

# SUPPLEMENTARY REGULATIONS

Hankook 12H SPA-FRANCORCHAMPS  
6-7-8 October 2017

ROUND 5 of 24H TCE SERIES  
ROUND 1-2 of 24H PROTO SERIES

Approved with Permit number: KNAF 0314.17.236  
Approved with Permit number: RACB C-S-CREV-032 (25/09/2017)



## Article 1a Event Information

Name Event: Hankook 12H SPA-FRANCORCHAMPS  
Track: Circuit Spa-Francorchamps  
Date Event: 6-7-8 October 2017  
Type of Event: International

### The meeting includes the series of the following championships:

- 24H TCE SERIES (One 12H race, splitted in 3 + 9 hours, see time schedule)
- 24H PROTO SERIES (Two races: 6 hours and 5,5 hours, see time schedule)

## Article 1b Competitor and Driver Eligibility

### Competitors

See Sporting & Technical Regulations

### Drivers Eligibility

See Sporting & Technical Regulations

## Article 2a Sporting Authority (Parent ASN)

KNAC Nationale Autosport Federatie (KNAF)  
Duwboot 85  
3991 CH Houten  
The Netherlands

## Article 2b Hosting Sporting Authority (Host ASN)

Royal Automobile Club of Belgium (RACB)  
Aarlenstraat 53  
1040 Brussels  
Belgium

## Article 2c Organizer

NAZCA Organisation ASBL  
Contact person: Guy Dupont  
Bonnier du Chêne 39  
4041 VOTTEM HERSTAL  
Belgium

## Article 2d Promoter

Promoter – Postal Address  
Creventic BV  
PO Box 40  
6590 AA Gennepe  
The Netherlands

### Promoter – Contacts

Creventic  
Gerrie Willems, Ole Dorlemann and Helen Roukens  
Phone: +31 (0)485-471166  
E-Mail: [info@creventic.com](mailto:info@creventic.com)  
Internet: [www.24HTCESERIES.com](http://www.24HTCESERIES.com) | [www.24HPROTOSERIES.com](http://www.24HPROTOSERIES.com)

## Article 2e Circuit

Circuit Spa-Francorchamps  
The length of the circuit according to the FIA Track License is 7.004m.  
The course will run in clockwise direction.



## Article 2f Organizing Committee

On behalf of the Organizer:	Guy Dupont
On behalf of the Organizer:	Thierry de Bonhome
On behalf of the Organizer/Promoter:	Gerrie Willems (Creventic)
On behalf of the Organizer/Promoter:	Ole Dörlemann (Creventic)
On behalf of the Organizer/Promoter:	Helen Roukens (Creventic)
On behalf of the CoC:	Paul Beck

## Article 3 Locations

24H TCE SERIES, pits / pit lane:	F1-pit lane
24H PROTO SERIES, pits / pit lane:	Endurance pit lane
Race administration/Welcome:	Room 115, 1 <sup>st</sup> floor F1-pitbuilding, ACCESS 2
Secretary of the event:	Room 122, 1 <sup>st</sup> floor F1-pitbuilding, ACCESS 2
Scrutineering TCE SERIES	Box 1 and 2, F1-pitlane
Scrutineering PROTO SERIES	Control Technique Endurance Pit lane
Driver's Briefing Room:	Room 132, 1 <sup>st</sup> floor F1-pitbuilding, ACCESS 2
Official Notice Board:	between box 1 and 2 paddock side F1-building
Steward's Office:	Room 113, 1 <sup>st</sup> floor F1-pitbuilding, ACCESS 2
Race Director/Clerk of the Course:	Room 122/123, 1 <sup>st</sup> floor F1-pitbuilding, ACCESS 2
Refuelling area:	Between Turn 14 en Turn 15 inside (TBC in Briefing)
Media room:	Media Center, 1 <sup>st</sup> floor F1-pitbuilding, ACCESS/STAIRS 3

Parc Fermé:

### 24H TCE SERIES:

- at the end of PART 1: On track after La Source
- at the end of the Race (PART 2): Parc Fermé/Paddock, through gate La Source

### 24H PROTO SERIES:

Race 1 and Race 2: Parc Fermé/Paddock "PREAU", through gate, via Endurance pit-entry

