teams concerned.

Administrative checks:

1st floor new pit complex, Paddocks of the Circuit of Spa-Francorchamps, according to timetable in appendix 1 or series spec. Competitors relations desk.

Official Notice Board:

Back wall of F1 pits garages (pits garages # 1 & 2), Paddocks of the Circuit of Spa-Francorchamps.

Prizes and awards:

A trophy will be given to the first three in the general classification besides the own dispositions of each manufacturer/series organiser.

Briefings:

1st floor new pit complex, Paddocks of the Circuit of Spa-Francorchamps – according to timetable in appendix 1. Room 132

ARTICLE 4 – MAIN OFFICIALS

See appendix 3

ARTICLE 5 – TIMETABLE

a) Administrative checks:

According to timetable in appendix 1
1st floor new pit complex – Paddocks of the Circuit of Spa-Francorchamps or Serie own race centre if appropriate. Competitors relations desk.

b) Scrutineering: Paddocks of each category

According to timetable in appendix 1
Paddocks of the Circuit of Spa-Francorchamps.

c) Qualifying Practices:

According to timetable in appendix 1

d) Starts of the races:

According to timetable in appendix 1

e) Driver's Briefing:

According to timetable in appendix 1

New pit complex 1st floor – room 132 – Paddocks of the Circuit of Spa-Francorchamps.

f) Accreditation Centre - Tickets collection – Hôtel du Roannay – Route de Spa, 155, 4970 Francorchamps:

Friday 5th June 2015 from 07.00 to 17.00

Saturday 6th June 2015 from 07.30 to 17.00

Sunday 7th June 2015 from 07.30 to 12.30

g) Slots times to enter paddocks by the track for the trucks:

The access to the paddocks for trucks will happen through exit 11 (Malmédy-Stavelot) on the Motorway, then take Stavelot direction and enter by Blanchimont. **NO ACCESS THROUGH LA SOURCE!**

Private cars are forbidden on the track.

h) Opening of the paddocks:

Thursday 5th June 2014: from 14.00 to 23.00

(F1 pit garages from 19.30)

Friday 6th June 2014 from 07.30 to 19.00

Saturday 7th June 2014 from 07.30 to 19.00

Sunday 8th June 2014 from 07.30 to 19.00

ARTICLE 6 – ADMINISTRATIVE CHECKS

All competitors must carry out the administrative checks at the 1st floor of the new pit complex at the time indicated in article 5 § a, before the scrutineering. Licences, Checking Forms of Accidents, Authorisation from their A.S.N. (if necessary) must be presented for checks. When the entrant is not the driver, the entrant's licence and its A.S.N. authorisation (if necessary) must also be presented. Any competitor not carrying out the administrative checks will be excluded.

It is mandatory to sign on before the car being scrutineered. For this matter, a form will be given at the signing on to the competitor before going to scrutineering.

ARTICLE 7 – COMPETITIONS NUMBERS

Front numbers must be affixed on the right hand side of the circuit when sitting in the car, as the timekeepers' room is inside the circuit.

The timekeepers will not take the time of the cars having not correctly affixed their numbers. Entrants'

own plastic removable numbers must be used, and the sole responsibility of the entrant will intervene for them to remain visible during the practices and the race. Competition numbers must be in accordance with F.I.A. regulations.

ARTICLE 8 – SCRUTINEERING

Scrutineering will take place at the time indicated in article 5 § b.

No car may take part in qualifying practice before the approval of the Scrutineers. When you present your car at the scrutineering, you must also present your crash helmet, gloves, balaclava, race overall, etc. If a car is involved in an accident, it must be re-scrutineered.

The entrant's responsibility will intervene to check that what must be done has been done. Before the cars are presented for scrutineering, the competition numbers must be in position.

ARTICLE 9 – INSURANCES

The entrant and the competitor must sign their waiver of appeal (insurance) themselves. The driver may not take part in the practice or race before having signed the waiver of appeal.

The organiser insurance company is Axa with contract number 730.261.439.

ARTICLE 10 – GENERAL SAFETY DISCIPLINE

a)1. All races :

Pit entry will happen on the RHS before T19. Pit exit is after T1.

When you join the track after leaving the pits, please stay on the right & **don't cross the white line on the middle of the track as referred in appendix "L".**

a).2.

