

Index

Chapter I. Organisation.

- Article 1. Definition of the event.
- Article 2. Organisation.
- Article 3. Event specific information.
- Article 4. Officials.
- Article 5. Event timing.

Chapter II. Special conditions for the event.

- Article 6. Drivers.
- Article 7. Description of the vehicles admitted.
- Article 8. Passes - Function Cards.
- Article 9. Insurance.

Chapter III. Event Rules.

- Article 10. Testing - Qualification.
- Article 11. Starting Grid.
- Article 12. Starting Procedure
- Article 13. Safety Car Procedures
- Article 14. Code 60 Procedures
- Article 15. Other Rules

Chapter I. Organisation.

Article 1. Definition of the event.

"24 Hours 2CV" has the status of national open Belgian race, and is composed of:

- A 24-hour race of the Belgian Championships "2CV Racing Cup" and "C1 Racing Cup"
- An event of 200 minutes of the BGDC championship.

Article 2. Organisation.

The event will be organized by 2CV Racing Teams in accordance with the requirements of the FIA International Sporting Code and its annexes; the RACB SPORT regulations, the specific sporting and technical regulations of each championship or series and their supplemental regulations.

Amendments, amendments and / or changes to these Supplementary Regulations will be announced only by means of dated and numbered Additives (published by the organizers or the stewards).

The Sporting Regulations of the championships, series and / or cups can be found at www.racb.com and on the website of each series

By entering, all competitors undertake to respect these regulations and to consider these regulation as an integral part of the specific regulation of their championship or series

Article 3. Event specific information.

<u>3.1 Name of the event :</u>	« 24 Heures 2 CV »
<u>3.2 National Sporting Authority :</u>	Royal Automobile Club de Belgique RACB SPORT Rue d'Arlon 53 1040 BRUXELLES (Belgique) Téléphone : +32 2 287 09 11 Fax : +32 2 675 61 19 Email : sport@racb.com
<u>3.3 Organising Promoter :</u>	2CV Racing Teams ASBL (N° entreprise BE0891.559.959) Rue P.J. Antoine 109 4040 HERSTAL (Belgique) Mail: info@2cvracingteams.be Courrier à Guy Dupont
Sporting Director	BERNARD DELVENNE Licence RACB 2398 Mob :+32 475 62 01 75
<u>3.4 Secretariat:</u>	Until Thursday, 4 th October, 2018: see Organizer and Promoter. From Friday, 5 th October, 2018: See Sporting Director
<u>3.5 Date</u>	5 th , 6 th and 7 th October 2018
<u>3.6 Circuit :</u>	Circuit de Spa-Francorchamps, 7004 m. Direction of travel: clockwise.
<u>3.7 Entries:</u>	The entry forms will have to reach the promoters as defined by each series
<u>3.8 Duration of racing and schedules:</u>	See Timing
<u>3.9 Duration of the meeting:</u>	The Meeting begins with scrutineering and ends at the latest of: <ul style="list-style-type: none"> • filing a complaint or appeal or terminating its hearing; • completion of administrative and / or post-test checks undertaken in accordance with the Code • publication of the final official ranking
<u>3.10 Documentary checks</u>	
All documentation must be completed before leaving the UK.	
<u>3.11 Scrutineering</u>	
When	See Timing in appendix
Place	Coca-Cola tower
Any competitor who is not able to be present at scrutineering must submit a request for exemption with justification by email to the event director before 1 st October 2018 and he will receive a convocation with date and schedule. This application must indicate in the object: the number of the car, the name of the	

driver and mention DEMANDE DE DEROGATION POUR VERIFICATION TECHNIQUE.

Foreign drivers must be in possession of an authorisation from their respective governing body in order to participate in this race.

3.12 Official notice board: F1 Paddock behind garages 1 & 2

3.13 Refuelling & Pit Stops

Competitors must use fuel from the Total pump located in the circuit enclosure. The transport of fuel in the paddocks must be done under the supervision of a person equipped with a fire extinguisher. The Stewards will penalize any infractions. Competitors may refuel in front of their respective garage and / or assigned pit lane.

The driver may remain in the car during refuelling, but the engine must be stopped and the safety harness buckle open.

Cars may only be refuelled using Tuff jugs with C1 Racing Club approved spouts. Only two 20l or 10l Tuff jugs may be used per car at each pit stop. No more than 40 litres of fuel per car in two Tuff Jugs is allowed in garages. Decanting of fuel is not permitted in garages.

Refuelling must be done under the supervision of a person equipped with a fire extinguisher. All parties involved in refuelling must wear fireproof overalls, balaclavas and goggles. No work may be carried on the car during refuelling and the bonnet must remain closed.

During a driver change, two people may help the incoming driver belt up.

In a pit stop, up to 4 people may work on the car in the pit lane if there is no refuelling being carried out. In the garages, no such limit applies.

3.14 Briefing

A separate English-language drivers' briefing The presence of all drivers and the team leader throughout the briefing is mandatory, and must be recorded by signing the attendance list. Any missing signature without derogation from the race director will be sanctioned by a fine of 100,00- €.

Any driver who has not been able, for reasons of force majeure and having warned of his absence, before entering the track, must present himself to the Race Direction of his series in order to receive the briefing.

