



GENERAL INFORMATION



## Spa Euro Race 2018 Spa-Francorchamps

Provisional detailed Timetable 5

01/05/2018

### THURSDAY 31/05/2018

14.00 - 23.00	Paddocks access
18.00 - 23.00	Endurance Pit Garages access
19.30 - 23.00	F1 Pit Garages access
09.00 - 20.00	Organisation Office

### FRIDAY 01/06/2018

07.30 - 19.00	Paddocks access
07.00 - 17.00	Accreditation Centre
07.30 - 17.00	Accreditation Centre Media
07.30 - 18.30	Organisation Office
08.30 - 19.00	Media Room

10.00	Peugeot 308 Racing Cup	Briefing	
10.45	GT Cup/LMP3	Briefing	
11.30	Championnat de France F4	Briefing	
12.30	ACNN	Briefing	
14.30	Lotus Cup Europe	Briefing	
Up to 10.00	Lotus Cup Europe	Administrative checks & Scrutineering	
Up to 10.30	Peugeot 308 Racing Cup	Administrative checks & Scrutineering	
Up to 11.00	GT Cup/LMP3	Administrative checks & Scrutineering	
Up to 11.30	Championnat de France F4	Administrative checks & Scrutineering	
Up to 12.30	ACNN	Administrative checks & Scrutineering	
Up to 16.30	Belcar Endurance Championship	Administrative checks & Scrutineering	
09.00 - 09.45	All Except F4	CT	45'
09.55 - 10.25	Championnat de France F4	FP	30'
10.35 - 11.05	Lotus Cup Europe	FP1	30'
11.15 - 11.45	Peugeot 308 Racing Cup	FP1	30'
11.55 - 12.55	GT Cup & LMP3 Cup	FP	60'
13.05 - 13.35	Lotus Cup Europe	FP2	30'
13.45 - 14.15	ACNN	FP	30'
14.25 - 14.55	Peugeot 308 Racing Cup	FP2	30'
15.05 - 15.30	Championnat de France F4	Qualif	25'
15.45 - 16.15	Lotus Cup Europe	Qualif	30'
16.30 - 17.00	ACNN	Qualif	30'
17.15 - 17.45	Belcar Endurance Championship	FP1	30'

### SATURDAY 02/06/2018

07.30 - 19.00	Paddocks access
07.00 - 17.00	Accreditation Centre
07.30 - 18.30	Organisation Office
08.30 - 19.30	Media Room

09.45	Belcar Endurance Championship	Briefing	
09.00 - 09.30	Belcar Endurance Championship	FP2	30'
09.40 - 10.10	GT Cup & LMP3 Cup	Qualif	30'
10.20 - 10.55	Peugeot	Q1	25'
11.05 - 12.05	Belcar Endurance Championship	Qualif	60'
12.25 - 12.45	Championnat de France F4	Race 1	20' + 1 lap
13.05 - 13.35	Lotus Cup Europe	Race 1	30'
13.55 - 14.55	GT Cup & LMP3 Cup	Race 1	60' + 1 lap
15.20 - 15.50	Peugeot 308 Racing Cup	Race 1	30'
16.10 - 17.10	ACNN	Race 1	60' + 1 lap
17.35 - 17.55	Championnat de France F4	Race 2	20' + 1 lap

### SUNDAY 03/06/2018

07.30 - 21.00	Paddocks access
07.00 - 13.00	Accreditation Centre
07.30 - 18.30	Organisation Office
08.30 - 19.30	Media Room

09.00 - 09.25	Peugeot 308 Racing Cup	Q 2	25'
09.40 - 10.10	Lotus Cup Europe	Race 2	30'
10.30 - 10.50	Championnat de France F4	Race 3	20' + 1 lap
11.10 - 12.10	GT Cup & LMP3 Cup	Race 2	60' + 1 lap
12.35 - 13.05	Peugeot 308 Racing Cup	Race 2	30'
13.25 - 14.25	ACNN	Race 2	60' + 1 lap
14.50 - 17.50	Belcar Endurance Championship	Race	180'

Start hour = start of the formation lap

Royal Automobile Club de Spa - Rue Jules Feller 1 - B-4800 Ensisval  
[www.racspa.be](http://www.racspa.be)



**Access to the circuit of Spa - Francorchamps**

**The accreditation Centre is located  
close to the Roannay Hotel**

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N  
North

7h → 22h

Endurance  
start

Entrée  
Ster

La Source

F1 start

Paddock

Rail

No car  
access  
anytime

Chemins piétons  
Public walk way

Chemins des ambulances  
Ambulance way

Accès via Stavelot  
Stavelot access

7, 003 Mètre - altitude  
0/403 Measurement - altitude

Feu de sécurité  
Security ligh

1 Poste commissaire  
Marshal Post

Boucle du système  
de chronométrage  
Alphano  
Alphano  
timekeeping  
system

Blanchimont

Kemmel

Pouhon

Les  
Combes

Stavelot

Fagnes

Rivage

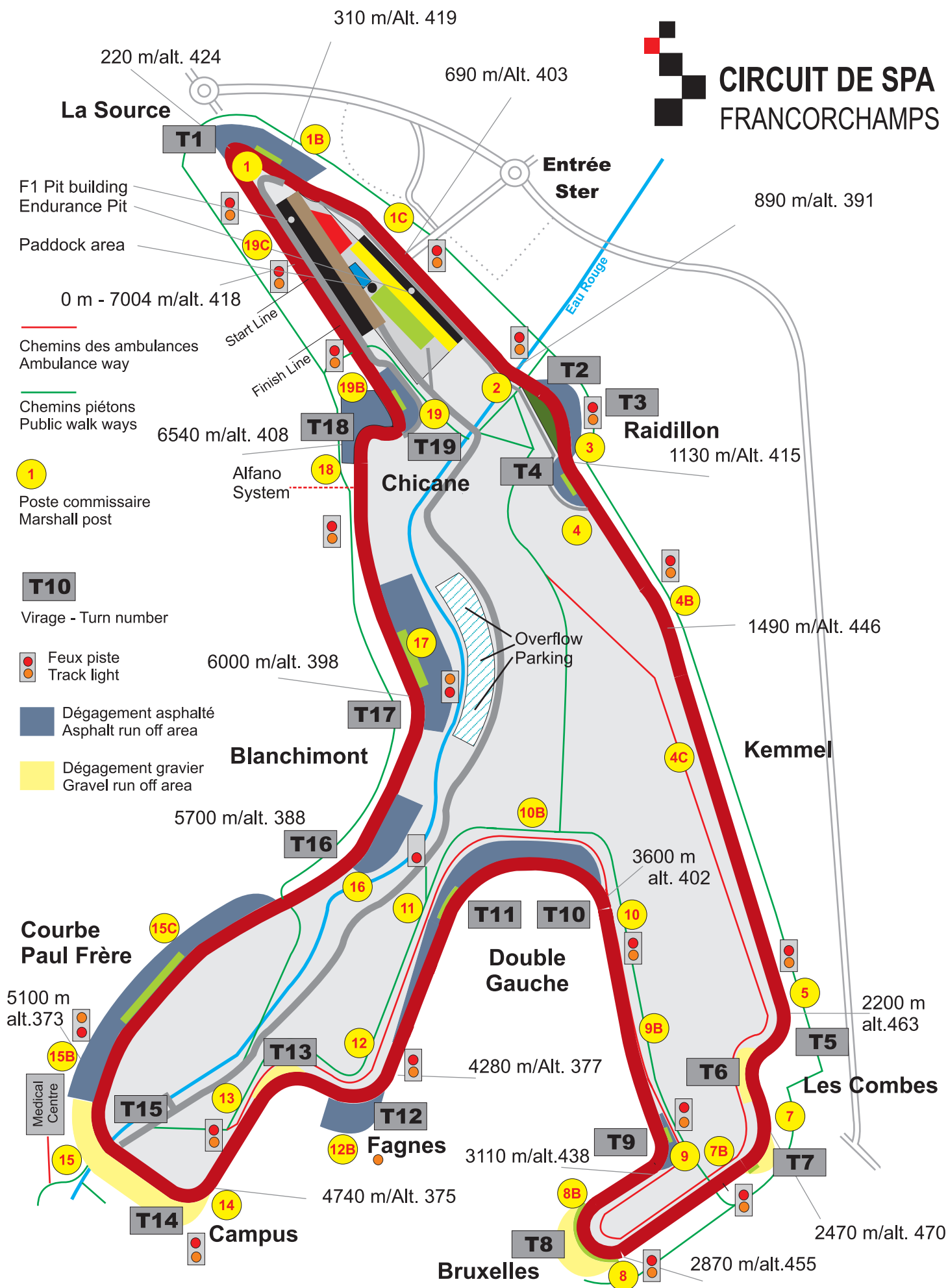
24h/24h

Sud  
South

Ent  
Bl  
mont



# CIRCUIT DE SPA FRANCORCHAMPS





# 2018

## Spa-Francorchamps : transporter access to paddocks





1/2/3-06-2018

[www.racspa.be](http://www.racspa.be)