The green and red lights at the pit exit will only be used to stop cars while the Safety Car is deployed in the race.

b) Signalling wall:

No equipment or instrument may be placed on the signalling wall during the race and practice, and the number of persons allowed in the signalling area will be limited to two per competing car for the race and practice, plus the officials, who will be limited only to the indispensable officials for the start of the race.

c) The track may only be used during practice and

race.

d) In case of a driver is obliged to stop his car, for any reason, this one must be removed from the track as quickly as possible in order not to be a danger or not to interfere with the running of the race or practice sessions.

If the driver cannot remove his car alone from a dangerous position, the track marshals must help him.

In this case, if the driver succeeds in restarting his car without any help, and comes back to the race without committing any infringement and without gaining any advantage from the moving of the car to a safer position, he will not be excluded from the race.

e) A driver may not push a car along the track or push it through the finish line.

f) When they take part in the practice or race, the drivers must under all circumstances wear authorised clothes and crash helmet and must fasten their seat belt.

g) Any driver willing to leave the track or go back to the pits must signal it and make sure that he can do it safely.

The mandatory speed limit in the pit lane is 60 km/h maximum both during the practices and the races.

Penalties will be:

For practices:

1st breach by the driver: fastest qualifying time deleted

2nd breach by the driver: the car will start at the back of the grid

3rd breach by the driver: the driver will be excluded from the race which follows qualifying

For races:

1st breach by the driver: a drive trough penalty

2nd breach by the driver: a stop & go time-penalty of 30 seconds

3rd breach by the driver: the driver will be excluded from the race.

All these penalties are without prejudice to stronger sanctions inflicted by the Stewards of the Meeting.

h) No respect of yellow flags:

Penalties will be:

For practices:

1st breach by the driver: fastest qualifying time deleted

2nd breach by the driver: the car will start at the back of the grid

3rd breach by the driver: the driver will be excluded from the race which follows qualifying

For races:

1st breach by the driver: a drive trough penalty

2nd breach by the driver: a stop & go time-penalty of 30 seconds

3rd breach by the driver: the driver will be excluded from the race.

All these penalties are without prejudice to stronger sanctions inflicted by the Stewards of the Meeting.

i) Any driver who does not attend the driver briefing will receive a fine of 125€ in cash or the fine foreseen in the series regulations.

j) If you have to use the escape road at Les Combes there is now a road, which can be used to take you back on the track at Turn 7. This is to avoid the need to turn round and face oncoming cars.

k) CODE OF DRIVING CONDUCT ON CIRCUITS – Appendix L ISC. – Ch.IV – art.2.c.:

Drivers must use the track at all times. For the avoidance of doubt:

- the white lines defining the track edges are considered to be part of the track but the kerbs are not and

- a driver will be judged to have left the track if no part of the car remains in contact with the track.

Should a car leave the track for any reason the driver may rejoin. However, this may only be done when it is safe to do so and without gaining any advantage

For practices: the time sets during the lap of infringement will be deleted.

For races: a drive trough penalty, if during the last 3 laps: a 25" time penalty will be added to the overall race time.

All these penalties are without prejudice to stronger sanctions inflicted by the Stewards of the Meeting.

l) There will be no aggregation for points g), h), k), each sort of infringement will be threatening separately.

m) It is forbidden to climb at the pit wall fences during a race or at the end of it. Any breach of this rule may imply a penalty by the Stewards of 300 Euro.

n) A car alone on the track may use the full width of the said track. However, as soon as it is caught by a

car which is about to lap it the driver must allow the faster driver past at the first possible opportunity. If the driver who has been caught does not allow the faster driver past, waved blue flags will be shown to indicate that he must allow the following driver to overtake. Any driver who appears to ignore the blue flags may be penalised by the Stewards. Systematic or repeated offences may result in the exclusion of the offender.

Any Driver that does not act accordingly when shown the blue flag may be penalized as follow:

- a) In the qualifying sessions: at the discretion of the Stewards, with at least the fastest qualifying time deleted.
- b) In the races: at the discretion of the Stewards, with at least a drive-through penalty.

o) Manoeuvres liable to hinder other drivers such more than one change of direction to defend a position, deliberate crowding of a car beyond the edge of the track or any other abnormal change of direction, are strictly prohibited.

Any driver moving back towards the racing line, having earlier defended his position offline, should leave at least one car width between his own car and the edge of the track on the approach to the corner.

Any driver defending his position on a straight, and before any braking area, may use the full width of the track during his first move, provided no significant portion of the car attempting to pass is alongside his.

Whilst defending in this way the driver may not leave the track without justifiable reason.

For the avoidance of doubt, if any part of the front wing of the car attempting to pass is alongside the rear wheel of the car in front this will be deemed to be a "significant portion".

