



2020 GT WORLD CHALLENGE EUROPE POWERED BY AWS – ENDURANCE CUP

SUPPLEMENTARY REGULATIONS & APPENDIX 1 TO THE SPORTING REGULATIONS

TOTAL 24 HOURS OF SPA 2020
CIRCUIT OF SPA-FRANCORCHAMPS
20/10/2020 – 25/10/2020

(available on the website www.Total24hours.com).

SCHEDULE

The official timetable for the event will be signed by the Stewards of the Meeting and will be the only valid version.

CHAPTER I – GENERAL INFORMATION

ART. 1 – INFORMATION CONCERNING THE EVENT

1.1. Official Name of the Event

“TOTAL 24 Hours of SPA”

1.2. Honour Committee

François CORNELIS
Roland BRUYNSERAEDE
Frédéric MAEYENS
Philippe SPEECKAERT
President of Honour: Baron de FIERLANT DORMER †

1.3. Organising Committee

Stéphane RATEL
Patricia KIEFER
Laurent GAUDIN
Olivier DEVOS

1.4. RACB Sport

Presidents:

Yves BACQUELAINE
Roland BRUYNSERAEDE

General Director of RACB Sport:

Xavier SCHENE





1.5. Promoter of the GT WORLD CHALLENGE EUROPE POWERED BY AWS

President: Stéphane RATEL
General Manager: Laurent GAUDIN
COO: Patricia KIEFER

1.6 Sporting Board for the Event

Richard NORBURY (Lic. MSA 60288)
Alain ADAM (Lic. RACB 1632)
Laurent GAUDIN (Lic. RACB 3488)
Claude SURMONT (Lic. RACB 2774)
Jacquie GROOM (Lic. RACB 3057)
Xavier SCHENE (Lic. RACB 2731)

1.7 Covid-19 Protocol

All concerned with the Event must follow the SRO Covid-19 Safety Protocol at all times and obey the instructions given at the Event. Any infractions may be reported to the Stewards.

1.8 Timing

Due to the move to winter time at 03:00 on Sunday October, 25th, the timekeeping for the Total 24 Hours of Spa race will take place according to UTC (Coordinated Universal Time). All times from the starting procedure onwards will be given in UTC.

ART. 2 – PRINCIPAL OFFICIALS

2.1. Officials

1. Stewards of the 24 Hours: Unit 1 – 1st floor – room 123 – Office of the Panel of Stewards

Chairman	Yves BACQUELAINE	(RACB 0001)
International Steward	Richard NORBURY	(MSUK 60288)
International Steward	George ANDREEV	(RAF A20-107BK)
International Steward	Alessandro TIBILETTI	(ACI 48825)
National Steward	Joost DEMEESTERE	(RACB 0118)
National Steward	François DUMONT	(RACB 1577)
Driver Advisor to the Stewards	Guy CLAIRAY	(RACB 3592)
Secretary to the Stewards	Murielle POUPIER	(RACB 3515)
Assistant	Aurore LUMAYE	(RACB 3414)
Sporting Secretary in charge of communication	Murielle POUPIER	(RACB 3515)





The Stewards will work in rotating panels of three Stewards during the Event. Only three Stewards will be on duty at any time and decisions will be signed by these three Stewards; a signature from any single Steward is sufficient for a summons.

2. Race Director: Unit 1 – 1st floor – room 113 – Office of the Race Director

Race Director:	Alain ADAM	(RACB 1632)
Deputy Race Director	Joel DOVALE	(FFSA 7681)
Deputy Race Director	Peter ROBERTS	(MS UK 140949)
Race Control	Philippe GODET	(RACB 2411)
	Jean-Yves MUNSTERS	(RACB 1705)
	Pascal VANHULLEBUSCH	(RACB 2681)
Assistant Race Director	Steve BURNS	(MS UK 85348)
Assistant Race Director	William WATTE	(RACB 2651)
Assistant to the Race Director	Abi HAY	(RACB 3839)
Sporting Director	Jacque GROOM	(RACB 3057)
Pit Lane Supervisor	Ghislain VERRIEST	(RACB 3021)
Pit Lane	Thierry LACOURT	(RACB 3313)
Pit Lane	Jean-Marie BEAULOYE	(RACB 3325)
Pit Lane	Eric GILSON	(RACB 2751)
Pit Lane / Pre Grid Officer	Kathy GALL	(TBC)
Pit Lane / Pre Grid Officer	Tara ORAM	(TBC)