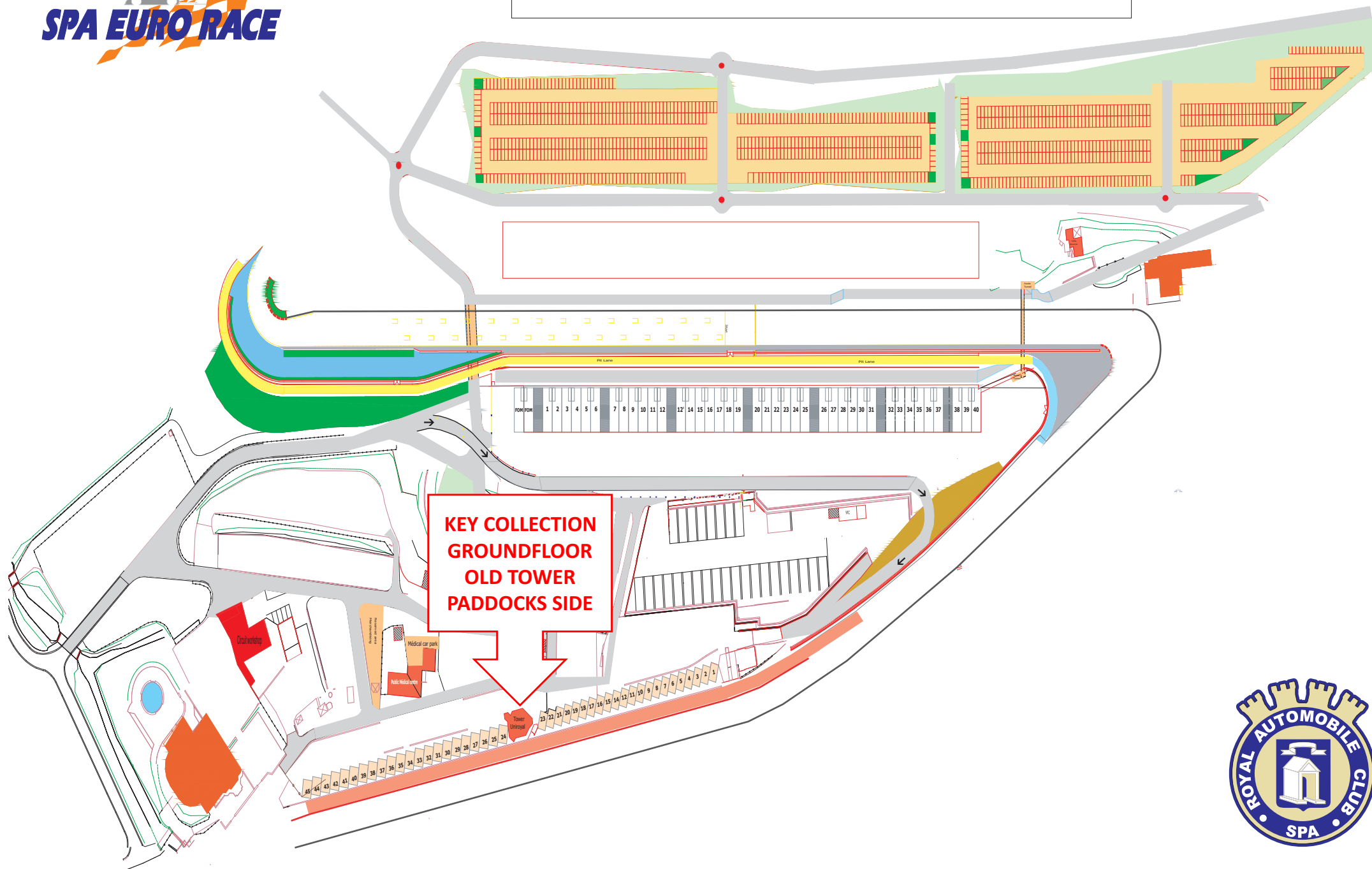
# Paddocks



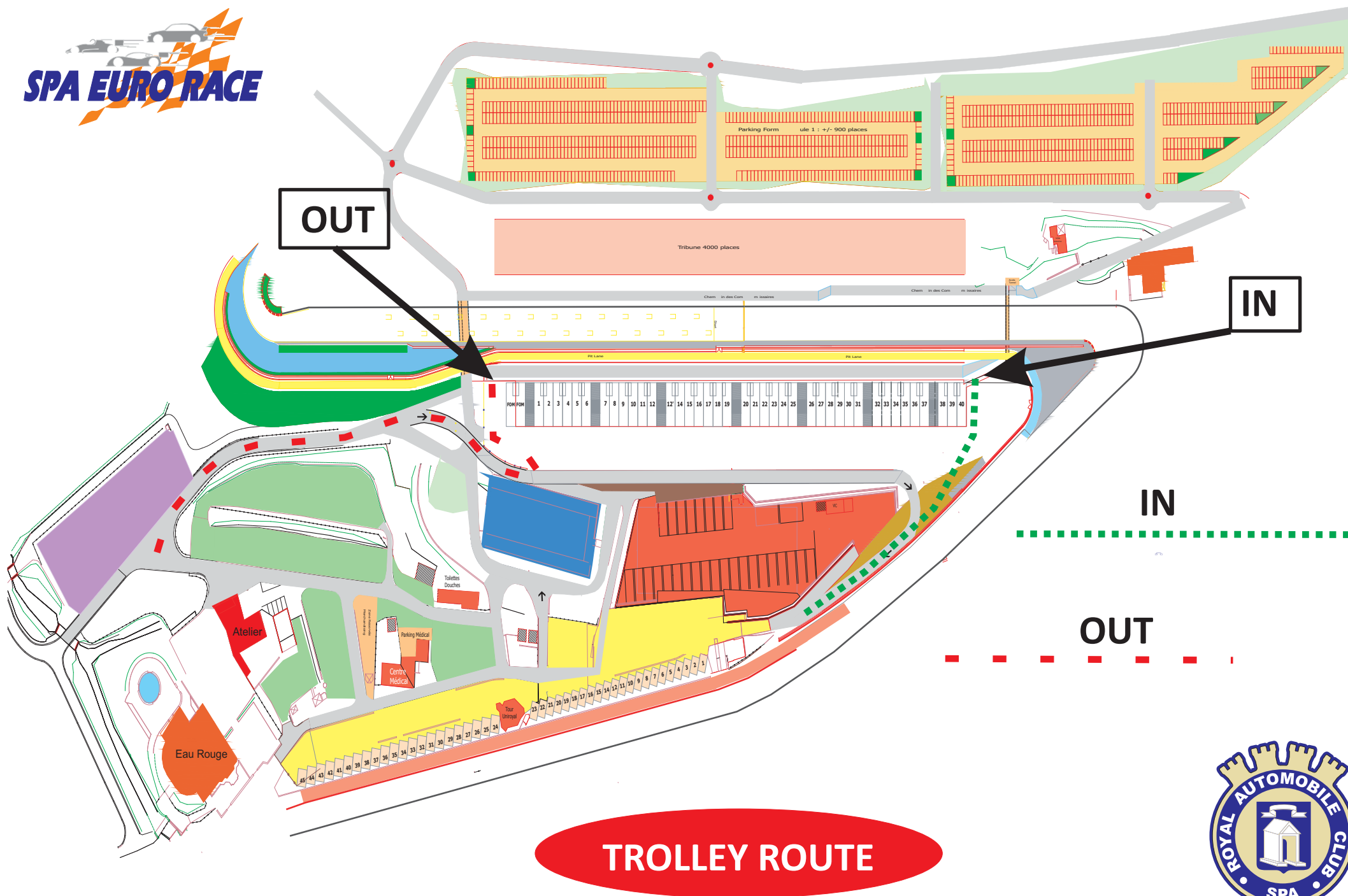




1/2/3-06-2018 - KEY Collection

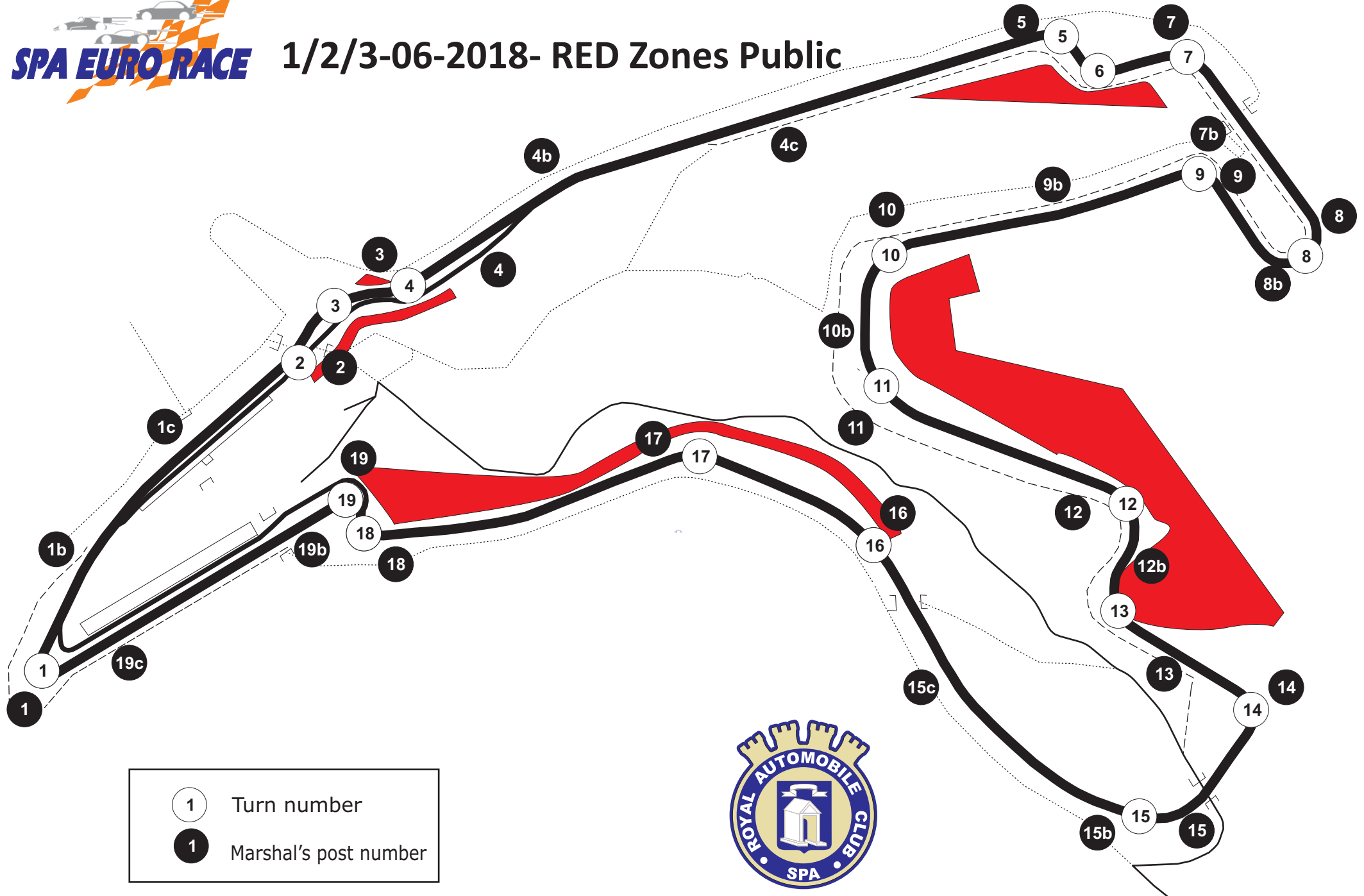




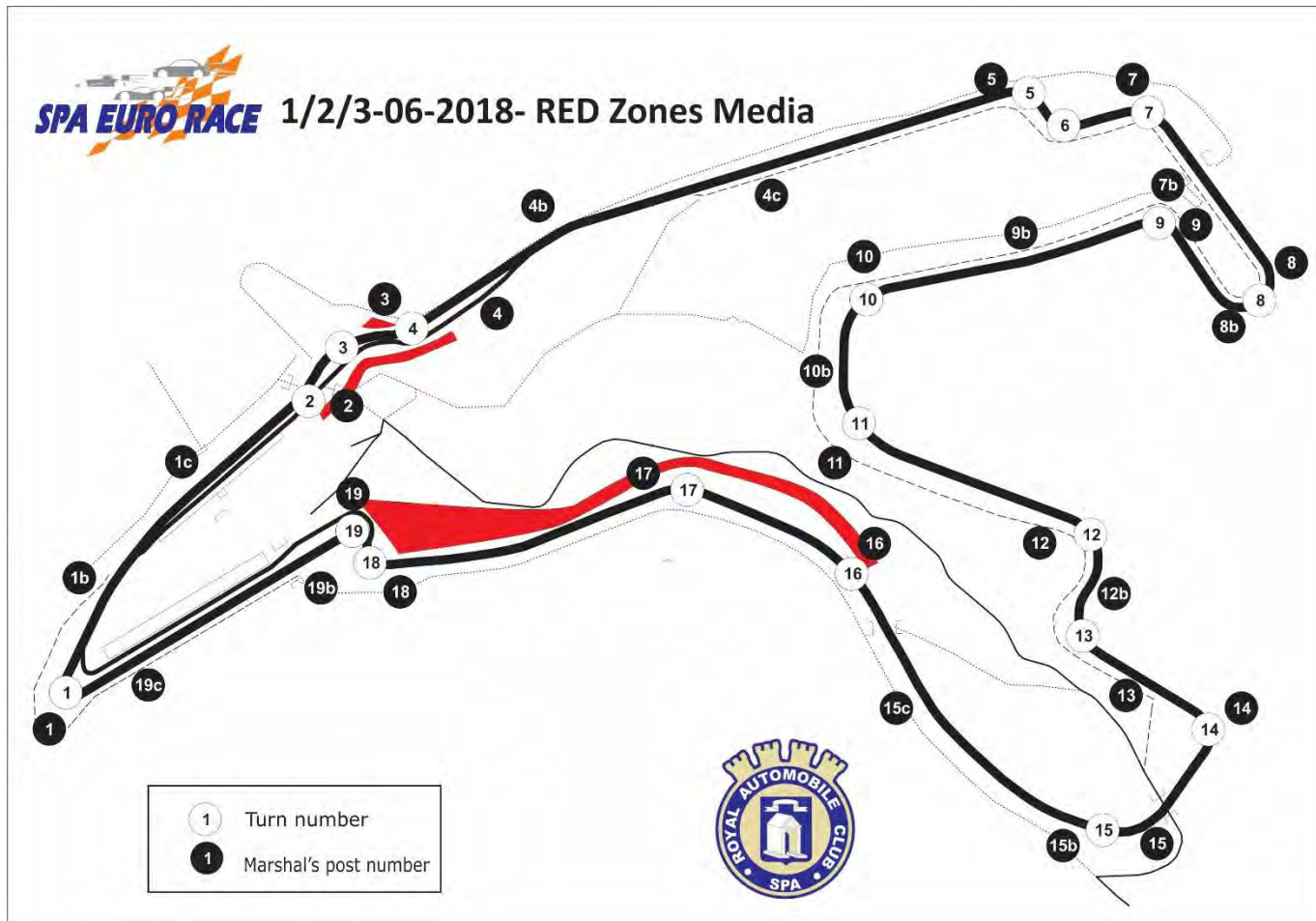




# 1/2/3-06-2018- RED Zones Public

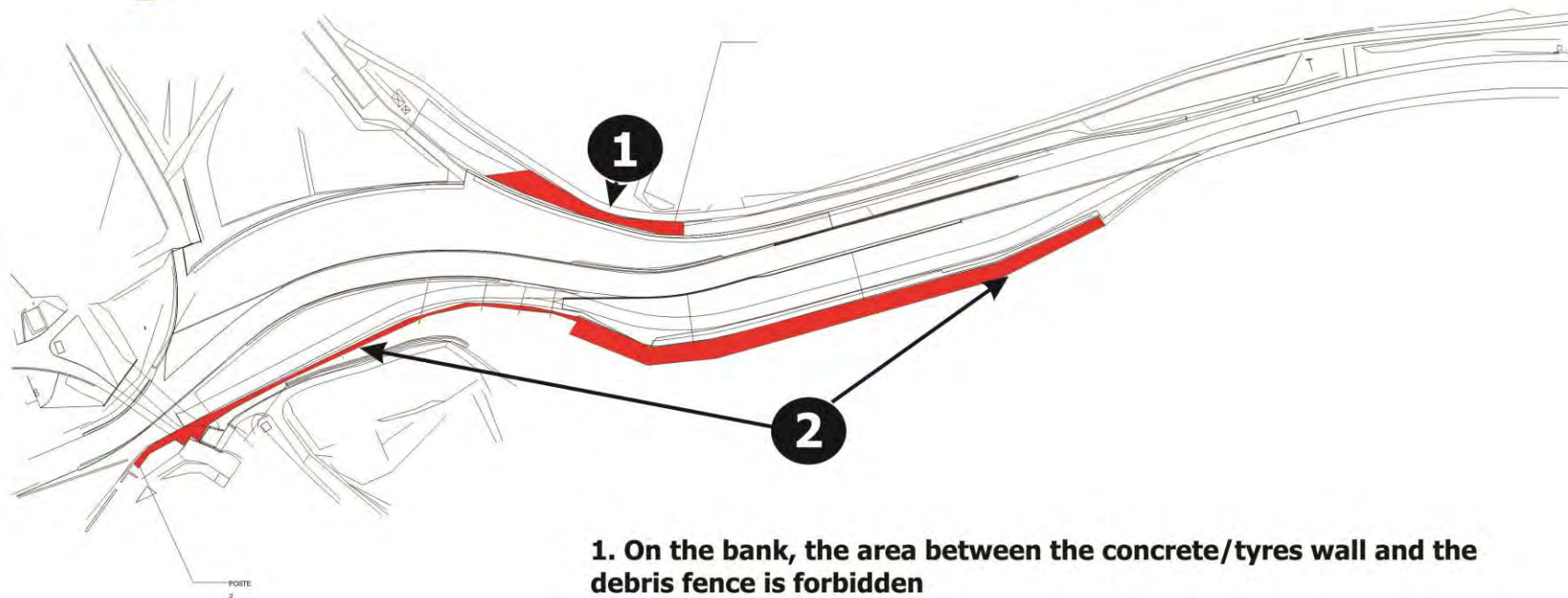


# Red zones – photographers access





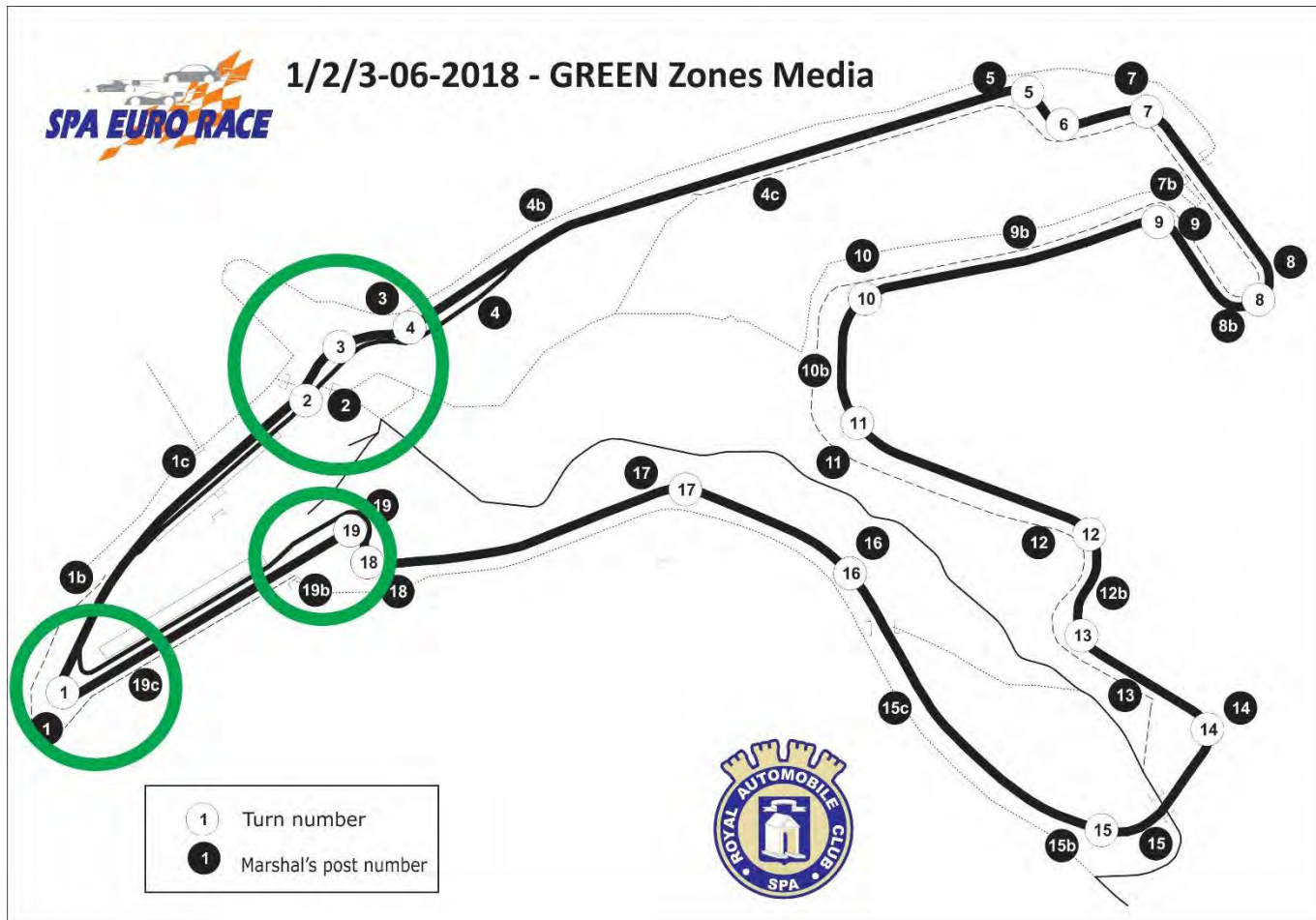
# Eau Rouge



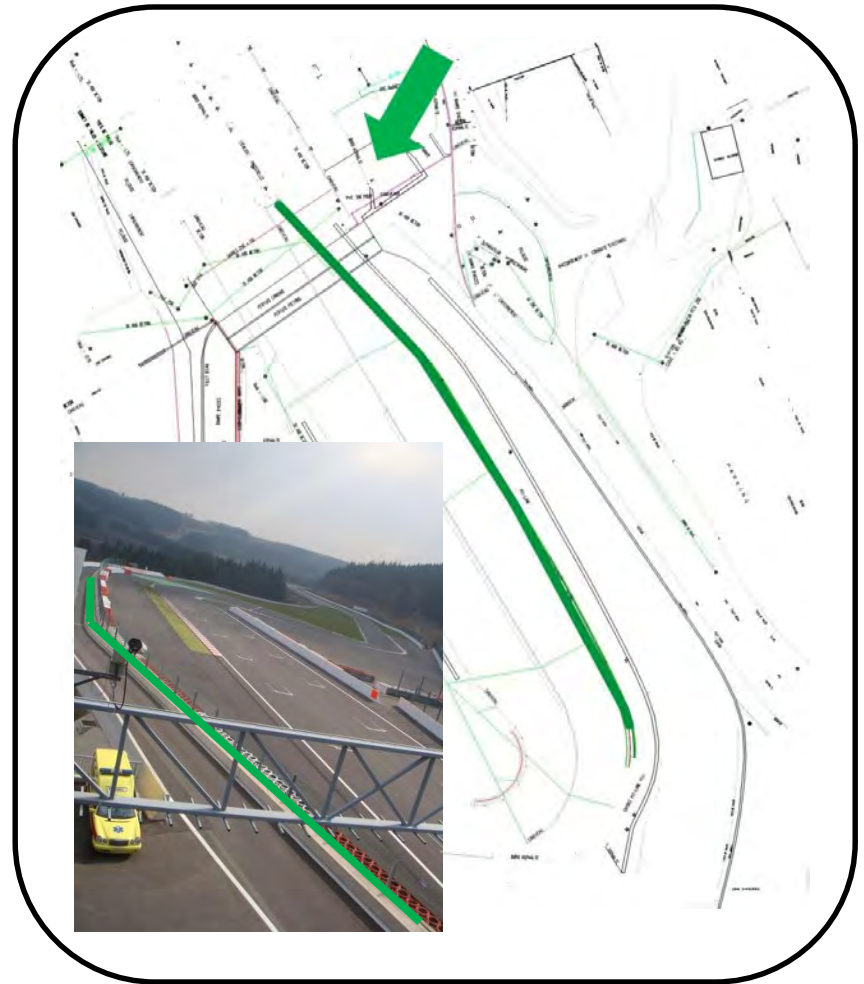
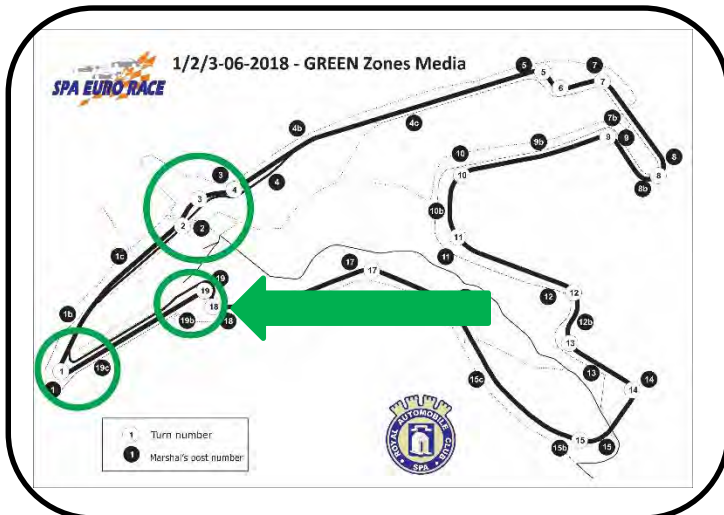
**1. On the bank, the area between the concrete/tyres wall and the debris fence is forbidden**

**2. From the foot of Eau Rouge, between the Armco and the debris fence, from the top of Eau Rouge, behind the concrete/tyres wall areas are forbidden.**

# GREEN ZONES

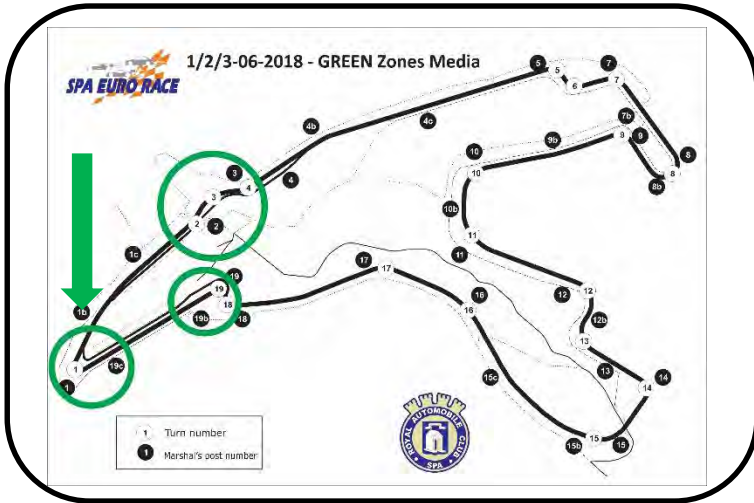


# Zone Pits

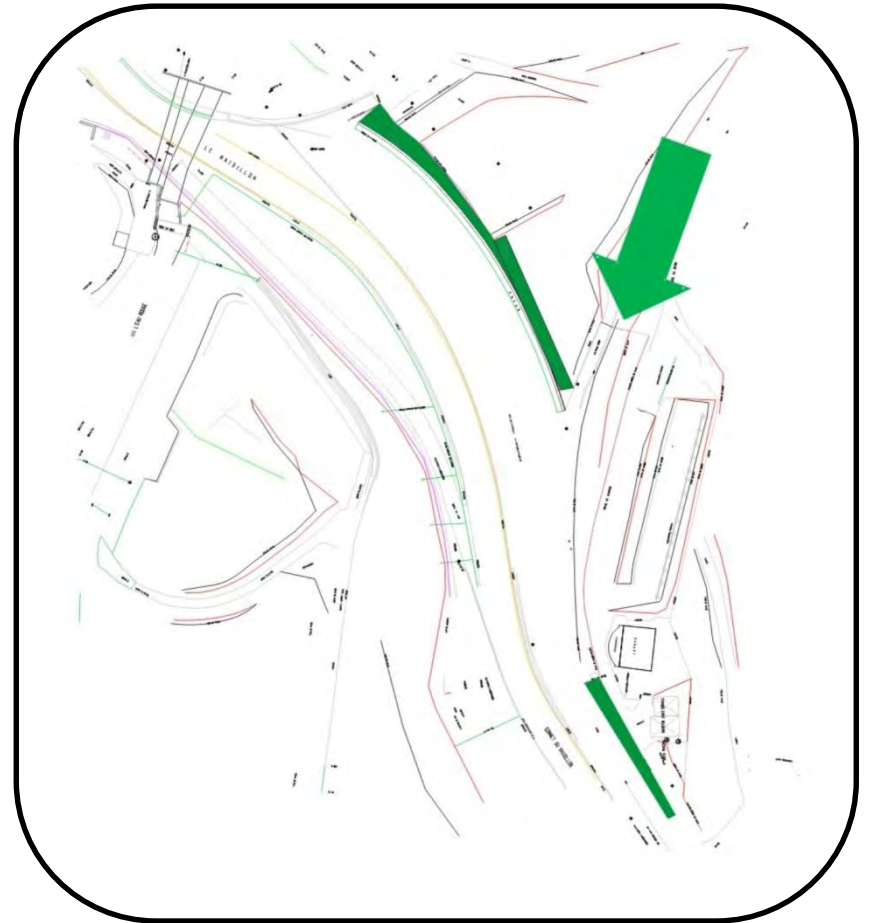
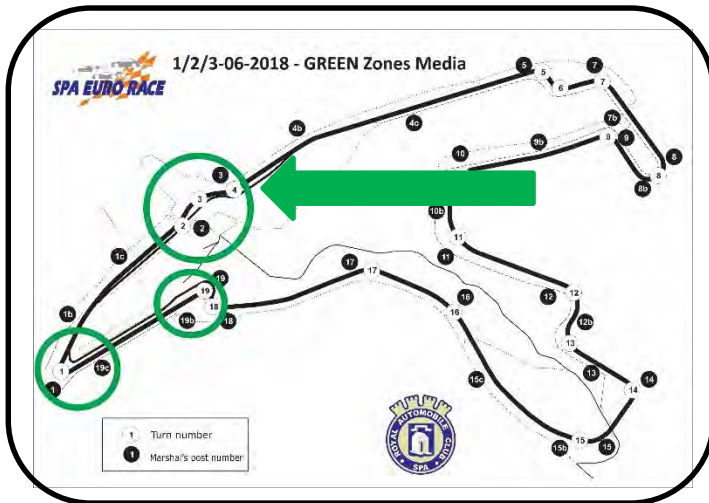




# Zone Source (T1)



# Zone Eau Rouge





## **Podiums ceremonies**

### **Master of ceremonies**

A master of ceremonies will be appointed by the RAC Spa to conduct the whole podium ceremony.

The person in charge of podium ceremonies of each serie can meet him to discuss the procedure of the ceremony.

### **Podium ornament**

#### **A) Rostrum & dais**

The RAC Spa will set a podium background.