3.15 Podium

The podium ceremony is compulsory for all drivers who are among the top 3 in the general classification and / or among the top 3 in the C1 Challenge Class

3.16 Parc fermé

Details will be provided at the briefing of each event.

Article 5. Timing

The paddock will open on Thursday 5th October at 2000hrs

Article 6. Drivers

All drivers must comply with the provisions laid down in Annex L of the 2018 International Sporting Code

issued by the FIA in respect of:

- their licenses
- helmets and protective clothing

Each team must comprise a minimum of three and a maximum of six drivers

Article 7. Description of the vehicles admitted

The vehicles must comply with the technical regulations of the C1 Racing Challenge

All cars must additionally have tinted film on the external door mirrors

Extension pipes to the dash air outlets are permitted of no more than 300mm

Rear windows may not be obscured and clear sight must be possible through the car at all times.

If a vehicle is involved in an incident on the circuit requiring tow back to the pits, it must be checked by the RACB Technical Commission before returning to the circuit.

Article 8. Passes and Access Cards

These documents will be handed over and / or made available to each responsible and / or coordinator of the series who will be responsible for forwarding them to competitors and pilots.

Article 9. Insurance

The organizer will take out insurance in accordance with the relevant provisions of the law. "Civil Liability Organizers / Civil Liability Self-Employed". Font Number: AXA 730.261.439

Chapter III. Event Rules

Article 10. Testing and Qualification.

10.1 Timed official qualification shall take place according to timing in the annex

Article 11. Starting Grid

11.1 The starting grids shall be established on the basis of the results of the qualification

11.2 The starting grids will be under the responsibility of each series.

11.3 Entrants must be ready, at the exit of their respective paddocks, 30 minutes before the start time of their race procedure.

Article 12. Starting Procedure.

12.1 The starting signal shall be given by means of the starting lights set off by the Clerk of the Course. Failing this, the national flag shall be used for the departure.

12.2 During the start of a race, the pit wall shall be totally free of any person, except duly authorized officials and booth and course officials, all of whom shall have received the appropriate accreditation to exercise an official function. This prohibition is valid for the first lap of each race.

12.3 The grid and start instructions will be announced at drivers briefing.

Article 13. Race Finish Procedure

13.1 The chequered flag shall be presented to the top-ranked "2CV Racing Cup" championship car on the track after 24 hours.

The control line consists of a single line crossing the circuit.

Article 14. Safety Car Procedure

There will be two Safety-Cars in service, located at different points on the circuit.

The "Safety-Car" procedure will be activated to neutralize the race by decision of the Clerk of the Course only.

The car will carry the words "Safety-Car" in characters of dimensions similar to those of the race numbers, on the back and sides. It will be equipped with three yellow flashing lights on the roof. It will be driven by an experienced circuit pilot and will have on board an observer capable of recognizing all the cars in race, and who will be in permanent radio contact with the Race Direction.

On the orders of the Clerk of the Course, all marshals posts shall deploy yellow static flags (waved at the incident location) and "SC" signs which shall be maintained until the end of the safety-car period. The nearest safety car will immediately enter the circuit, wherever the leading car is.

All the cars in race will form a queue behind the Safety Car; overtaking is prohibited, unless a car is waved past by a Safety-Car signal. During the intervention of the Safety-Car, the cars in the race will be able to pit, but the pit lane exit will be closed shortly before the arrival of the Safety-Car and will not reopen until after the train has passed the pit lane exit

Once the incident is cleared, the Safety-Car will complete at least a half a circuit, with its lights off. When the Safety-Car leaves the circuit, a green flag is deployed at each marshals post on the circuit and the race is restarted. The green flags are removed after one lap. Each lap covered during the intervention of the Safety-Car will count towards the race. Overtaking is permitted as soon as the green flags are displayed at the end of the procedure.

Article 15. Full Course Yellows

Full course yellows may be used when a safety car is not required. The procedure will be communicated during the drivers' briefings for each series.

Article 16. Other Rules

16.1 The presentation of the sanctions or information of the Race Direction to teams and drivers will be posted outside Race Direction in the F1 pit lane and will also be broadcast via the timing screens.

16.2 The table of penalties will be posted on the official noticeboard.

16.3 The Race Director, in consultation with a member of the Board of Stewards, reserves the right to impose a drive through penalty in lieu of another penalty provided or not in the table penalties. Any other decision and / or sanction outside the table of penalties will be left to the discretion of the College of Stewards

16.4 The Race Director may order a CODE 60 to organize the recovery to the pits of a stranded vehicle along the circuit by an intervention vehicle up to 60 minutes from the finish. Once the vehicle has been repaired, it can rejoin the race. For the final 60 minutes, there will be no tow back.

16.5 Designation of a Team Leader

Each team will designate a team leader to administrative control, who will represent the team to the event officials. The Team Leader may be a driver. If so, and the designated team leader is driving, he may be substituted by another member of the team. The team leader's details must be communicated by mail to the sporting director including first name, surname, email and mobile telephone

16.6 The pit lane speed limit is 60 km / h

16.7 Right to claim: Right of protest (RACB Sport):	€500
Right to appeal: National right of appeal (RACB Sport):	€2,000
Right to appeal: International (FIA):	€6,000

16.8 Articles 13 and 15 of the FIA sporting code 2018 will apply.

16.9 Only two team members may help with a driver change.

16.10 During the entire race the sound level shall not exceed 103 dB drive by.