3. Clerk of the Course: Unit 1 – 1st floor – room 121 - Office of the Clerk of the Course

Clerk of the Course: Philippe GODET (RACB 2411)

4. Secretariat of the Meeting: Unit 1 – room 119 – 1st floor – Office of the Secretary of the Meeting

Secretary of the Meeting: Robby WUYTS (RACB 2553)

5. Technical Commission: F1 Paddock – FIA Unit – FOM – Box 1&2

Technical Director	Claude SURMONT	(RACB 2774)
Technical Delegate	Alain MARQUET	(RACB 2265)
Chief Scrutineer	Adriano D'ANIELLO	(RACB 3341)
Chief National Scrutineer:	Lucas BOEVER	(RACB 3884)





6. Medical Service: Surgical Unit – Blanchimont

Delegate: Dr. Christian WAHLEN (RACB 1047)
Delegate: Dr. Koen ENGELBORGHES (RACB 3873)
Series Medical Delegate: Dr. Giancarlo RAFFERMI (RACB 4044)

7. Office of the Track Marshals: Endurance building – 1st floor

Chief Track Marshal: Jean-François THIRY (RACB 3836)
Deputy: Benoît LEJEUNE (RACB 3290)

8. Pit Marshal's Office: Uniroyal Tower – Ground Floor – 'Pit Lane'-side

Chief Pit Marshal: Jean-Marie BROHEE (RACB 2964)

9. Safety Direction: F1 Paddock – Unit 1 – 1st floor – Race Control

Delegate: Sven LEUFGEN (RACB 3842)

10. Competitor Relations Office: F1 Paddock – Unit 1 – 1st floor – Office 115

Team Relations Manager: Sophie PEYRAT (RACB 3487)

11. Press Room: Paddock F1 – Unit 3 – 1st floor – Office 133

Press Delegate / PR / Communications: Adelheid TERRY (RACB 3376)

12. Timekeeping: Paddock F1 – Unit 1 – 1st floor – Office 120

Chief Timekeeper: Steffen RUHL (DMSB SPA1144260)
Chief Timekeeper: Daniel SCHULZE (RACB 3722)

13. Safety Car Drivers & Co-Drivers : F1 Paddock – Unit 1 – 1st floor – Office 136

Safety Car Drivers

Jérôme DOVALE (FFSA 46401)
Matteo MILANI (ACI 354405)
Christophe HAMON (FFSA 161964)

Safety Car Co-drivers

Théo SURSON (RACB 908017)
Alexandre MAGIS (RACB 3206)
Steve HOOREMAN (FFSA 902063)





ART. 3 – FINES, PROTESTS & APPEALS

See Article 18 of the Sporting Regulations of the 2020 GT World Challenge Europe powered by AWS

3.1. Fines

To be paid to the SRO Motorsports Group Fund

3.2. Protest Fees

The amount of the Protest Fee, fixed by the ASN, is € 500.00 (payable in cash).

3.2. National Appeal Fee

The amount of the National Appeal Fee, fixed by the ASN, is € 2,000.00 (payable in cash).

3.3 International Appeal Fee

The amount of the International Appeal Fee is €6,000.00, payable to the FIA through the competitor's ASN

CHAPTER II – GENERAL CONDITIONS

ART. 1 – SPECIFIC SPORTING REGULATIONS

- 1.1 All Sporting Notes, Bulletins and Clarifications issued by the Stewards or the Sporting Board during the 2020 GT World Challenge Europe powered by AWS will apply unless otherwise notified.

ART. 2 – ADVERTISING – RACE NUMBERS – ADVERTISING IMPOSED BY THE ORGANISER

2.1. Livery and Advertising

Each car will adhere to the specific information for the Total 24 Hours of Spa included in the Graphical Charter given in Appendix 3 to the 2020 Sporting Regulations, as well as to any amendments given in these Supplementary Regulations. Any car or driver failing to abide by this Charter will be summoned to the Stewards and a fine or other suitable penalty may be imposed in accordance with article 16.4 of the 2020 Sporting Regulations.