Any driver who appears guilty of any of the above offences will be penalized as follows:

- a) In the qualifying sessions: at the discretion of the Stewards, with at least the fastest qualifying time deleted.
- b) During races: at the discretion of the Stewards, with at least a ten seconds penalty to be added to the whole race time.

ARTICLE 11 – SIGNALLING

Information and instructions will be transmitted to the drivers by means of the signals provided for in Appendix H of the International Sporting Code. To transmit information to their drivers, the competitors may not use flags and signals similar in any way to those mentioned in Appendix H, Chapter 3.

ARTICLE 12 – STARTING GRID

a) The grid will be drawn up in the order of the fastest time achieved by each driver taking both qualifying practice sessions into account. Should two or more drivers have set identical times; priority will be given to the one who set it first.

b) The rows on the grid will be separated by at least 8 meters.

c) Access to the grid will be closed 5 minutes before the time of the start of the race. After this, any car that has not taken up its position on the grid must start either from the back of the grid or from the pits as indicated in article 13. A § d and/or article 13. B § b.

d) Series dispositions:

d.1.: Championnat de France GT :

Qualification minima: Max 115% of the pole
Grid for race 1: average of the 2 drivers best laps in qualifying sessions
Grid for race 2: absolute best lap among the 3 qualifying sessions

d.2.: Formula Ford Euro Race :

Qualification minima max 115% of the pole
Grid for race 1: best lap qualifying
Grid for race 2: results Race 1
Grid for race 3: results Race 2

d.3. : Danish Supertourisme by Mitjet :

Qualification minima max 115% of the pole
Grid for race 1: best lap qualifying, first 8 reversed
Grid for race 2: results Race 1, first 8 reversed
Grid for race 3: aggregate Qualifying, Race 1 and Race 2

d.4.: SuperCar Challenge:

No qualification minima
Grid for race 1: best lap qualifying
Grid for race 2: second best lap qualifying

d.5.: Formula Renault 2.0 Alps:

Qualification minima: Max 110% of the pole
Grid for race 1: best qualifying lap Q1
Grid for race 2: best qualifying lap Q2

ARTICLE 13 – STARTING PROCEDURE

A – Standing start : Formula Renault 2.0 Alps, Formula Ford Euro Race, Danish SuperTourisme by Mitjet race 3 :

a) There will be a standing start. The grid will have a

1 x 1 staggered formation. The start signal will be given by means of luminous signal lighted by a starter.

b) The cars will leave the pit lane/paddocks where the assembly will have been made behind the official leading car and will stop on the dummy grid in front of the new pit complex. During this reconnaissance lap, the cars will keep their place without overtaking and will follow the official leading car. No overtaking attempt may be executed during the course of this lap.

c) At the end of the reconnaissance lap, the official leading car will withdraw of the circuit and the cars will keep their position.

d) The pit exit will be closed 5 minutes before the green flag. A warning horn signal will be given two minutes before. Any car still in the pits may take the start from the pits, but only under the direction of the marshals. It may be taken to the pit exit only with the driver in position.

The cars may join the race only after that the whole field has passed the pit exit during the first racing lap.

e) The approach of the start will be announced by the presentation of the signalling boards five minutes, three minutes, one minute and fifteen seconds before the start. These boards will be accompanied by a sonorous warning signal and will have the following meanings:

1° 5 minute board: beginning of the countdown.

Any car not in position on the grid will start at the back of this one.

When the five minute board is shown, all cars must have their wheels fitted. After this signal, wheels may only be removed in the pits. Any car which does not have all its wheels fitted at the five minute signal must start the race from the back of the grid or from the pit lane.

2° 3 minute board: everybody except drivers, officials and teams members must leave the grid.

3° 1 minute board: the engines will be started with drivers sitting in their car, the team's members must then leave the grid.

4° 15 second board : a green flag will be unfurled at the front of the grid to indicate that the cars must complete a formation lap, maintaining the starting order with the 'pole position' driver leading. It is forbidden to overtake during this lap.

f) Any driver unable to start must raise his arm. After the start of all the other cars for the formation lap,

the mechanics will be authorised to push the car on the track to start the engine under the control of the marshals. The car may then start its formation lap but is forbidden to overtake any other moving car.

g.1) Any car which cannot start or maintain the starting order during the whole formation lap must start the race behind the last line of the grid, at the prescribed distance indicated by a board, and must be completely still when the red light is on or it must return to the pits at a reduced speed. It can then start from the pits as specified at § d.

g.2) Any driver who is delayed leaving the grid may not overtake another moving car if he was stationary after the remainder of the cars had crossed the Line, and must start the race from the back of the grid. If more than one driver is affected, they must form up at the back of the grid in the order they left to complete the formation lap.