The RAC Spa will provide a board with the name of the serie, if the serie does not have its own board. It will be hung up at the fence in front of the rostrum.

The serie can place a podium background, but it must be made in accordance with the RAC Spa. Holes are totally forbidden.

Trophies and champagne will be laid out on a single table on one side of the podium.

#### **B) Flags**

Olympic games style "flat flags" will be used. RAC Spa will also provide the "flag men".

#### **C) Floor**

The podium and steps will be covered with green carpet.

#### **D) Storage room**

A storage room will be at the series' disposal to store the trophies.

### **Anthems**

A suitable sound system will be installed so that national anthems (initiated by the master of ceremony) are clearly heard.

When the champagne shower begins, music will be played. This won't start until the trophies presenters have left the podium.

A commentary of the podium ceremony will be broadcasted to the general public.



## **Trophies**

The trophies will be provided by the series coordinator and must show:

- the name of the series;
- the official name of the event;
- the driver's position

## **Scenario**

Only three persons should be on the podium to present the trophies. Exceptional circumstances could lead to the master of ceremonies increasing this to four.

No police, bodyguards or non-authorized (by the master of ceremonies) persons are allowed on the podium.

The masters of ceremonies will inform the TV and public address commentator of the names of the persons presenting the trophies.

The master of ceremonies will be aside the podium, where the trophies are located.

The persons presenting the trophies will be on the other side. The master of ceremonies will hand the trophies to those presenting them.

## **Television**

The ideal position for the TV camera is immediately opposite to the podium and at the same height. There must not be any TV cameraman on the podium, and this, whatever the circumstances are.

## **Podium protocol**

No one meant to be present on the podium should be missing. The persons have to come behind the podium about 5 laps before the end of the race.

As soon as the race is finished, they will have to take position on the podium.

When the drivers are on position, the national anthem of the winner will be played in full.

At the same time, the flags of the first, second and third drivers will be lifted.