- 2.2 All cars must have all stickers in place, in accordance with article 2.1 above, from the start of the first track activity session onwards (including the Int GTC Paid test and Bronze Test). Any car failing to be in conformity will be reported to the Stewards who may impose a fine.

ART. 3 – GENERAL SAFETY DISCIPLINE

- 3.1. In addition to the two fire extinguishers provided by the Organiser (Article 33.7) of the 2020 GT World Challenge Europe powered by AWS Sporting Regulations, each team must provide, for each entered car, two supplementary fire extinguishers with a weight of minimum 6KG each.
- 3.2. No one under the age of 18 years old may use the following vehicles: two-wheeled, three-wheeled, or four-wheeled vehicles, similar to motorcycles. Persons over 18 years old must be in possession of a "Moto Pass".





In all circumstances, these vehicles are strictly limited at all times to the “Paddock” enclosures, to the Paddock / Driver Parking route and to the Paddock / Refuelling route. In the case of a breach of this rule, the vehicle will be impounded until 25/10/20 at 18h00.

Any team contravening this rule will be summoned to the Stewards of the Meeting who will determine the penalty that will be given.

- 3.3. Use of radio communication equipment:
The frequency band between 146 MHz and 174 MHz is reserved for the Organisers of the event, for obvious safety reasons. Any use of equipment operating in this frequency band, within Francorchamps, must be authorised beforehand by the Organiser and must satisfy the requirements of the Belgian law in this field. Any competitor or team wishing to use radio apparatus other than CB (27 MHz), to establish communication between the pits and the competing cars, is obliged to submit its application to the IBPT. See documents in Appendix 2.
- 3.4. Use of drones:
The use of drones or similar remote controlled equipment is strictly forbidden at the Spa Francorchamps circuit except with specific permission from the Organiser, which will only be given with the prior authorisation of the Police and the Mayor. Any such authorisation will be subject to prior approval from the DGTA (Direction Générale des Transports Aériens (*Directorate General of Air Transport; Belgium*)) Any person or persons found to be carrying, supplying or operating such equipment on the site without prior permission will be reported to the Stewards of the Meeting and may also be reported to the Security personnel. Equipment will be confiscated.

ART. 4 – GENERAL REGULATIONS REGARDING THE PIT BOXES, PIT LANE, FUEL, REFUELLING AND REPAIRS.

- 4.1. Garages
Set-up and dismantling deadlines can be found under Art. 4.6 of these Supplementary Regulations.
- Awnings will not be accepted behind the garages in the F1 paddock, except with specific permission from SRO Motorsports Group.

Teams in the F1 pitlane are reminded that in accordance with article 34.9 of the 2020 GT World Challenge Europe powered by AWS sporting regulations, the doors on the pit lane side must remain open during the sessions of the support races and Teams must keep the pit lane clear during the support race sessions. However, please note the clarification in Sporting Note 5, which states that while Covid-19 Protocols are in operation, teams must place a Tensa barrier at approximately one metre within the garage, to allow support race personnel to shelter or to escape from eventual hazards in the pit lane. The various teams must not mix, and all personnel must wear masks. Support Series personnel wishing to access TV screens should do so on the pitwall, where they may install equipment, or in their own structures.

All vehicles which will be parked inside the Paddock area must provide waterproof protection under the fuel tank and engine to prevent any possible leak of oil/fuel or any other dangerous liquid into the environment. Should a team/supplier fail to abide by this rule, a financial sanction will be imposed after the Event.





4.2. Pit Lane

Access to the Pit Lane is prohibited for persons under the age of 16.

A maximum speed limit of 50 km/h will be enforced in the Pit Lane, during all practice / qualifying sessions and the race. Radar controls will be in permanent use. The speed limit is valid from 'pit in' in the F1 pit lane until 'pit out' at the bottom of the Endurance pit lane, including in the section between the F1 and Endurance pit lanes.

Entry to the Pit Lane is exclusively through the F1 Pit Lane, both for the race and for the practice / qualifying sessions. The Pit Lane may be exited only at the top of the Raidillon Hill (after T4). There is no exit or entrance to the pit lane between the F1 and Endurance pits, and any car entering or exiting through this area will be reported to the Stewards.

During the race, the green and red lights at the exit of the Pit Lane will be used only to stop cars when the Safety Car is deployed. The lights at the exit of the F1 Pit Lane will be red only in case of an incident between the two pit lane sections. At all other times they will be switched off.