A time penalty will be imposed on any driver who, in the opinion of the Stewards, unnecessarily overtook another car during the formation lap.

h) When the cars come back to the grid, they stop keeping their engine running, each one on its grid position.

As soon as the car of his row is still, the marshal will lower his board. When all the boards will have been lowered, and as soon as all cars are still, and that no more boards are shown, the starter will show a 5 second board, and 5 seconds later, he will switch on the red light. At any time, but between two seconds minimum and six seconds maximum after the appearance of the red lights, the red lights off to signal the start of the race.

i) If, after returning to the Starting Grid at the end of the formation lap, a car develops a problem that could endanger the start, the driver must immediately raise his hands above his head and the marshal responsible for that row must immediately wave a yellow flag.

In this case, the start will not take place and the starter will switch on the abort lights accompanied by the "Start delayed" board, immediately followed by the "Extra formation lap" accompanied by a green flag. All cars that are capable of progressing will then complete an additional formation lap, during which the car with a problem will be removed into the pits. The Team may then attempt to rectify the problem and, if successful, the car may then start from the end of the pit lane. Should there be more than one car involved their starting order will be determined by the order in which they reached the end of the pit lane.

Every time this problem occurs, the race distance will be reduced by one lap (and/or if the race is to be run for a given duration, then the time duration will start at the time when the start signal is given for the first additional formation lap).

j) If a problem arises when the cars reach the Starting Grid at the end of the formation lap the following procedure shall apply:

a) If the race has not started, the abort lights will be switched, engines will remain running, the "Extra Formation Lap" panel will be shown with the green flag and the cars will complete a further formation lap. Every time this problem occurs, the race distance will be reduced by one lap (and/or if the race is to be run for a given duration, then the time duration will start at the time when the start signal is given for the first additional formation lap).

b) If the race has been started the marshals alongside the Grid will wave their yellow flags to inform the drivers that a car is stationary on the Grid.

c) If, after the start, a car is immobilised on the Starting Grid, it shall be the duty of the marshals to push it into the Pit Lane by the fastest route. If the driver is able to re-start the car whilst it is being pushed he may rejoin the race.

d) If the driver is unable to start the car whilst it is being pushed, his mechanics may attempt to start it in the Pit Lane. If the car then starts it may rejoin the race. The driver and his mechanics must follow the instructions of the track marshals at all times during such a procedure.

k) If it is necessary to apply § j, the race will count for the Championship despite how often this procedure has been repeated and the fact that the race distance has been reduced.

l) No refuelling will be allowed if more than one start procedure was necessary in application of § j.

m) If, after the start, a car is stalled on the starting grid, the track marshals must immediately push it along the track to restart the engine. If, after several attempts, the car cannot start again, the marshals will push it to the pits where its mechanics may try to start it.

n) If it suddenly begins to rain while the cars are in their formation lap, a 'start delayed' board will be shown on the line and the starting procedure will begin again at the point of the closing of the pits.

o) Start delayed:

If, during the starting procedure, the track becomes suddenly unusable, a 'START DELAYED' board will be shown on the starting line and the Clerk of the Course will give information to the competitors.

As soon as the conditions will permit it, the starting procedure will be resumed from the showing of the 5 MINUTE board (article 13.A.e.1).

B – Rolling start : Supercar Challenge, Danish SuperTourisme by Mitjet Race 1 & 2, Championnat de France GT

a) The rolling start will be given by means of light signals (if available), if not, it will be given by means of the national flag.

b) The pit exit will be closed 5 minutes before the time of the green flag. Any car not having left the pits area may only take the start after that the entire field has passed the pit exit, after that the start has been given. The closing of the pit exit will be signalled by a sonorous warning 2 minutes earlier.

c) The approach of the start will be announced by the showing of boards that will be accompanied by a sonorous warning.

1° 5 minute board – start of the countdown: the access to the grid is forbidden, any car not having taken place on the grid will start either from the back of this one or from the pits, as indicated in paragraph b.

When the five minute board is shown, all cars must have their wheels fitted. After this signal, wheels may only be removed in the pits. Any car which does not have all its wheels fitted at the five minute signal must start the race from the back of the grid or the pit lane.

2° 3 minute board – general evacuation of the grid, drivers and officials excepted.

3° 1 minute board: the driver sitting at his steering wheel starts the engine by means of the starter. It is forbidden to start a car by pushing it.