Drivers cannot be congratulated before the beginning of the ceremony.

After the national anthem, the prize-delivery will begin immediately, with:

- Mr.....delivering the prize to the third driver of the race ;
- Mr.....delivering the prize to the second driver of the race ;
- Mr.....delivering the prize to the winner

Each delivery cannot exceed 10 seconds.

To let place for the champagne shower, everyone must leave the podium.

# ROYAL AUTOMOBILE CLUB DE SPA

## Spa Euro Race® 2018

### ARTICLE 1 – DEFINITION OF THE EVENT

The event Spa Euro Race® 2018 has the status of International Event and consists of the following races:

- \* Peugeot 308 Racing Cup
- \* Championnat de France F4
- \* Lotus Cup Europe
- \* Belcar Endurance Championship
- \* LMP3 Cup + GT Cup
- \* ACNN (Autosport Competitie Noord Nederland)

### ARTICLE 2 – ORGANISATION

The event will be organised within the scope of the F.I.A. International Sporting Code prescriptions in compliance with the 2018 prescriptions of the RACB Sport, the technical and sporting 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:

- \* Peugeot 308 Racing Cup
- \* Championnat de France F4
- \* Lotus Cup Europe
- \* Belcar Endurance Championship
- \* LMP3 Cup + GT Cup
- \* ACNN (Autosport Competitie Noord Nederland)

#### National Sporting Authority:

ROYAL AUTOMOBILE CLUB of BELGIUM  
Rue d'Arlon 53  
B-1040 BRUXELLES  
Phone : +32/2.287.09.11/60  
Fax : +32/2.675.61.19  
Organiser and promoter:

ROYAL AUTOMOBILE CLUB DE SPA  
Rue Jules Feller, 1  
B-4800 Ensival

Phone: +32.87.79.50.00  
Internet: <http://www.racspa.be>  
E-Mail : [info@racspa.be](mailto:info@racspa.be)

#### Date of the event:

1<sup>st</sup>, 2<sup>nd</sup> & 3<sup>rd</sup> June 2018

#### Circuit:

Circuit of Spa-Francorchamps  
Length: 7.003,93 meters  
Direction: Clockwise  
Length of race(s):

- Peugeot 308 Racing Cup – 2 races of 30 minutes
- Championnat de France F4 – 3 races of 20 minutes + 1 lap
- Lotus Cup Europe – 2 races of 30 minutes
- Belcar Endurance Championship – 1 race of 180 minutes
- LMP3 Cup + GT Cup – 2 races of 60 minutes + 1 lap
- ACNN – 2 races of 60 minutes + 1 lap

#### Number of cars admitted:

Tourism Sports – GT / up to 1 hour :  
*Peugeot 308 Racing Cup*  
*Lotus Cup Europe*  
To practice: 78  
To race: 65

Tourism Sports – GT / over 1 up to 2 hours :  
*LMP3 Cup + GT Cup*  
*ACNN*  
To practice: 90  
To race: 75

Tourism Sports – GT / over 2 up to 3 hours :  
*Belcar Endurance Championship*  
To practice: 98  
To race: 81

Sportscars and Single seaters up to 2000cc :  
*Championnat de France F4*  
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.

#### Noise limitation:

**Spa Euro Race® is relieving of Category B<sub>T</sub> events: defined according to the  $L_{A,max}(15m)$  of the vehicles in motion which means: at least 1 vehicle whose max  $L_A(15m)$  is below or equal to 110 dB(A). Each series may impose below limitations & must be observed.**

**$L_{A,max}(15m)$ : Maximum individual sound level of vehicles circulating on the track, measured at 15 metres from the middle of the track. Measurements are taken in  $L_{Aeq,1s}$ .**

The noise measurement is taken in dynamic mode, i.e. at the edge of the track of the circuit, while the automobiles pass by, it is to be performed according to the procedures set out in the single permit of 16 November 2009. The sound meter may be moved by the Management, and there may be several sound meters.

If, during the dynamic control referred to, the automobile fails three consecutive times to respect the maximum noise levels not to be exceeded referred to, the Director(s) of the race referred to shall exclude the automobile from free or official practices or from the race(s).

#### Administrative checks:

1<sup>st</sup> floor new pit complex – Paddocks of the Circuit of Spa-Francorchamps or Serie own race centre if appropriate. 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:

1<sup>st</sup> 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 2

## ARTICLE 5 – TIMETABLE

### a) Administrative checks:

According to timetable in appendix 1  
1<sup>st</sup> 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 1<sup>st</sup> 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 1<sup>st</sup> June 2018 from 07.00 to 17.00  
Saturday 2<sup>nd</sup> June 2018 from 07.00 to 17.00  
Sunday 3<sup>rd</sup> June 2018 from 07.00 to 13.00

### 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 ANYMORE!

The private cars are forbidden on the track.

### h) Opening of the paddocks:

Thursday 31<sup>st</sup> May 2018 : from 14.00 to 23.00  
(F1 pit garages from 19.30 – Endurance pit garages from 18.00)  
Friday 1<sup>st</sup> June 2018 from 07.30 to 19.00  
Saturday 2<sup>nd</sup> June 2018 from 07.30 to 19.00  
Sunday 3<sup>rd</sup> June 2018 from 07.30 to 21.00

## ARTICLE 6 – ADMINISTRATIVE CHECKS

All competitors must carry out the administrative checks at the 1<sup>st</sup> 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. For Belcar Endurance Championship :

The procedure regarding the light signals at the pit exit of the pit lane will be as follows:

Pits entry will happen after T1 on the right hand side of the track and the exit will happens through the tarmac sealed run off area of the top of the Eau Rouge.

A blue flashing light positioned on the right after turn 4 to warn of cars approaching on the track will operate. A white flashing light on the left at turn 3 - eau rouge will operate at the same time to warn drivers on the track. When you join the track after leaving the pits please stay on the extreme right until you cross the line of the pit exit box after turn 4 & **don't cross the white line on the middle of the track as referred in appendix "L".**

a)2. For all races except Belcar Endurance Championship :

Pits entry will happen on the RHS before T19. Pits 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).3.

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:

1<sup>st</sup> breach by the driver: fastest qualifying time deleted

2<sup>nd</sup> breach by the driver: the car will start at the back of the grid

3<sup>rd</sup> breach by the driver: the driver will be excluded from the race which follows qualifying

For races:

1<sup>st</sup> breach by the driver: a drive trough penalty

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

3<sup>rd</sup> 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:

1<sup>st</sup> breach by the driver: fastest qualifying time deleted

2<sup>nd</sup> breach by the driver: the car will start at the back of the grid

3<sup>rd</sup> breach by the driver: the driver will be excluded from the race which follows qualifying

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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 through 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 disqualification 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.: Peugeot 308 Racing Cup

Qualification minima : minimum 1 lap

Grid for race 1: best lap qualifying 1

Grid for race 2: best lap qualifying 2

d.2.: Belcar Endurance Championship :

Qualification minima : 130% of the average of the 3 fastest cars scratch

Grid for race : best lap qualifying

d.3. : Championnat de France F4 :

No qualification minima

Grid for race 1 : best lap qualifying

Grid for race 2: classification race 1 with first 10 reversed

Grid for race 3 : 2<sup>nd</sup> best lap qualifying

d.4.: ACNN :

Qualification minima : minimum 2 laps

Grid for race 1: best lap qualifying

Grid for race 2: classification race 1

d.5.: Lotus Cup Europe :

No qualification minima

Grid for race 1: best lap qualifying

Grid for race 2: classification race 1

d.6. : GT Cup & LMP3 Cup

Qualification minima : minimum 3 laps

Grid for race 1: best lap qualifying

Grid for race 2: classification race 1

e) The pole position (standing and rolling starts) is located on the right side.

## ARTICLE 13 – STARTING PROCEDURE

### A – Standing start : ACNN, Peugeot 308 Racing Cup, F4, Lotus Cup Europe Race 2 :

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.

When all the cars are in position on the grid, the five second signal will be given by illuminating one pair of red start lights.

The four second signal will be given by illuminating one more pair of red start lights.

The three second signal will be given by illuminating one more pair of red start lights.

The two second signal will be given by illuminating one more pair of red start lights.

The one second signal will be given by illuminating one more pair of red start lights and the cars are **considered "under starter's orders"**.

After a preset delay of between 0.2 and 0.3 seconds, the race is started by all red start lights being extinguished. After all the cars have passed the pit exit, the red pit exit lights are replaced by green, this is the signal for cars starting from the pit lane to join 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 : Belcar Endurance Championship, GT Cup & LMP3 Cup, Lotus Cup Europe Race 1**

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 disqualification, 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 disqualification. 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: Peugeot 308 Racing Cup

75% of the overall winner - chequered flag not needed

### 20.5.2: Belcar Endurance Championship :

50% of laps covered by winners- chequered flag not needed

### 20.5.3: Championnat de France F4 :

75% of the overall winner - chequered flag needed

### 20.5.4: ACNN :

75% of the overall winner - chequered flag not needed

### 20.5.5: Lotus Cup Europe :

90% of the class winner - chequered flag not needed

### 20.5.6: GT Cup :

70% of the overall winner - chequered flag not needed

### 20.5.8: LMP3 Cup :

70% of the overall winner - 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 – DISQUALIFICATION 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 disqualification 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 case of disqualification, 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 €)**

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 m<sup>2</sup>.**

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:



## Article 4 - Principaux Officiels / Main Officials - Spa Euro Race 2018

FONCTION / FUNCTION	NOM / NAME	Championnat de France F4	ACNN	GT Cup & LMP3 Cup	Lotus Cup Europe	Peugeot 308 Racing Cup	Belcar Endurance Championship
Event Manager	Pierre Delettre	X	X	X	X	X	X
Race Director / Directeur d'Epreuve	Pascal Vanhullebusch				X		X
	Bobbe Veldkamp		X				
	Valérie Diebolt	X					
Directeurs de Course / Clerk of the Course	Jean-Yves Munsters	X	X	X	X	X	X
Directeur de course adjoint / Deputy clerk of the course	Pierre-Louis Delettre	X	X	X	X	X	X
	Alexandre Magis	X	X	X	X	X	X
Stewards Chairman / Président Collège	Guy Daubie	X	X	X	X	X	X
Stewards / Commissaires Sportifs	Josep Besoli	X					
	Joost Demeestere	X	X	X	X	X	X
	Peter Geens	X	X	X	X	X	X
	Brieuc Kremer (Stagiaire)	X	X	X	X	X	X
Technical Delegates / Délégués Techniques	Mike Harris			X			
	Fabrice Catherine	X					
	Atte Roskam		X				
	Gert Boertien		X				
	Johan Geres		X				
	Wilbert Vos		X				
	Fabrice Giovanni	X	X	X	X	X	X
	Eric Delierneux	X	X	X	X	X	X
	Jean-Guy Mosbeux	X	X	X	X	X	X
	Philippe Capitte	X	X	X	X	X	X
	Fabrice Cartenstadt	X	X	X	X	X	X
	Laurence Rahier	X	X	X	X	X	X
	Alain Dubray	X	X	X	X	X	X
Chief Pits Marshals	Bernard Denolf	X	X	X	X	X	X
Media Officer / Délégués média	Vincent Franssen	X	X	X	X	X	X
	Chloé Basilee	X					
	Tom Baker			X			
	Henk Hali		X				
	Marie-Hélène Bacle					X	
Chief Medical Officer / Médecin Chef	Christian Wahlen	X	X	X	X	X	X
Competitors Relation's Officers / Relations concurrents	Alain Waleffe	X	X	X	X	X	
	Fernand Fohn	X	X	X	X	X	
	Raf Roggen						X
Secretary of the Meeting	Anne-Marie De Donder	X	X	X	X	X	X
Chief Track Marshal	Christian Monballin	X	X	X	X	X	X
Chief Timekeeping	Xavi Lozano	X	X	X	X	X	X
Chief Rescue	Johan Aerts	X	X	X	X	X	X
Serie Co-ordinators	Olivier Malo	X					
	Peter Grondel		X				
	Hannah Wilson			X			
	Patrick Sinault					X	
	Lucia Galucci						X
	Paul Golding				X		

## Appendix 2 - Summary of the penalties enforced by the Clerk of the Course

Art.	Object	Practice(s)	Race(s)
10.g.	Speed limit excess in pit road 1st breach	fastest qualifying time deleted	a drive through penalty
10.g.	Speed limit excess in pit road 2nd breach	the car will start at the back of the grid	a stop & go time-penalty of 30 seconds
10.g.	Speed limit excess in pit road 3rd breach	the driver will be disqualified from the following race	the driver will be disqualified from the race.
10.h & 17	Overtaking under yellow flag 1st breach	fastest qualifying time deleted	a drive through penalty
10.h & 17	Overtaking under yellow flag 2nd breach	the car will start at the back of the grid	a stop & go time penalty of 30 seconds
10.h & 17	Overtaking under yellow flag 3rd breach	the driver will be disqualified from the following race	the driver will be disqualified from the race.
17	Overtaking under safety car procedure 1st breach		a drive through penalty
17	Overtaking under safety car procedure 2nd breach		a stop & go time penalty of 30 seconds
17	Overtaking under safety car procedure 3rd breach		the driver will be disqualified from the race.
10.k.	Any driver who do not respect track limit	the time sets during the lap of infringement will be deleted.	a drive through penalty, if <b>during the last 3 laps: a 25"</b> time penalty will be added to the overall race time.
	Car reversed in the pit road under its own power	fastest qualifying time deleted	a drive through penalty
10.j	No respect of stop&go signal escape road exit	fastest qualifying time deleted	a drive through penalty
10.n	Ignoring blue flag indications	fastest qualifying time deleted	a drive through penalty
10.o	<b>Dangerous manœuvre, dangerous move, code of conduct appendix L</b>	fastest qualifying time deleted	penalty of 10 seconds
13.A.h & 13.B.c. 6	Jump start standing start - speed excess before the green light rolling start		a drive through penalty
13.A.e & 13.B.c.	Cars with wheels not fitted on the grid after 5' signal		a drive through penalty
	Push an other car		a stop & go time-penalty of 30 seconds
	<b>Dangerous manœuvre at the start and during first lap</b>		a stop & go time-penalty of 30 seconds
18.f	No stop within the 3 laps for black flag / stop&go-time penalty board		Disqualification from the Meeting

10.d.	Default of a car abandoned not in neutral or with the clutch disengaged and with the steering wheel in place	fastest qualifying time deleted	a fine of 250€
	Refuelling outside the pits	start at the back of the grid	Disqualification from the race
	Equipment left in the fast lane of the pits	fastest qualifying time deleted	a drive through penalty
	Refuelling without fire extinguishers ready to use	fastest qualifying time deleted	a time-penalty added of 10 seconds
10.a.	Crossing the white line of pit road exit box when leaving pit road	fastest qualifying time deleted	a drive through penalty
18.d.	<b>Pitstop or refuelling after a "Stop and go" or time penalty"</b>	fastest qualifying time deleted	a drive through
	External help	fastest qualifying time deleted	Disqualification of the race
	Driving more than 3 laps at non-racing speed	fastest qualifying time deleted	Disqualification of the race
	Push or pull the car in order to reach the pit-lane	fastest qualifying time deleted	Disqualification of the race
10.i.	Driver absent to briefing	125€ fine	
19	Taking the chequered flag more than once	fastest qualifying time deleted	a fine of 250€



## **Spa Euro Race 2018**

# **GENERAL INFORMATION**

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### *CONTACTS*

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Royal Automobile Club de Spa  
Rue Jules Feller, 1  
4800 Ensival

Tél. : +32.87.79.50.00

E-Mail : [info@racspa.be](mailto:info@racspa.be)  
[www.racspa.be](http://www.racspa.be)

► *How to contact us from Thursday 31.05.2018 till Sunday 03.06.2018 ?*

Organisation office at the circuit, 1<sup>st</sup> floor, Office 115

E-Mail : [info@racspa.be](mailto:info@racspa.be)

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### *MEDIA*

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Our **press-media officer** is:

**Mr Vincent Franssen**  
Tél : +32.475.46.63.00  
e-mail : [media@racspa.be](mailto:media@racspa.be)

For media accreditations, please use the online form :  
<http://www.racspa.be/2018/ser2018/accreditation.aspx?t=1>



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## ADVERTISING

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You can affix advertising around the track (only rigid panels) or flags in the paddocks and above the pits but you must be aware that the local authorities of Stavelot and Malmedy enforce a tax of 0,1€ per dm<sup>2</sup> (i.e. 10€ per M<sup>2</sup>). If you decide to advertise your products anyway, the payment of this tax will be on your responsibility. If you wish to affix advertising around the track, you must use rigid boards and you need a written authorization of the organiser.

*More details in appendix 1*

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## TIMEKEEPING

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The timekeeping company selected by RAC Spa is AI KAMEL SYSTEMS ([www.alkamelsystems.com](http://www.alkamelsystems.com)) will include a conventional manual system and an automatic system.

Each vehicle must be equipped with a transmitter-receiver identification device (yellow or black box) provided by the organiser, if the car is not equipped with this appropriate equipment the timekeepers can provide you with one. Cost = 50 €.

*Do not forget to provide a list with all cars equipped with transponders and their codes.*

Competitors are reminded that the holder must be secured with the utmost care. The latter must remain easily accessible during the whole event in order to enable the replacement of the transmitter.

**IMPORTANT: The borrowed transceiver must be given back to the organiser at the end of the meeting. A deposit of 300 € will be asked to the team.**

The live timing link will be communicated later

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## PIT GARAGES

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For Lotus Cup Europe : 15 F1 pit garages at disposal

For GT Cup & LMP3 Cup : 25 F1 pit garages at disposal

For Belcar Endurance Champoinschip : 45 endurance pit garages at disposal

### Deposit

The key of your pit garage will be available at the paddocks office (1st floor in the endurance building). You will be asked a deposit of 250 € for the key and for any possible damages in the pit. This sum will be refund to you on Sunday 03.06.2018 after the examination of your pit garage by a member of the organisation.

However, if important damages are proved, and invoice for the repairs will be notified and deposit kept.

## Renting

F1 garages : 265 € (tax included) / box

Endurance garages : included in the agreement with the serie.

F1 pits, as well as signalling walls, have connections with the internal cameras system covering the whole circuit and the timekeeping.

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## *PADDOCKS*

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- OIL : In these green times, we remind you that used oils must be transferred into special blue tanks dedicated to that effect (marked with the acronym "oil") and not in dust bins. The police will draw up a written statement against any offender.

Teams who do not use a pit garage, with their substructure settled in the paddocks, will have to place a **protection on the ground to avoid oil or fat stains**, or other polluting substances on the asphalt for example. Plastic tiles are not enough, teams have to add a plastic tarpaulin. Each ground pollution noticed will be invoiced 5 € / dm<sup>2</sup> (500 € / m<sup>2</sup>) !!!

**If necessary, tarpaulins will be sold at the paddock office for 5€.**

- GAS : Any Gas deposit is forbidden.
- Tyres and fuel barrels :  
Old tyres or empty fuel metallic barrels left in the paddocks by teams and their suppliers will be charged 10 € each.

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## *USE OF THE TRACK*

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It is strictly forbidden to use the track outside the official timing. Any driver using the track in that case will be excluded from the event – remind it to your drivers!

The Ster tunnel will be closed from Thursday evening. Entry and exit will be matured by Blanchimont 24h/day and by La Source from 07.00 to 22.00.

Please remind your teams that any test on the circuit (even with a private car) is forbidden before and after the official sessions. The Police is checking any infringement.

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### *RADIOS*

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If you use your own radios, authorizations must be asked to the IBPT (Institut Belge des Postes et des Télécommunications) :  
Forms are available on [www.ibpt.be](http://www.ibpt.be)

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### *SAFETY & GUARDING COMPANY*

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If you use the services of a safety/guarding company which is not a Belgian one, you must obligatorily request an authorization from the legal service of the federal police force in Belgium.

For that, thank you to contact :

Mr Claude Demey

Tél : +32.(0)475.35.90.12 ou +32.(0)495/17.05.90 ou +32.(0)87.210.226

E-mail : [sja-verviers-op-ter@mail.be](mailto:sja-verviers-op-ter@mail.be)

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### *ELECTRICITY – INTERNET CONNECTIONS*

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For internet connection in your garage or in the paddock, please use the form attached and send it back to [events@cybernet.be](mailto:events@cybernet.be) at least one week before the setting.

For any specific electric connexion, tv screens, tv signal connexions, etc., please send us a written request by mail at least one week before the setting.

E-Mail : [info@racspa.be](mailto:info@racspa.be)

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### *OPENING OF THE PADDOCK*

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Thursday 31.05.2018.....from 14.00 to 23.00

***F1 boxes available from 19.30 !***

Friday 01.06.2018.....from 07.30 to 19.00

Saturday 02.06.2018.....from 07.30 to 19.00

Sunday 03.06.2018.....from 07.30 to 19.00

**Any team who enter the paddocks out of the allowed schedule will be fined by the organisation committee with a fee of 1.000 €**

**!! ATTENTION !!** The Ster entry will be closed for cars from Friday 1<sup>st</sup> to Sunday 3<sup>rd</sup>.

Paddocks Access :

**BLANCHIMONT ► 24/24**

**SOURCE ► from 7am to 10pm**

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### *RECOMMENDATIONS OF THE FIREMEN*

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Please follow the recommendations of the regional service of firemen of Stavelot.  
See appendix : fire precautions

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### *SECURITY*

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Our security guards will be present in the paddocks during the whole meeting. Nevertheless, we do not guarantee the supervision of the pit garages and their contents. Teams are responsible for locking them. The organiser assumes no responsibility for loss or theft.