The final garages in the Endurance pit lane, which are situated beyond the lights, are subject to the same light restrictions as all other competitors and a pit-lane marshal will control their access to the pit lane exit.

Any car stopping in the pit lane may be pushed by a maximum of four mechanics from the team.

For safety reasons, in the Endurance pit lane only, an additional mechanic may help to push the car into the garage. This mechanic is not authorised to do anything else during that period. The team is also allowed to use a chock of wood to block the car.

During all sessions, as well as after any red flags, cars should be parked in their working zone at 45 degrees, nose towards the pit exit, except for cars in the Endurance pit lane which may be parked parallel if space allows. Only work mentioned in article 39.1 may take place in the working lane during free practice and pre-qualifying, all other work must take place in the garage. Specific rules for the Endurance pit lane may be given by Bulletin from the Stewards.

Rain Lights

Once the race has been declared Wet, it remains Wet for the remainder of the Race. However, instructions will be issued from Race Control to inform teams when lights can be switched off.

Flashing Lights

When lights are mandatory (in wet conditions and in the mandatory night period) main beams must be switched on at all times that the car is moving. However, the additional lights may be flashed if needed.

4.3. Fuel and Refuelling

a) General

The refuelling area will be located in the Overflow Parking

b) Distribution

Pumps or metallic drums with a maximum capacity of 60 litres





c) Administration: The administration formalities concerning the purchase of the fuel shall be conducted with the fuel supplier of the 2020 GT World Challenge Europe powered by AWS.

Opening hours of the fuel pumps:

Tuesday	20 th October 2020	from 08.00 until 18.00
Wednesday	21 st October 2020	from 14.00 until 18.30
Thursday	22 nd October 2020	from 08.30 until 24.00
Friday	23 rd October 2020	from 10.00 until 19.00
Saturday	24 th October 2020	from 08.00 until 11.00 and 14.30 until 24.00
Sunday	25 th October 2020	from 00.00 until 16.00

d) Transport

Transport must be held in conformity with the prevailing European laws and the paddock prescriptions of the safety agreement of the Circuit. Within the paddock and pit enclosure, fuel may only be transported in metallic jerrycans or in metal drums, with a capacity of maximum 60 litres and with a maximum of 240 litres being transported at any one time. The people responsible for transporting the fuel must be equipped with a powder or foam-type extinguisher, with a weight of 6KG minimum, during the entire operation. This extinguisher must be in working order and must be stamped by a technician from the extinguisher company. The transported jerrycans and / or drums must be separately firmly attached to the transporting vehicle. The towing vehicle, generally a quad bike or mini pick-up (e.g. John Deere, Golf Buggy, etc.), must be adapted to be able to tow the load and be provided with a coupling system backed up by a safety device (chain, strap, etc.).

The transporting vehicle must take the following route: TOTAL Station or Tanker Truck – Endurance Pit (lower situated area) - Uniroyal Tower – Endurance Pit (higher situated area) - Old Technical Center (=Coca-Cola Tower) - "La Source"-bend – F1 Paddock. The return trip with the empty and closed jerrycans and / or drums must be via the F1 Paddock and down the slope again towards the exit from the paddocks.

For safety reasons, and by order of the Police, it is forbidden to transport fuel between 11.00 and 14.30 on Saturday, October 24th 2020

Any team contravening this rule will be summoned to the Stewards of the Meeting who will determine the penalty that will be given.

e) Storage – Refuelling Tower

Maximum quantity of 2 metal drums of 60 litres per car, in each pit box (refuelling tower NOT included). Any potential source of sparks or fire is forbidden within five metres of the rear wall of the pits.

During each refuelling operation, it is compulsory for the refuelling officials to wear fire-resistant clothing over their entire body, including the head and the feet.

The refuelling towers must comply with Article 257A - 6 of Appendix J to the International Sporting Code and with article 35 of the 2020 GT World Challenge Europe powered by AWS Sporting Regulations. The jerrycans and / or metallic drums, whether empty or full, must always be hermetically sealed.

All trace of fuel, in the pit box or in the working area, must be removed immediately. The use of water is prohibited.