4° 15 second board: after the showing of this board, a green flag will be unfurled at the front of the grid to indicate the start of the leading car controlling rolling start lap and the cars must cover a full lap of the circuit while maintaining their position on the starting grid, behind the leading car. Overtaking is forbidden during this formation lap.

5° Any driver who is unable to start the formation lap must indicate it.

5.1 His car will be pushed to the pits immediately after the start of the formation lap. He may join the race only after that the last car has passed the pit exit.

5.2 Any driver who is delayed leaving the grid may not overtake another moving car if he was stationary after the remainder of the cars had crossed the Line, and must start the race from the back of the grid. If more than one driver is affected, they must form up at the back of the grid in the order they left to complete the formation lap.

A time penalty will be imposed on any driver who, in the opinion of the Stewards, unnecessarily overtook another car during the formation lap.

6° During the formation lap, the cars will be preceded by the leading car and followed by a rescue car.

When the leading car withdraws before the starting line, the driver of the car having the pole position must keep a speed of minimum of 70 km/h and a maximum of 90 km/h as long as the start signal is not given.

7° At the end of the formation lap, if the conditions require it, the Clerk of the Course will order the leading car to make one or more additional laps. The additional time behind the leading car will be deducted from the duration of the race.

ARTICLE 14 – SUSPENDING A RACE

a) Should it become necessary to suspend the race because the circuit is blocked by an accident or because weather or other conditions make it dangerous to continue, the Clerk of the Course and or his Assistant shall order red flags to be shown at all marshal posts. And the red light(s) will be switched on the Line to indicate that the race has been suspended.

b) When the signal is given that the race has been suspended, overtaking is forbidden, the pit exit will be closed and all cars must proceed slowly to the red flag line where they must stop in staggered formation. If the leading car on the track is not at the front of the line any cars between it and the red flag line will be waved off to complete another lap one minute before the race is resumed.

If any cars are unable to return to the grid as a result of the track being blocked they will be brought back when the track is cleared and will be arranged in the order they occupied before the race was suspended. Any such cars will then be permitted to resume the race.

The Safety Car will then be driven to the front of the line of cars behind the red flag line.

Whilst the race is suspended:

- neither the race nor the timekeeping system will stop ;
- cars may be worked on once they have stopped behind the red flag line or entered the pits but any such work must not impede the resumption of the race ;
- refuelling is forbidden;
- only team members and officials will be permitted on the grid.

Cars may enter the pit lane when the race is suspended but a drive through penalty will be imposed on any driver who enters the pit lane or whose car is pushed from the grid to the pit lane after the race has been suspended. Any car which was in the pit entry or pit lane when the race was suspended will not incur a penalty.

All cars in the pit lane will be permitted to leave the pits once the race has been resumed but any which were in the pit entry or pit lane when the race was suspended will be released before any others.

Subject to the above, any car intending to resume the race from the pit exit may do so in the order they got there under their own power, unless another car was unduly delayed.

Under these circumstances working in the fast lane will be permitted but any such work will be restricted to :

- starting the engine and any directly associated preparation;
- the fitting or removal of cooling and heating devices ;
- changing wheels.

At all times drivers must follow the directions of the marshals.

ARTICLE 15 – RESUMING A RACE

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

Signals will be shown, five minutes, three minutes, one minute and fifteen seconds before the resumption and each of these will be accompanied by an audible warning.

When the five minute signal is shown all cars must have their wheels fitted, after this signal wheels may only be removed in the pit lane. Any car which does

not have all its wheels fully fitted at the five minute signal must start the race from the back of the grid or the pit lane. Under these circumstances a marshal holding a yellow flag will prevent the car (or cars) from leaving the grid until all cars able to do so have crossed the red flag line.

When the one minute signal is shown, engines should be started and all team personnel must leave the grid by the time the 15 second signal is given taking all equipment with them. If any driver needs assistance after the 15 second signal he must raise his arm and, when the remainder of the cars able to do so have left the grid, marshals will be instructed to push the car into the pit lane. In this case, marshals with yellow flags will stand beside any car (or cars) concerned to warn drivers behind.

The race will be resumed behind the safety car when the green lights are illuminated. The safety car will enter the pits after one lap unless team personnel are still clearing the grid or a further incident occurs necessitating another intervention.

When the green lights are illuminated the safety car will leave the grid with all cars following, in the order they stopped behind the red flag line, no more than 10 cars lengths apart. Soon after the last car in line behind the safety car passes the end of the pit lane the pit exit light will be turned green, any car in the pit lane may then enter the track and join the line of cars behind the safety car.