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### *NOISE RESTRICTIONS*

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Spa Euro Race® is a category B event, limited to **110db max** (measurement taken in dynamic mode at 15 meters from the middle of the track). However, each serie must respect the noise limit of its own technical regulations. A warning will be given to the driver when the La, max (15m) indicator exceed the upper limits. After 5 times, the car will be excluded from the meeting and 250 € / car / session will be invoiced, on behalf of the Spa-Francorchamps circuit, to the relevant serie.

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### *DRIVERS SPORTING REQUEST*

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During the meeting, the drivers will use the official “Team Enquiry” form (see appendix) for the requests to the Race Director and/or the Stewards. Only official forms will be taken into account.





CUSTOMER INFORMATION		INSTALLATION INFORMATION	
Company		<b>LOCATION</b>	
First name		<input type="checkbox"/> ENDURANCE BOX NR :	
Last name		<input type="checkbox"/> ENDURANCE MEZZANINE NR:	
Address		<input type="checkbox"/> F1 BOX NR :	
Number		<input type="checkbox"/> F1 MEZZANINE NR :	
Zip code		<input type="checkbox"/> OTHER:	
City		<b>ON SITE CONTACT</b>	
Country		Name	
VAT		Mail	
Phone		Mobile	
Fax		<b>ARRIVING DATE</b>	
Mail			
PRODUCTS		OPTIONS	
We deliver fast internet access from 4MB/512Kb to 100Mb symmetrical on fiber. Ask us for more information. We can also deliver Voice product with special international rates.			
<input type="checkbox"/> Fast Broadband Connection : 495,00€ +TAX		<input type="checkbox"/> <b>Optional</b> Pro Version with public static IP, dedicated bandwidth : 250,00 € +TAX	
<input type="checkbox"/> Next Broadband Connection (same customer) : 395,00 € +TAX		<input type="checkbox"/> <b>Optional</b> PSTN voice connection : 50,00 € +TAX	
Services will be provided after the total invoice amount paid on our bank account.			
<b>Payment details :</b> - Bank transfer : no fee (instructions will follow with confirmation of your order) - Credit card transaction : extra cost 5%			
WE WILL CHARGE A 250,00 € DEPOSIT FOR THE MATERIAL GUARANTEE (if needed)			
HOLDER'S NAME			
CARD NUMBER			
EXPIRATION DATE			
ACCEPTANCE BY THE CUSTOMER			
DATE:	NAME:	SIGNATURE	

## Additional technical information

(To be completed by your it manager)

### RENT A ROUTER

Do you need a router ?

Yes

No

### CONFIGURATION

Are you behind a firewall ?

Yes

No

IP

Mask

Gateway

DNS (Static IP)

### Router return (If applicable, to be completed at the end of the event)

Material taken by

Name :

Company :

Location / name :

Date & Signature

**SEND ORDER BY FAX : +3242704760 OR BY MAIL : [EVENTS@CYBERNET.BE](mailto:EVENTS@CYBERNET.BE)**



**New from 01/04/2016!!**

## **VIAPASS for Heavy Goods Vehicles**

The three regions in Belgium - Flanders, Wallonia and Brussels - have decided to reform the traffic tax. As of now the actual use of a truck will be taxed, rather than the mere possession of it. A kilometre toll will enable to charge in a fair way the infrastructure costs, as well as the environment costs.

### ***Whom is it meant for?***

The kilometre charge will take effect as of April 1<sup>st</sup> 2016 for Heavy Goods Vehicles of more than 3.5 tons Gross Vehicle Weight.

### ***What is the cost?***

The tariffs of the toll roads have been fixed by the governments of the regions, and are to be found in the 'download' section of the website [www.viapass.be](http://www.viapass.be). The tariffs have been fixed on the basis of three parameters:

- The Gross Vehicle Weight: the kilometre charge is due for trucks of more than 3.5 GVW. When the pulling vehicle has a GVW of more than 3.5 tons, the Gross Combination Weight Rating (GCWR) needs to be declared (trailer included when the truck is equipped with a towbar)
- The Euro emission norm: this is the emission norm that categorizes the level of pollution of the truck.
- The type of toll road: all roads in Belgium are toll roads. Most of them are charged at 0-tariff. Other have a paying tariff. The toll road maps and the tariffs are to be found at the 'download' section of this website.

### ***What do I need to do to comply with the regulation?***

When you have a truck of more than 3,5 tons GVW, you must have an *On Board Unit* (OBU) onboard, that is constantly switched on when you take the road in Belgium. A OBU is a small device that registers the number of kilometres you have driven on toll roads. It sends the total to the billing center which proved you at regular times with a detailed bill.

### ***Where can I get such an On Board Unit?***

The OBU can be ordered at the service providers of the Kilometre Charge. For the moment there is only one company, namely Satellic.

There are two ways to get an OB

- Either through the website of [www.Satellic.Be](http://www.Satellic.Be) where one or more OBUs can be ordered .
- Either through one of the 128 distribution points located all over Belgium. The map with the exact locations is to be found at <https://www.satellic.be/en-UK/servicepoints>

## ***What does an OBU cost?***

The use of the OBU is for free. To get a device you do however have to pay a caution of 135€. By returning the device in undamaged shape, you will get a full refund.

## ***Exemptions***

Only a very limited number of categories are exempted from the Kilometre Charge.

- Vehicles of the army, the fire brigade, the civil protection and ambulances
- Tractors, solely used for agriculture, forestry, horticulture and aquaculture

Or send an email (not for vehicles vehicle of agricultural, horticultural or forestry type) with the details of your vehicle (license plate number, GVW, Euro norm) and picture of front and side view to [exemptions@viapass.be](mailto:exemptions@viapass.be)

## ***Vehicles that fall outside the scope of the kilometer charge***

The following vehicles are out of scope of the Road Charging:

- Some machine-vehicles to the extent that they do not transport goods, such as: cranes, telehandlers / lifts, excavators, bulldozers, concrete pumps without mixer, Dumpers
- Other vehicles such as: Vehicles with a test drive license plate type ZZ, Oldtimer vehicles with an O-license plate, training vehicles

***Further info : <http://www.viapass.be>***

Le 5 avril 2009.

Vos réf. :  
Nos réf. :  
Votre correspondant : Guy CLOSE  
E-mail : incendie@stavelot.be

Objet : Sécurité contre l'incendie- Prescriptions paddocks

**Transport et transvasement des matières inflammables :**

- la quantité totale transportée ne peut dépasser 240l par unité de transport.
- récipients métalliques d'une capacité maximale de 60 litres et solidement arrimés.
- présence obligatoire d'un accompagnant équipé d'un extincteur (6 kg poudre ou 6 l mousse)
- pas d'éléments combustibles à proximité de l'hydrocarbure transporté (p.ex. pneus)
- interdiction de fumer, de produire du feu ; s'éloigner des objets en ignition, étincelles, soudures...
- les récipients vides ou pleins seront toujours fermés.
- le transport se fera dans un véhicule utilitaire conçu pour le chargement.
- une bonne connexion électrique entre le récipient métallique et la terre avant le remplissage ou la vidange de ce dernier. Lors de ces opérations les récipients seront préalablement déchargés du véhicule.
- il est interdit de pénétrer dans la partie chargement d'un véhicule couvert transportant des liquides inflammables avec des appareils d'éclairages portatifs autres que ceux qui sont conçus et construits de façon à ne pouvoir enflammer les vapeurs inflammables qui auraient pu se répandre à l'intérieur.

**Si le transport se fait par attelage :**

- le véhicule tracteur doit être à même de tracter et freiner la charge.
- les bandages de la remorque seront adaptés au type de sol rencontré ainsi qu'aux vitesses atteintes par le véhicule tracteur.
- le crochet d'attelage et l'attache remorque seront approuvés CE.
- une chaîne ou un câble de sécurité solidaire au timon de la remorque reliera le crochet d'attelage.
- chaque fût sera arrimé individuellement.
- un commissaire technique ou un juge de faits sera présent durant le temps d'ouverture des pompes pour contrôler le respect de ces règles de sécurité et sanctionner en cas de non respect.

**Manipulation de fuel dans le stand :**

- pompes à main, pneumatiques ou électriques antidéflagrantes. PAS de batteries.

- présence obligatoire d'un surveillant équipé d'un extincteur et situé à 2 mètres du refueling.
- vêtements anti-feu pour les personnes situées à moins de 2 mètres.
- veiller à la stabilité et à la mise à la terre des tours de ravitaillement.
- présence obligatoire de produit minéral absorbant dans le stand. Jamais d'eau.
- présence obligatoire de 2 extincteurs ( 6 kg poudre ou 6 l mousse) dans chaque stand.

#### **Interdiction de fumer ou de flamme nue :**

- dans toute la zone ceinturant le camion citerne
- dans la pitlane, dans les stands et à moins de 5 mètres à l'arrière des stands.
- au-dessus des stands (loges, mezzanines)

#### **Interdiction de bonbonnes L.P.G. :**

- dans la pitlane, dans les stands et à moins de 5 mètres de l'arrière des stands.
- dans aucun véhicule (autorisé dans les chapiteaux et sous auvents).

#### **Interdiction d'occuper les dégagements :**

- tous les dégagements routiers des paddocks.
- le dégagement de 1 mètre de largeur derrière les stands.
- N.B. : Autorisé derrière les stands : plateau de camion si baissé.  
Bandoles délimitant le stand si aisément franchissables.

#### **Conformité des installations électriques ou de gaz :**

- obligation de respect des normes.
- protection des lignes électriques ou conduites de gaz.

Lt. Guy CLOSE,  
Chef de Corps f.f.

#### **Paiement du carburant à la pompe Total dans le paddock :**

Le paiement du carburant à la pompe Total située à l'intérieur du paddock ne peut se faire que via carte Visa, Mastercard ou Maestro munies d'une puce électronique ou via carte prépayée Total en Europe !

Si vous souhaitez que l'on commande un certain nombre de ces cartes prépayées Total, n'hésitez pas à nous le faire savoir au minimum 2 semaines avant l'épreuve.





B – 4970 STAVELOT  
Route de Malmedy 17  
☎ 080/88.02.42  
📠 080/88.01.39

31 January 2009

Your reference:  
Our reference:  
Your correspondent: Guy CLOSE  
Email: incendie@stavelot.be

RE: Fire safety – Paddocks prescriptions

**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 commissioner 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.