Penalty: by decision of the Panel of the Stewards of the Meeting.





f) Fuel Transfer:

Fuel must be transferred by a mechanic from the stamped jerrycans and / or metallic drums to the container of the refuelling tower by means of a line fitted with a gun, equipped with a valve fed by a mechanical hand pump, firmly fixed to the refuelling tower, or by means of a pneumatic pump or a protected, explosion-proof, electric pump. In the latter case, only the pumps and their accessories that have been specifically approved for the transfer of fuel are accepted with their approval documents. All proper approval and / or certification documents concerning the electric pump and its accessories must be available throughout the event. Refuelling of the tower is prohibited while the car is being refuelled. During the filling operations of the refuelling tower, an attendant must be present to assist at the operation, equipped with a powder or foam-type extinguisher weighing at least 6KG and situated at 2 metres from the refuelling operation. The transfer of fuel between jerrycans and the fuelling tower by a funnel is strictly FORBIDDEN.

4.4 The refuelling tower and the degasification bottle must carry the obligatory advertising according to the graphic charter in the appendix.

4.5 Pit Installations
Please see article 34 of the 2020 GT World Challenge Europe powered by AWS Sporting Regulations

4.6 Pit Stops
The refuelling times as given in article 20.3 of the 2020 Sporting Regulations will be confirmed by Bulletin from the Stewards during the Event. In particular, further to checks to take place during the Event on cars from each Brand, different maximum refuelling times for the short stops may be issued per Brand as part of the Balance of Performance.

The penalty for exceeding the maximum refuelling time for short stops, or for failing to meet the minimum refuelling time for long stops, will be specified in a bulletin from the Stewards. The one-second tolerance as mentioned in article 20.1 may only be applied on the minimum refuelling time. No tolerance will be given on the 'short' refuelling stops (see sporting note #7)

4.7 Qualifying
Should any of the qualifying sessions Q1, Q2, Q3 or Q4 be interrupted by two or more red flags, the Race Director can, in order to allow all cars to set a time, extend the session by between three and five minutes.

ARTICLE 5 : PADDOCK REGULATIONS / ACCESS

5.1 SET-UP

- Hospitalities may access the paddock from Monday 19th October from 08:00 to 19:00.
- Garages: Teams may access the garages from Monday 19th from 08:00 to 19:00
- Trucks must access the paddock via Blanchimont. Motorhomes will access through Blanchimont or La Source. Hospitalities will access through Blanchimont or La Source.
- Various deliveries are authorised from 09h00 – 19h00 from Monday to Wednesday, and from 08h00 to 12h00 from Thursday to Saturday.
- Pit wall installations may be set up on Monday 19th from 18:00
- Manufacturer trucks will be authorized to enter the paddock from Tuesday October 20th at 08:00.
- Awnings will not be accepted behind the garages in the F1 paddock

All set-up must be completed by Thursday October 22nd at 10:00





5.2 DISMANTLING DEADLINES

- No trucks will be able to leave the paddock/circuit on Saturday October 24th from 11:00 to 16:00
- Dismantling can be done after the race, and the paddock must be cleared by Monday October 26th at 14:00 at the latest.

5.3 PARKING

Cars may only be parked in the area to which they are assigned and with a valid car pass displayed. Any cars found in the wrong area or without a car pass will be removed and the Team will be reported to the Stewards, where a minimum fine of 1000 € will be awarded

5.4 DELIVERY PASSES

Cars or vans with Delivery passes may be used for a maximum of 30 minutes within the paddock for delivery purposes. After this time, they must return to their correct parking area. Failure to do so may mean the removal of the car as well as being reported to the Stewards, where a minimum fine of 500€ will be awarded.

5.5 CIRCULATION ROUTE IN THE PADDOCK

It is strictly forbidden to circulate in the paddock in the opposite direction to the paddock route laid out and given to all teams before the start of the event. In particular, it is strictly forbidden to use the F1 ramp in the wrong direction. Any team or person linked to a team (see article 15) who is reported to contravene this rule will be reported to the Stewards where a minimum fine of 2000 € will be awarded

5.6 PADDOCK SPEED

The speed limit in the Paddock is 30 km/h. Excessive speed in the paddocks is strictly forbidden. Any team or person linked to a team (see article 15) who is reported to contravene this rule will be reported to the Stewards where a minimum fine of 2000 € will be awarded.