Overtaking during the lap is permitted only if a car is delayed when leaving the red flag line and cars behind cannot avoid passing it without unduly delaying the remainder of the field. In this case, drivers may only overtake to re-establish the order before the race was suspended.

Any driver who is delayed leaving the red flag line may not overtake another moving car if he was stationary after the remainder of the cars had crossed the Line, and must form up at the back of the line of cars behind the safety car. If more than one driver is affected, they must form up at the back of the field in the order they left the grid.

Either of the penalties under Appendix 2 will be imposed on any driver who, in the opinion of the Stewards, unnecessarily overtook another car during the lap.

During this lap Articles 17 j), k) l) and m) will apply.

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

b) If, for any reason, the suspended race cannot restart or cannot run the full distance, then the following shall apply to the scoring of points:

Case A: Less than two full laps covered. In this case, no points are awarded.

Case B: Two full laps, but less than 75% of the initial distance covered (rounded up to the next number of full laps and accumulated if the race was interrupted more than once). In this case, half of the points are awarded.

Case C: 75% or more of the race distance covered (rounded up to the next number of full laps and accumulated if the race was interrupted more than once). In this case, all of the points are awarded and the results will be set when the leading car has crossed the line for the penultimate time before the race was stopped.

ARTICLE 16

Concerning the articles 12 to 15 included, the specific regulations of the series will outdo the present and supplementary regulations, if it is necessary.

ARTICLE 17 – SAFETY CAR

a) The safety car will have the words 'SAFETY CAR' in letters of similar dimensions to those of the race numbers, at the back and on the sides. It will be equipped with two yellow and one green flashing light on the roof, each supplied by a different electric circuit. An experienced circuit driver will drive it. It will carry an observer capable of recognising all the competing cars and is in permanent radio contact with race control.

b) 10 minutes before the race start time, the safety car will take up position at the front of the grid and will stay there until the five minute signal is given. At that point, it will cover a whole lap of the circuit and will enter the pit lane. If article m) applies, the safety car will take up position at the front of the grid.

c) The safety car may be brought into operation to neutralise the race upon decision of the Clerk of the Course. It will be used only if competitors or officials are in immediate physical danger, but the circumstances are not such as to necessitate stopping the race.

d) When the order is given to deploy the safety car during the race, all the marshal posts (including the starting line) will display waived yellow flags and a 'SC' board, which will be maintained until the intervention is over.

e) During the race, the safety car with its flashing lights on will start from the pits exit (after T1) and will join the track when appropriate.

f) All the competing cars must line up behind the safety car no more than 10 cars lengths apart. It is

absolutely forbidden to overtake, unless a car is invited to do so by the safety car.

Any car that cannot maintain the speed and respect the foreseen distance must immediately move away and leave the track.

g) When the Clerk of the Course orders him to do so, the observer in the safety car will use a green light to signal to any cars between it and the leading car to overtake. These cars will then continue at reduced speed and without overtaking, until they reach the line of cars being behind the safety car.

h) The safety car will be used at least until the leading car is behind the safety car and all the remaining competing cars are lined up behind the leading car. Once behind the safety car, the leading car must keep within 5 car lengths of the safety car and all remaining cars must keep the formation as tight as possible.

i) While the safety car is in operation, competing cars may stop at their pit, but may only rejoin the track when the green light at the pit exit is on. It will be on at all times, except when the safety car and the line of cars following it are about to pass or are passing the pit exit. A car rejoining the track must proceed at reduced speed until it reaches the end of the line of cars behind the safety car.

j) When the Clerk of the Course calls in the safety car, it must extinguish all flashing lights and go back to its initial position at pits exit (after T1) at the end of that lap. As the safety car is going back to its initial position, the flags and the 'SC' boards at the marshal posts will be withdrawn from the starting line and all the other posts in order. At this point the first car in line behind the safety car may dictate the pace and, if necessary, fall more than ten car lengths behind it.

In order to avoid the likelihood of accidents before the safety car returns to the pits, from the point at which the lights on the car are turned out drivers must proceed at a pace which involves no erratic acceleration or braking nor any other manoeuvre which is likely to endanger other drivers or impede the restart.

k) When the safety car has pulled off the track and the cars are approaching the line, green lights will be turned on. Overtaking remains strictly forbidden until the cars pass the green light at the Line. All the marshals' posts will show a green flag that will be withdrawn after one lap.

l) Each lap completed while the safety car is in use will be counted as a race lap.

m) In exceptional circumstances the race may be

started behind the safety car. In this case, at any time before the one minute signal its revolving yellow lights will be turned on. This is the signal to the drivers that the race will be started behind the safety car. When the green lights are shown the safety car will leave the grid with all cars following in grid order no more than 10 cars lengths apart. There will be no formation lap and the race will start when the leading car crosses the line for the first time. Overtaking is permitted during the first lap only if a car is delayed when leaving its grid position and the cars behind it cannot avoid passing it without unduly delaying the remainder of the field. In this case, drivers may only overtake to re-establish the original starting order.