**Handling fuel in the pit:**

- Explosion-proof hand, pneumatic or electrical pumps. NO batteries.
- A guard equipped with a fire extinguisher must be stationed 2 metres from the refueling zone.
- Flame retardant clothing for persons located within 2 metres.
- Ensure service towers are stable and grounded at all times.
- There must be an absorbent mineral product in the pit. Never water.
- There must be 2 fire extinguishers (6 kg powder or 6 l foam) in each pit.

**No smoking or open flames:**

- anywhere in the zone surrounding the tanker
- in the pit lane, in the pits or within 5 metres of the rear of the pits
- above the pits (boxes, mezzanines)

**No LPG cylinders:**

- in the pit lane, in the pits or within 5 metres of the rear of the pits
- in any vehicle (permitted in tents and under awnings)

**Keep fire lanes clear:**

- all road fire lanes in the paddocks
- the one-metre wide fire lane behind the pits
- Note: Permitted behind the pits: Truck deck if lowered  
Banners marking the pit perimeter if easy to cross

**Compliance of electrical and gas systems:**

- Must comply with standards.
- Electrical lines and gas hoses must be protected.

Lt. Guy CLOSE  
F.F. Commanding Officer

**Payment of the fuel at the Total filling station inside the paddocks**

The Payment of the fuel at the Total filling station inside the paddocks will only be accepted by Visa, mastercard or Maestro smart cards or by prepaid Total cards in Europe !  
If you want us to book some of these prepaid Total cards, feel free to let us know at the latest 2 weeks before the meeting.



B – 4970 STAVELOT  
Route de Malmedy 17  
☎ 080/88.02.42  
📠 080/88.01.39

le 24 mai 2008

Monsieur

Vos réf. :  
Nos réf. : **857 / GCL / JLL**  
Votre correspondant : Guy CLOSE  
E-mail : incendie@stavelot.be

Objet : consignes de sécurité distribution carburants spéciaux

Monsieur,

En plus des prescriptions de sécurité contre l'incendie dans les paddocks, pour la station temporaire de distribution de carburants spéciaux, c'est-à-dire des carburants autres que de l'essence 98 et 95 octane ainsi que le diesel ; tout trois disponibles à la station du circuit, je vous demande de respecter les consignes suivantes :

- Si camion citerne, 1 seul camion de même carburant dans l'enceinte
- \* distance de minimum 25 m entre la citerne et la pompe
- \* distance de minimum 4 m entre la pompe et le récipient à remplir
- \* distance de minimum 25 m entre les camions de différents carburants
- clôturer l'ensemble du site de ravitaillement avec des barrières de type « heras »
- organiser clairement un sens unique de circulation avec une entrée et une sortie bien définies, avec devant l'entrée une zone d'attente pour respecter la consigne suivante
- un seul équipage dans l'enceinte lors du ravitaillement
- pas de manœuvres dans l'enceinte, un seul sens de circulation
- mise à la terre de l'ensemble du matériel servant au ravitaillement
- contrôle de l'efficacité de la terre par un organisme agréé avant la délivrance de carburant
- éclairage du site lors d'utilisation nocturne
- interdiction d'y fumer, d'y produire du feu, d'y pénétrer avec des objets en ignition, pas d'étincelles, pas de soudures, ...
- ravitaillement autorisé aux conditions suivantes :
  - récipients métalliques mis à la terre d'une capacité maximale de 60 litres et solidement arrimés
  - présence obligatoire d'un accompagnant équipé d'un extincteur (6 kg poudre ou 6 l mousse)
  - pas d'éléments combustibles à proximité de l'hydrocarbure transporté (p.ex. pneus)

Je vous prie d'agréer, Monsieur, l'assurance de toute ma considération.

Guy CLOSE,  
Chef du Service Incendie f.f.

For “special” fuels

- min 25m between the tank and the pump
- min 4m between the pump and the receptacle to fill
- min 25m between the trucks with different kind of fuel

Fences along the fuel area

Only one way for moving, with an entry and an exit

Only one team at a time

Organise a waiting zone

Control by an authorised company

Light during the night

Forbidden to smoke in the area, to produce fire

Jerrycans of max 60L and firmly bounded

One member of the team with fire extinguishers of 6kg-6L

No flammable substances close to the fuel



## SPA EURO RACE ® 2018

### Règlementation Publicité

La publicité (voiture et vêtements) doit respecter les réglementations du RACB Sport.

Toute publicité ou action promotionnelle ou de relations publiques est sujette à un accord préalable du comité organisateur.

**Toutes les zones du paddock sont exclusivement destinées à une utilisation sportive et non à l'organisation de relations publiques, de lunches pour les sponsors, de réceptions d'invités, d'espaces réceptifs, etc.**

**Toute infraction a cette règle sera passible d'une amende de 125 € / m².**

Seule une autorisation du comité organisateur peut être prise en considération.

**Toute publicité aérienne, toute action publicitaire ou promotionnelle ayant lieu dans l'espace** aérien situé au-dessus du périmètre du circuit est aussi strictement interdite sans une autorisation préalable du comité organisateur et, le cas échéant, sujet à l'autorisation expresse des autorités locales concernées et de la Direction Générale Aéronautique.

Toute prise d'images de la course parmi et/ou en dehors des voitures participantes sont soumises à l'accord préalable de l'organisateur. De même, toutes les images prises et/ou produites lors de l'événement sont et resteront la propriété de l'organisateur, sauf accord préalable de l'organisateur. Les productions d'images, retransmission, copies sur internet sont interdites, sauf accord préalable de l'organisateur.

Tout film télé, photos et similaires pris par les journalistes, photographes et cameramen resteront la propriété exclusive de l'organisateur/promoteur, sans tenir compte de leur auteur.

**L'organisateur/promoteur de la course et ses sponsors institutionnels se réservent le droit d'utiliser les noms, portraits (photo et télé) et les résultats des pilotes participants au meeting, aussi bien en Belgique qu'à l'étranger, à des fins promotionnelles et publicitaires, sans avertissement ou paiement.**

Les concurrents, leurs représentants et leurs sponsors sont avertis que la loi Belge interdisant la publicité et le sponsoring sur les produits de tabacs, comme déterminé par le roi le 10.02.1998, est d'application stricte. **Ils doivent donc s'y conformer parfaitement.**

L'organisateur, le promoteur, ainsi que chaque personne touchant de près ou de loin à l'organisation de l'événement déclinent toute responsabilité quant à l'application de ceci comme résultat du premier nommé et des sanctions qu'il pourrait causer.



## SPA EURO RACE® 2018

### Advertising Regulations

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 m<sup>2</sup>.**

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.





## Spa Euro Race ® 2018

The paddock will be made available from 14.00 on the Thursday preceding the Event. (F1 pit garages at 19.30!). They must be clear.

Any team member found in breach of this clause shall at the entire discretion of RAC Spa be immediately removed from the Venue and as such prevented from taking any further part in the Event. In such circumstances RAC Spa shall not be liable to the Club and Promoter for any costs or refund of fees which the competitor may claim.

As Landowners or leaseholders RAC Spa reserves the right at any time to evict any person or team from its Venue. RAC Spa will hold the Customer responsible at all times for ensuring that competitors are aware via the final regulations that any breach of this clause will result in the removal of team members from the Venue. In the event of a breach RAC Spa will notify the Customer of the team concerned and the Customer will then be responsible for removing the offending team member/s from the Venue.

A team who commits such an offence on the evening after an Event may be restricted from practicing at the Venue where the offence was committed for a period of one year from the date of the offence.

The Customer undertakes to ensure that all Nominated Areas are vacated immediately following the Event. The pit garages and front main paddock areas must be clear and unobstructed by 12 midnight on the final day of the Event, the back paddock and entire site must be vacated by 5pm on the day following the final day of the event. Any instance of non-compliance with the above that is deemed by RAC Spa to be in any way detrimental to its business shall result in the removal by RAC Spa of the obstructions(s) at the entire expense of the Customer and at the entire risk of the owner(s) of the obstruction(s).

The Customer agrees that RAC Spa **may levy a fee equal to € 1000** per hour or part thereof for any failure to comply with this Clause.

## Venue Terms and Conditions

The Customer shall ensure that all officials, marshals, stewards and its other officers, members and their guests attending the Event act in a proper manner and in particular that all persons driving on the Circuit comply with the rules of the Circuit from time to time notified by RAC Spa and are in possession of an appropriate and valid driving licence.

A 30km/h speed limit is in force in all areas of the Venue, except the Paddock where a 10 Km/h speed limit is in force. Scooters are permitted on the venue, where the rider holds the appropriate licence. Mini Moto's are NOT permitted on site. Passengers are not permitted to ride on quads, unless the quad bike is specifically designed to carry passengers. Riding on trailers is strictly prohibited. Tail lifts must be left either up or down.

Unless competing, no persons under the age of sixteen are allowed in the pit lane at the Venue. Children must be accompanied by an adult at all times.

The Customer must make every effort to ensure that all waste oil is placed in the bunded containers provided and not the refuse bins, and that all used tyres are removed from the site for safe and legal disposal. Should RAC Spa deem the efforts to a low standard, then RAC Spa shall be entitled to charge the Customer for any cost incurred in disposing of such items.

The Customer will regularly monitor and check teams in the paddock and pits to ensure safe working practices in accordance with the Governing Bodies' Regulations or guidance notes or any relevant statutory provision or published guidance which may be imposed from time to time and any directions from the Events Manager or her deputy. Particular attention should be given to team fire precautions and fuel storage and to the general safety of any person within the Nominated Areas, as well as the Paddock & Garage Rules, which are displayed in every garage.

No marking of the Circuits or Nominated Area will be permitted and for the avoidance of doubt such surfaces shall include but not be limited to the circuits, the paddock and pit garage floors.

The Customer agrees that it will use best endeavours to ensure that no hospitality, including the holding of barbecues, takes place in the Nominated Areas during the events without RAC Spa's prior written consent. Race Teams found violating this condition will be subject to pay immediately liquidated damages of € 1,000 +VAT.

No animals are permitted into the Venue (with the exception of guide, hearing or caring dogs by prior arrangement).

The Customer shall not, without RAC Spa's prior written consent, organise or permit firework displays, discos, concerts, other loud music or any other thing or event which could constitute a nuisance or annoyance to other persons at or near the Venue.

It is an offence to smoke in enclosed public spaces, work places and company vehicles. As such the following areas are now No smoking. The Customer can be fined € 750 if they allow persons to smoke. Individuals will be fined € 450 if caught smoking.

This is enforced by the Local Authority.

- Hospitality Suites
- Race Control (including Race Admin)
- Pit Garages
- Pit Lane
- Shops
- Media Centre
- Medical Centre
- Circuit Offices

And any other temporary structures we allow on site.