## Article 4 Officials

Position	Name	License No.	ASN
Chairman of the Stewards	Ton Nachtgeller	9953	KNAF
Steward	Peter Oord	7533	KNAF
Steward TCE	Jan Dhondt	2385	RACB
Steward Proto	Alexandre Magis	3206	RACB
Steward Trainee	Leopold Adriaens	3586	RACB
Meeting Director	Guy Dupont	1993	RACB
Race Director	Martin van de Pavert	22314	KNAF
Clerk of the Course	Paul Beck	10619	KNAF
Deputy Clerk of the Course	Jeroen Steenhuis	17843	KNAF
Deputy Clerk of the Course	Sander de Geus	28970	KNAF
Deputy Clerk of the Course	William Watté	2651	RACB
Secretary of the Event	Rob de Vries	27907	KNAF
Ass, secretary of the event	Ria Waterreus	4000	KNAF
Chief Race Control	Johan Aerts	1709	RACB
Chief Medical Officer			RACB
Chief Track Marshal	Georges Heynen	2517	RACB
Chief Pit Marshal	Jean-Marie Brohée	2964	RACB
Chief Timekeeper	Rob Oude Luttikhuis	38761	KNAF
Timekeeper	Floortje Snoek	36409	KNAF
Chief National Scrutineer	Ghislain Verriest	3021	RACB
National Scrutineer	Eric Delierneux	3184	RACB
National Scrutineer	Laurence Rahier	3635	RACB
National Scrutineer	Didier De Rycke	2570	RACB
Chief Scrutineer	Marc Steeneveld	34009	KNAF
Scrutineer	Leo Schaap	22130	KNAF



Scrutineer	Wolf von Barby	1109741	DMSB
Scrutineer	Siep de Jong	11538	KNAF
Refueling Area Official	Maarten Hoffhuis	35446	KNAF
Refueling Area Official	Bas Hennink	27538	KNAF
Refueling Area Official	TBA	TBA	KNAF

## Article 5a Regulations

Event held under the present International Sporting Code of the FIA.

The following regulations will be used:

1. Present FIA International Sporting Code and Appendices
2. Sporting and Technical Regulations:
  - 24H TCE SERIES: Sporting & Technical Regulations 24H TCE SERIES powered by Hankook 2017 version 27 January 2017 with KNAF permit nr. 0314.16.261
  - 24H PROTO SERIES: For classes P2, P3, PX, CN1 and CN2:  
 Sporting & Technical Regulations 24H PROTO SERIES powered by Hankook 2017 version 27 January 2017 with KNAF permit nr. 0314.17.016  
 For classes A6, 991, SPX and SP2:  
 Technical Regulations 24H SERIES powered by Hankook 2017 version 30 November 2016 with KNAF permit nr. 0314.16.272 including related bulletins.
3. Decisions, provisions and bulletins published by the KNAF
4. Decisions and provisions published by RACB
5. Decisions, provisions and bulletins, published by the Stewards and/or Race Director.
6. These Supplementary Regulations.
7. Conditions set up by Circuit de Spa-Francorchamps and by the Belgian Authorities.

### Note:

Unless otherwise specified in these Supplementary Regulations, when is referred to art.xx it refers the regulations of 24H TCE SERIES AND 24H PROTO SERIES Sporting & technical Regulations.



# FOR 24H TCE & 24H PROTO SERIES

## Article 5b Specific regulations for this event (24H TCE & 24H PROTO SERIES)

### 5b.1 Radio communications

The use of two way radio communication is subject to local authority approval (including the allocation of frequency). Teams must get their permission from:

BELGIAN INSTITUTE FOR POSTAL SERVICES AND TELECOMMUNICATIONS  
Request form to obtain a licence for the use of private radio communications stations  
<http://www.bipt.be/fr/consommateurs/radio/reseaux-radio/reseaux-mobiles>  
E-mail your request form to: [licencesradio@ibpt.be](mailto:licencesradio@ibpt.be)

### 5b.2 Clean pit boxes and paddock

Teams have to leave the pit boxes and paddock clean, in the same way they entered the property. Please understand, that any cost of cleaning of circuit-properties, provoked by the competitor, driver or any team member will be accounted to the competitor.