Any driver who is delayed leaving the grid may not overtake another moving car if he was stationary after the remainder of the cars had crossed the line, and must form up at the back of the line of cars behind the safety car. If more than one driver is affected, they must form up at the back of the field in the order they left the grid.

A time penalty will be imposed on any driver who in the opinion of the Stewards unnecessarily overtakes another car during the first lap.

ARTICLE 18 – TIME PENALTY OR "STOP AND GO" PROCEDURE OR DRIVE TROUGH PENALTY

a) When the Clerk of the Course imposes a Time Penalty or a Stop and Go or a drive-through the competitor number together with a board showing "Time Penalty" or 'Drive Through' or "Stop & Go" will be displayed at the Finish line.

b) The team will be notified in writing of the imposed penalty as well as message through timing monitors informations line.

c) Within 3 laps of the first showing of the black flag/time penalty/drive through/stop & go board the competitor concerned must come directly to the penalty area designated in Final Instructions/drivers briefing without stopping elsewhere in the Pit Lane. He will remain stationary in the designated area for the time penalty imposed.

d) After the signal indicating the completion of the time penalty he shall rejoin the race without stopping at his pit.

e) At all times, the driver will comply with the mandatory pit lane speed limit and drive in a safe manner, obeying all signals.

f) Any breach or failure to comply with this procedure may result in additional penalties, including exclusion, being imposed.

ARTICLE 19 – FINISH AND PARC FERME

19.1 The final classification will be established by adding together the laps covered by each car during the prescribed time.

19.2 After receiving the end-of-race signal, all the cars will continue on a slowing-down lap, at the end of which all the classified cars will proceed immediately and directly to the parc fermé. Failure to respect this article may result in exclusion from the classification. The cars are considered being under the regulations of the parc fermé once crossed the finish Line.

For reasons of safety drivers are reminded that after taking the chequered flag that, they have NOT to slow down or brake harshly as other competitors are still racing to the Line. Failure to do so may result in penalties been applied.

19.3 The starting line and the finish line are not the same.

The starting line is positioned at the level of the bridge in front of the pit complex.

The finish line and the control line are situated at the level of the start of the pits complex. Line offset is 123.26m.

The end-of-race signal will be given to the leader.

19.4 Should for any reason the end-of-race signal be given before the leading car completes the scheduled number of laps, or before the prescribed time has been completed, the race will be deemed to have finished when the leading car last crossed the Line before the signal was given. Should the end-of-race signal be delayed for any reason, the race will be deemed to have finished when it should have finished.

ARTICLE 20 – CLASSIFICATION CONDITIONS

20.1 The car which covered the greatest distance within the prescribed time will be classified in first place.

20.2 All the cars will be classified according to the number of laps they covered and the order in which they crossed the finish line.

20.3 In order to be classified, a car must have covered at least 90 % of the distance covered by the car winning the event, chequered flag not needed.

20.4 The official overall classification and each class classification (if required by series regulations) will be published after the race. These will be the only valid results subject to any amendments, which may be

made under the Code and these Sporting Regulations.

20.5 Series dispositions:

20.5.1: Championnat de France GT
75% - chequered flag not needed

20.5.2: Formula Ford Euro Race :
75% - chequered flag not needed

20.5.3: Danish Supertourisme by Mitjet :
75% - chequered flag not needed

20.5.4: SuperCar Challenge:
75% - chequered flag not needed

20.5.5.: Formula Renault 2.0 Alps:
90% – chequered flag not needed

ARTICLE 21 – INSTRUCTIONS AND COMMUNICATIONS TO COMPETITORS

The Steward of the Meeting may give instructions to competitors by means of special circulars in accordance with the Code. These circulars, in French and in English, will be distributed to all competitors, through their appointed official representative at the Administrative checks, and who must acknowledge receipt.

All classifications and results of practice and the race, as well as all decisions issued by the officials, will be posted on the official notice boards.

Any decision or communication by the Stewards of the Meeting, Scrutineers or Clerk of the Course concerning a particular competitor must be given to him in writing.