### 5b.3 For all classes: (24H TCE & 24H PROTO SERIES)

#### 5b.3.1 Amendment of track limits regulations

Article	Where is mentioned	Must be changed to
<b>40.1.5</b> <b>Chapter I</b> <b>of the</b> <b>Sporting &amp;</b> <b>Technical</b> <b>regulations</b>	<i>“Not respecting track limits (<b>more than 2 wheels outside the curb</b>), 1st offence, Time penalty of 10sec, 2nd offence time penalty of 20sec, etc.”</i>	<i>“Not respecting track limits (<b>4 wheels over the white line</b>), the Race Director may impose a penalty at his discretion. During qualifying: cancelation of the specific lap) During race: 1st offence, Time penalty of 10sec, 2nd offence time penalty of 20sec, etc.”</i>

#### 5b.3.2 Refuelling during CODE-60

Due to the fact the fuel station is NOT located in the pit:

##### **Code-60 50% Max refuel rule is NOT applicable**

Different than described in art. 29,4 (chapter 1 of the Sporting regulations), the maximum amount (litres) of refuelling, during code-60 is 100% of MAX REFUELLING amount. (So the 50%, rule does NOT apply.)

Please note: For the same reason, also the moment of Pit-in and Pit-out rules are not relevant related to refuelling.

#### 5b.3.3 Refuelling time is part of driving time

Due to the fact the fuel station is NOT located in the pit:

Acc. art. 30.2 (chapter 1 of the Sporting regulations), the maximum driving time is 2 hours.

For clarification: the time spend in the refuelling area is part of driving time.

#### 5b.3.4 Refuelling

See also art. 16 of these supplementary regulations



# FOR 24H TCE SERIES ONLY

## **5b.4 For 24H TCE SERIES ONLY:**

### **5b4.1 Splitted 12h race**

The 24H TCE SERIES race duration will be 12 hours. (3 + 9 hours, see time table)

The first 3 hours will be referred to as: **PART 1**

The second and last 9 hours will be referred to as: **PART 2**

Due to strict (noise) regulations, applicable for the **SPA CIRCUIT**, the 12hour race will be held over 2 days.

There will be an intervention after **PART 1** at the first day. At the second day the race will continue with **PART 2**, with a total race length of 12hours. For the start of **PART 1**, see art. 10 Start (of these supplementary regulations)

The specific intervention-, parc fermé- and the re-start-regulations are as follows:

### **Intervention break after PART 1**

Start of the 12h race (**PART 1**): See time table

10 minutes before the end of **PART 1** the Pit entry is closed (finish "PART 1" in the pit lane will be penalized with 2 laps).

Finish (**PART 1**): See time table

After the cooling down lap, all cars have to proceed directly to parc fermé (Drivers must follow the instructions of the Officials).

Cars which are in the pitlane and pitlane area, are also under parc fermé rules after the leader is flagged for PART 1 and need to be directly moved to scrutineering box.

30 minutes after the publication of the results of **PART 1**, parc fermé ends AND "Intervention break" begins.

"Intervention break"

The "intervention break" is the time between **PART 1** and **PART 2** of the race. (until we begin with the start grid of **PART 2**)

The "intervention area" will be the same as the parc fermé area.

During this "intervention break" the cars stay in the "intervention area"

Besides officials, it is NOT allowed to enter this area and as a consequence it is not possible/allowed to work on the cars in this area. Unless explicit otherwise described and/or instructed otherwise by the officials.

Team managers will be asked to assist with replacing the cars to their new starting order.

For cars which are already in the pit, at the finish of **PART 1** the "intervention rules" are also applicable. The cars need to be moved to and/or stay in the scrutineering box.

The penalty for an "intervention break" infringement is **10 laps**, in case a team has made a written request to work on the car, to the Secretary of the Event within 30 minutes after **PART 1** is finished. **Otherwise the penalty is 20 laps.**

As soon as the request is accepted and confirmed the team can move the car to their own pit box and the 10 laps penalty will be applied and deducted from the number of laps after **PART 1**.

### **Restart (next day)**

Start grid and end "Intervention break": See time table

On the start grid it is still NOT allowed to work on the car, with the exception of the following tasks:

- Adjust mirrors
- Clean the windows
- Adjust tyre pressure (with small hand-tools, not with a (big) compressor)
- Put new drinking bottle in the car
- Readout data-logger (only of this can be done without opening the bonnet)
- Warming-up the engine / drive shafts on air jacks is allowed (it is NOT allowed to open the bonnet/engine-cover)

(Any other work on the car is strictly forbidden, e.g. removing or changing tyres, opening the bonnet, refuelling, etc.)



# FOR 24H TCE SERIES ONLY

Cars in the pit: (during start grid / restart)

- Cars with written approval (and 10 laps penalty) are allowed, after being checked and approved by scrutineering, to enter the track and join at the back of their class on the start grid.  
Or alternatively, as soon as the car is ready and after being checked and approved by scrutineering, they can start from the pit lane (after the re-start of the race from the moment the pit lane exit light is green).
- Cars in scrutineering box are allowed, after being checked and approved by scrutineering, to enter the track and join at the back of their class on the start grid. These cars have to go straightforward from scrutineering box to the track and are not allowed to stop at the team box nor any other place in the pit lane. (no work, nor refuelling on these cars is allowed)
- All other cars in scrutineering box will be released when the race is restarted and when the pit lane exit light is green. From this moment, teams can move their cars to their own box and can start working on the car. As soon as the car is ready and after being checked and approved by scrutineering, they can join the race from the pit lane.

Pit lane exit closed: See restart-procedure in briefing notes

Restart procedure: See restart-procedure in briefing notes

Pit entry is closed (at a penalty of 4 laps) until your team has passed the start/finish line after the start (red lights off).

Before entering the pit lane the car has to cross the start/finish line once after the start of PART 2.

Restart of the 12h race (**PART 2**): See restart-procedure in briefing notes

Driver who restarts the race is free.

## Restart order

The restart order of **PART 2** will be determined as follows:

- For the restart the cars will be grouped per class.
- The class order will be:
  - Group 1: (first group): class TCR and SP3 (according the classification after the finish of **PART 1**)
  - Group 2: class CUP1
  - Group 3: class A3
  - Group 4: class A2
  - Group 5: class D1
- The order of the cars per class is according the classification after the finish of **PART 1**.

## Restart standing (number of laps)

The number of laps counting at the restart of **PART 2** for each car will be determined according the following procedure:

- The number of laps counting at the restart of all class leaders, will be the number of laps of the classification after the finish of **PART 1** minus 1 lap. This figure is called: Class\_leader\_restart\_laps.
- The number of laps counting at the restart of all other teams will be: Class\_leader\_restart\_laps minus GAP  
The GAP of each team will be determined per class. The GAP (in laps) of each team will be the GAP behind the class leader one lap before the finish lap of the class leader.
- Each team which did not cross the finish line (within 5 minutes) after the finish flag (of **PART 1**), the number of laps counting at the restart will become the number of laps in the classification after the finish of **PART 1**.
- In the exceptional case a (specific) class leader did not cross the finish line (within 5 minutes) after the finish flag (of **PART 1**) and as a consequence there is NO "one lap before the finish lap of this specific class leader", the second in class will be used to determine the laps counting at the restart.



# FOR 24H TCE SERIES ONLY

## 5b.4.2

### Class overview, minimum reference lap times and applicable BOP

According to the Sporting & technical 24H TCE SERIES Regulations (art. 5.1 chapter I), a separate bulletin (see <http://www.24htceseries.com/series/team-info>) will be published with the applicable BOP and applicable minimum reference lap times of the specific race. This bulletin also replaces the class overview (Appendix 10) of the Sporting & Technical Regulations.

### 5b.4.3 Applicable for Classes: D1/A2/A3 and SP3-GT4

#### Sandbagging, additional rules:

Referring to "Sandbagging" described in the Sporting & Technical Regulations, "additional rules will be implemented". These additional rules are described in 24H TCE SERIES Bulletin 03.

### 5b.4.4 Class Prod2.5 added:

According to art. 18 of Chapter 1 the following class is added.

This class does have a class podium at the end of each race.

Teams and drivers entered in this class are not awarded with points for the championship.