ARTICLE 22 – APPLICATION OF THE REGULATIONS

22.1 The competitors and drivers undertake, moreover, to recognise the sole jurisdiction of the RACB Sport, and accept any decision, which might be taken by the Stewards of the Meeting.

22.2 For all points not covered in these regulations, the Stewards of the Meeting will have the final decision. They also reserve the right to make whatever modifications they may deem necessary to the regulations of the race.

22.3 The same applies in the case of a change occurrence where force majeure might be invoked.

22.4 The Organisers have the authority to cancel the event if necessary. Any modifications to the present regulations will be notified to all competitors by means of circulars, which will have the same force of law as these regulations.

22.5 IN CASE OF DOUBT OVER THE INTERPRETATION OF THESE REGULATIONS, ONLY THE ENGLISH TEXT WILL BE BINDING.

ARTICLE 23 – PENALTIES – EXCLUSION DURING THE EVENT

23.1 The interpretation of the regulations, and in particular the choice of sanctions where the present regulations have not automatically stipulated these, falls to the Panel of the Stewards of the Meeting.

23.2 Any decision concerning a penalty or the exclusion of drivers or cars and taken by the Stewards of the Meeting will be notified promptly, in writing, by the Clerk of the Course to the competitors and Pit Marshals concerned.

23.3 In the event of an exclusion, the driver of the incriminated car will also be informed by means of the signals set out in the regulations.

It is also desirable that the competitor or his representative should show the driver his own signal. If the driver still does not stop, sporting sanctions will be demanded.

23.4 The fact that a specific sanction is mentioned in the Supplementary Regulations does not prevent other additional sanctions being applied if necessary.

23.5 Appendix 2 attached is the template of summary of the penalties enforced by the Clerk of the Course which are fully part of this regulation.

ARTICLE 24 – PROTESTS AND APPEALS

24.1 Protests must be made in writing and handed directly to the Clerk of the Course or, if this is not possible, to the Stewards of the Meeting, accompanied by a fee of 500€ in cash. Only the competitor or his representative has the right to make a protest. The provisions of Chapter XII of the International Sporting Code govern the protest procedure.

24.2 The national appeal procedure is governed by the provisions of "Procédure judiciaire" of the National Sporting Code (2000 €) for national series and is governed by the FIA International Sporting Code for international series.

24.3 The international appeal procedure is governed by the provisions of Chapter XIII of the International Sporting Code. (12000 €)

24.4 Any dismantling costs resulting from a protest or an appeal must be set in accordance with the prescriptions of the International Sporting Code.

ARTICLE 25 – COMMERCIAL RIGHTS / ADVERTISING

The advertising (cars and clothes) must respect the RACB Sport regulations.

Any advertising and promotional action or of public relations must be the subject of a written prior agreement from the Organising Committee.

All the places allocated in the paddocks are only of sporting vocation, to the exclusion of the organisation of public relations, sponsors lunches, guests' reception, hospitality units, etc.

Any infraction of this rule leads to a fine of 125 € per m².

Only a dispensation of the Organising Committee can be taken into consideration.

Any aerial advertising, any advertising or promotional action taking place in the air space located above the circuit perimeter, is also strictly forbidden without prior agreement of the Organising Committee and is, in any case, subject to express authorisation of the concerned Local Authorities and the Aeronautics General Direction.

Any pictures picking up of the race in and/or outside the participating cars are subjected to a prior agreement from the Organiser. Just as, all the pictures picked up and/or produced on the event are and will remain property of the Organiser, except prior agreement from this one. The pictures broadcasting, transmission, copy on internet is forbidden, except prior agreement from the Organiser.

All TV footage, photographs and similar taken by journalists, photographers, cameramen etc. will be the exclusive property of the race organiser/promoter, regardless of their originators.

Race organiser/promoter and its institutional sponsors reserve the right to use the names, portraits (photographic and TV) and the results of the drivers participating in the meeting, both in Belgium and abroad, for promotional or advertising purposes, without notice and without payment.

The competitors, their representatives and their sponsors are warned that the BELGIAN LAW "FORBIDDING THE ADVERTISING AND THE SPONSORING FOR THE TOBACCO PRODUCTS" as promulgated by the King on 10.02.1998 is strictly in application. They must so conform to it perfectly.

The organiser, the promoter as well as any person member by close or by far of the organisation of the event refuse to accept any

responsibility for the application of this as the result of the first named and possible sanctions they could create.

ASN VISA: C-F-SERA-009 on date of 20/05/2015