### The class Prod2.5 is added to this race for the following cars:

Production cars 2000 – 2500cc (Petrol)

Cylinder Capacity 2000cc till 2500cc

Series Engine with Max. power 160KW (218Hp)

Minimum weight 1200kg

Eligible cars and BOP (weight/max refuel): according to Prod2.5-table

Datalogger: Evo4/ Evo5 obligatory. (Promotor can decide upon eventual waivers)

Fuel tank: for 2017 Standard tank is allowed (for 2018 FT-tank is mandatory)

Remaining regulations: according to 24H Series | 24H TCE Series , appendix 1

### Prod2.5-table (Production cars 2000 – 2500cc (Petrol))

Manufacturer	Model	Cyl. Cap	Max KW	Minimum weight	Max Refuelling amount	Remarks
BMW	E36 325i	2494cc	141	1230 kg	70	
BMW	325i C	2494cc	141	1255 kg	70	
BMW	E46 325i	2494cc	141	1255 kg	70	
BMW	E90 325i L	2497cc	160	1365 kg	70	
BMW	E90 325i	2497cc	160	1365 kg	70	
BMW	E92 325i C	2497cc	160	1365 kg	70	
Daimler	204 C230	2496cc	150	1335 kg	70	
Mercedes	204 C230	2496cc	150	1335 kg	70	
BMW	Z89	2497cc	150	1335 kg	70	





# FOR 24H TCE SERIES ONLY

## **5b.4.5 Class Prod3.0 added:**

According art. 18 of Chapter 1 the following class is added.

This class does have a class podium at the end of each race.

Teams and drivers entered in this class are not awarded with points for the championship.

## **The class Prod3.0 is added to this race for the following cars:**

Production cars 2500 – 3000cc (Petrol)

Cylinder Capacity 2500cc till 3000cc

Series Engine with Max. power 219KW (298Hp)

Minimum weight 1300kg

Eligible cars and BOP (weight/max refuel): according Prod3.0-table

Datalogger: Evo4/ Evo5 obligatory. (Promotor can decide upon eventual waivers)

Fuel tank: for 2017 Standard tank is allowed (for 2018 FT-tank is mandatory)

Remaining regulations: according 24H Series | 24H TCE Series , appendix 1

## **Prod3.0-table (Production cars 2000 – 2500cc (Petrol))**

Manufacturer	Model	Cyl. Cap	Max KW	Minimum weight	Max Refuelling amount	Remarks
BMW	E86 Z4 coupe	2996cc	195	1300 kg	70	
BMW	E87 130i	2996cc	195	1300 kg	70	
BMW	E87 130i	2996cc	195	1300 kg	70	
BMW	E87 130i	2996cc	195	1300 kg	70	
BMW	E36 M3 GT	2990cc	217	1400 kg	70	
BMW	E36 M3	2990	210	1370 kg	70	
BMW	E36 M3	2990	210	1370 kg	70	
BMW	E90 330i L	2966	200	1330 kg	70	
BMW	E92 330i C	2966	200	1330 kg	70	
Porsche	911	2990	176	1300 kg	70	
Porsche	987 Cayman CQ11	2893	195	1300 kg	70	
BMW	E90 390L	2996	190	1310 kg	70	
Porsche	981 CM12	2706	202	1347 kg	70	
BMW	346C 330CI	2979	170	1300 kg	70	
BMW	346L 330i	2979	170	1300 kg	70	
BMW	M3B	2990	210	1370 kg	70	



# FOR 24H PROTO SERIES ONLY

## 5b.5 For 24H PROTO SERIES ONLY:

### 5b.5.1 Two races

There will be two races.  
Each race has its own podium ceremony.  
There will be a Parc Fermé after each race.  
Each individual race counts separate towards the championship.

### 5b.5.2 Classes A6, SPX, 991 and SP2 added

According to Art. 18.2.1.1 of the Sporting Regulations, the classes A6, SPX, 991 and SP2 are added in this event. These classes do have a class podium at the end of each race.  
Teams and drivers entered in these classes are not awarded with points for the championship.

The classes A6, SPX, 991 and SP2 need to comply to the Technical Regulations of 24H SERIES  
For clarification, the applicable chapters/and appendices are summarized in the table below:

Class	Applicable Technical Regulations (art. nr.)
<b>A6</b>	24H SERIES: Chapter II, Appendix 14, 15 & 16, Bulletin 04
<b>SPX</b>	24H SERIES: Chapter II, Appendix 1, 11 & 16, Bulletin 05
<b>991</b>	24H SERIES: Chapter II, Appendix 13 & 16, Bulletin 04
<b>SP2</b>	24H SERIES: Chapter II, Appendix 1, 10 & 16, Bulletin 05

For clarification:

*Except the specific sporting rules described in these supplementary regulations, the classes A6, SPX, 991 and SP2 drive according to the Sporting regulations of the 24H PROTO SERIES powered by Hankook.*

### 5b.5.3 For Class A6 only: Additional Sporting rules

The following additional sporting rules are applicable for vehicles starting in the A6-class:

#### 5b.5.3.1 Team composition of class A6-AM:

For a team in class A6-AM or team in class A6 with AM-BOP, the following additional requirements are applicable:

- maximum 1 PRO-driver
- minimum 2 AM-drivers
- apart from above requirements, the number of SEMI-PRO drivers is free

The promoter will determine the driver category (PRO, SEMI-PRO or AM) in which the FIA-drivers category list is a guideline.

- PRO: meets the requirements of level FIA Gold or FIA Platinum
- SEMI-PRO: meets the requirements of level FIA Silver
- AM: meets the requirements of level FIA Bronze, or not on FIA-list

The promoter will decide upon eventual waivers.

#### 5b.5.3.2 Driving time requirements For class A6-AM (or class A6 with AM-BOP):

The PRO-driver is allowed to drive maximum 33,3% of the initial race duration.

The AM-drivers (all together) must drive minimum 50% of the initial race duration.

Apart from above requirements, there is NO minimum or maximum driving time requirements for the SEMI-PRO drivers.

Time penalties for driving time infringements, mentioned in the Sporting reg. art. 40.1.10 and 40.1.11 are applicable.

Example: *E.g. for a 6 hour race, maximum driving time of PRO-driver is 2 hours..*

### 5b.5.4 Class overview, minimum reference lap times and applicable BOP

According the Sporting & technical 24H PROTO SERIES Regulations (art. 5.2 chapter I), a separate bulletin (see <http://www.24hprotoseries.com/series/team-info>) will be published with the applicable BOP and applicable minimum reference lap times of the specific race.



# FOR 24H TCE & 24H PROTO SERIES

## Article 6 Track and conditions of practice/race

a. Maximum number of cars allowed to start:

	Race	Practice
• 24H TCE SERIES, Touring & 24HSpecials (12h race):	91	109
• 24H PROTO SERIES, Sports cars over 2000 cm3 (5,5h/6h race):	64	77

b. Access to the track

Practices, Qualifying practices and the races

Through the pit lane (see art. 3 locations). (applicable for all 24H TCE SERIES AND 24H PROTO SERIES teams)

c. Lights

The lights on the car must be switched on at the sign "LIGHTS ON", displayed at the start/finish line.

## Article 7 Entry: closing date and acceptance

This event is open for drivers according to: see Sporting & Technical Regulations of the specific series. As specified on the entry form the entry closes 22 September 2017.

Acceptance of the entry will be send no later than 29 September 2017. Under particular circumstances the forwarding of the acceptance may be postponed.

The fee required (see entry form and/or confirmation of participating) has to be paid before the event (an entry not accompanied by the fee shall be null and void).

## Article 8 Collection of documents/Administrative Control

See official time schedule.

The competitor and the driver, or their officially nominated representative must be present at the place and the time indicated for the administrative/license-control and afterwards for the scrutineering. At the license control the competitor will receive the scrutineering forms (control card). The driver must sign the 'responsibility clause' (according to the General regulations concerning racing contests).

The team manager of each team must be recognisable with a name batch. (This will be provided by the organizer)

After the team has completed the control card, the team will receive a so called final approved sticker. Only this final sticker (as provided by the secretary of the event) indicates that the car is allowed to participate. **Without this final approved sticker, the car may not participate in practice/race.**

## Article 9 Time schedule: Scrutineering, Timed Practices/Qualifying and Races

See official time schedule.

### Practices, Qualification and night practice

See art. 30 and art. 32 of the Sporting & Technical regulations.

#### 24H TCE SERIES:

- One qualifying, which determines start position.

#### 24H PROTO SERIES:

- One qualifying, which determines the start position of Race 1
- Classification of Race 1, determines the start position of Race 2



# FOR 24H TCE & 24H PROTO SERIES

## Article 10 Start

See art. 32 and 33 of the Sporting & Technical Regulations

### 10a Start grid procedure

See art. 32 of the Sporting & Technical Regulations

Will be explained at the team manager's briefing.

See also art. 9 of these Supplementary Regulations, regarding start position.

### 10b Starting procedure

See art. 33 of the Sporting & Technical Regulations

Will be explained at the driver's briefing.

Rolling start

Starting grid: in a 2x2 formation

Pole position: Ride side (rolling start) Start Finish F1 (SPA-Francorchamps)

Different than described in art. 33.4 of the sporting & technical regulations, the number of formation laps will be mentioned in the briefing.

## Article 11 Cooling down lap (after the finish-flag)

See art. 36 of the Sporting & Technical Regulations.

## Article 12 Protests & Appeals

See art. 41 of the Sporting & Technical Regulations.

## Article 13 Pit regulations

See art. 21 and art. 27.9 of the Sporting & Technical Regulations.

## Article 14 Driver's briefing & Team managers briefing

See art. 31 of the Sporting & Technical Regulations.

For date, time and location: see official time schedule.

## Article 15 Scrutineering (TC)

According art. 15 of the Sporting & Technical Regulations:

If the car is deemed not to be in accordance with the regulations, the driver may not compete in practice/race. It is possible to have a second check.

If the car has been considered as according to the regulations on the points checked, the car will be signed off (TC-approved) on the teams control card and receive a TC-approved sticker.

**See also art. 8 of these Supplementary Regulations regarding the required final approved sticker.**

Static noise test may be carried out at pre event Scrutineering or at any other time during the event to check compliance with the Technical Regulations.

**Safety Equipments for all cars and drivers have to be in conformity with the FIA International Sporting Code 2017.**



# FOR 24H TCE & 24H PROTO SERIES

## Article 16 Fuel and Refuelling

Due to the fact the fuel station is **NOT** located in the pit: (See art. 3 of these supplementary regulations)

Article	Where is mentioned	Must be changed to
21.3.2 Chapter I of the Sporting & Technical regulations	<p><i>"Re-fuelling in front of the team's own pit box, in the team's pit box or in the allocated paddock space is strictly forbidden.</i></p> <p><i>Please pay attention: To empty the fuel tank of the car the car has to be moved to the refuelling area. Only at the refuelling area it is allowed to empty the fuel tank and dispose the fuel into (team owns) 20 litre steal jerry cans.</i></p> <p><i>Only before or during the first free practice sessions this fuel can be refuelled into the car again."</i></p>	<p><i>"Re-fuelling in the team's own pit box, in the team's pit box or in the allocated paddock space is strictly forbidden.</i></p> <p><i>"Re-fuelling in front of the team's own pit box, is ONLY allowed during the first free practise and with at least one person, with appropriate overall, holding a fire-extinguisher.</i></p> <p><i>Please pay attention: To empty the fuel tank of the car the car has to be moved to Scrutineering area/box. Only at the scrutineering area it is allowed to empty the fuel tank and dispose the fuel into (team owns) 20 litre steal jerry cans.</i></p> <p><i>Only before or during the first free practice sessions this fuel can be refuelled into the car again."</i></p>

Further see art. 21.3 of the Sporting & Technical regulations.

The opening times of the fuel pumps will published on the Official Notice Board

There will be minimum 4 petrol and 2 diesel pumps.

**All instructions of fuel station personnel, pit- and or fire marshals have to be followed strictly.**

## Article 17 Tickets/Passes/Paddock

Every person (drivers, team members, officials, press etc.) who enters the pit area must at all times wear his ticket/pass visible, in a way that the controlling officials can at any time without problem see whether this person has the right ticket/pass. If a person is not wearing his ticket/pass visible, he may not enter the pit area.

Paddock space (behind the pit box) per entry (included in the entry fee) is 4x6m.

## Article 18 Timekeeping

Every car must be equipped with a ID-transponder.

See art. 4.6 Chapter II of the Sporting & Technical regulations.

Fraud or obstruction of the rules mentioned in this article will be sanctioned be Race Director.

## Article 19 Flag Signals

See art. 28 Chapter I of the Sporting & Technical regulations.

## Article 20 Noise regulations

See art. 2 of Chapter II of the Sporting & Technical regulations



# FOR 24H TCE & 24H PROTO SERIES

## Article 21 Tyres

See art. 22 of the Sporting & Technical Regulations.

## Article 22 Insurance

The organiser (Creventic)-has concluded a third party insurance, for all competitors, their personnel and drivers. Drivers taking part in the Event are not third parties with respect to one another

## Article 23 Supplementary Regulations

Any changes or supplements to these regulations will be published on the official notice board.

Appendices:

Time Schedule

Plan of the circuit