5.7 ORDERS FROM THE ORGANISATION

At all times, Teams, their personnel and suppliers must obey the instructions given by the Organisation of the Event in terms of the set-up of Sporting, Hospitality or other units in the paddock. Any refusal to follow the instructions given will result in the Team being summoned to the Stewards who will award a minimum fine of 2500 euros

ART. 6 – OBLIGATORY LIGHTING PERIOD

The car's regulatory lighting system must function during the entire meeting.

The obligatory periods of illumination start at 16.30 UTC (Sunset 16.26 UTC + 2Hr local time) and will be announced by the presentation of the "LIGHT"- panel by the Clerk of the Course, and will end at 08:00 (qualifying and race). These times can be adjusted by the Race Director. The obligatory period will end at 06.30 UTC (Sunrise 06.16 UTC + 1 Hr local time)





Depending on the weather conditions, the Clerk of the Course can display the "LIGHT"-panel at any time.

The Lights must be in conformity with articles 33.16 – 33.20 of the 2020 GT World Challenge Europe powered by AWS Sporting Regulations.

In particular, Teams are kindly reminded of the terms laid down in article 22.2 of the 2020 Sporting Regulations, which states that for Competitions with night running, including those run according to Article 5.2 cases B, numbers on the doors must be backlit. Please note that this means backlit panels only, and no alternative options such as those using LED lights will be authorised.

Cars are requested to fit suitable LED lights in the cockpit to illuminate the driver-facing camera. These should only work when the pit lane speed limiter is engaged.

Teams are reminded that lights facing forward cannot be red, and lights facing towards the rear cannot be white.

ART. 7 – SAFETY CAR, RED FLAG AND FULL COURSE YELLOW PROCEDURES

7.1 SAFETY CAR

One safety car will be used during the Total 24 Hours of Spa, according to the procedure laid out in article 46 of the 2020 GT World Challenge Europe powered by AWS Sporting Regulations.

- SC will enter the track after T4, top of the 'Raidillon' corner
- SC will extinguish its orange lights at T15
- SC will exit the track at pit entry
- Once the message has been given that the SC will come in this lap, all panels and flags will be removed. The Green flag will be shown on the line only

7.2 RED FLAG

In case of red flag during the race, the procedures laid down in article 47 of the 2020 GT World Challenge Europe powered by AWS Sporting Regulations will be followed.

Further information on red flags may be issued via Bulletin from the Stewards.

Should the race be subject to a red flag before the completion of the first lap, the grid for the restart will be as per the original grid.

Should the race be initially placed under Full Course Yellow and/or Safety Car conditions but is then red flagged and does not resume, the results of the race will be determined by the passing of the timing line of the leader and all following cars the lap before the Full Course Yellow / Safety Car procedures are deployed.

In the case of a red flag, driving stints will stop at the time of the red flag and will resume when the race restarts. The time spent in the pit lane under red flag will not be counted towards the driving time of any driver. The Stewards of the Meeting will take any further decisions about specific driving times as stipulated in article 68 Case B depending on the circumstances.





7.3 FULL COURSE YELLOW

Article 46.4 of the 2020 Sporting Regulations is completed as follows :

- a) The FCY can be used during practice, qualifying or race. The instruction FCY will be given on the Team Radio with a count down: « FCY in 20 seconds, 10 seconds (BOARDS), 5, 4, 3, 2, FCY Now ».
- b) The FCY boards (not the flags) will be presented at the 10 seconds signal to inform cars that overtaking is forbidden and that they must slow down to be at 80 Km/Hr. by the end of the countdown.
- c) At the end of the countdown the message FCY will be displayed on the monitors, waved yellow flags will be shown at all marshal posts and all cars must be at a constant speed of 80 km/h. Overtaking is forbidden and cars must proceed in single file. The board and flag will also be shown at the Line and at pit EXIT. If appropriate, double waved yellow flags will continue to be displayed at the post prior to the incident. The pit lane entry and exit will remain open.
- d) Before the end of the procedure the information « Restart on short notice » will be given on team radio. A 5-second countdown will be given on the team radio before “Green flag” will be given on the monitors after. The FCY boards will be removed and Green flags will be shown at all marshal posts. It will also be shown at the Line and at pit Exit.
- e) An FCY period may be declared before the SC is deployed, except if the SC is deployed during the 3 first laps. The SC will enter the track during the FCY procedure to catch the leader. If necessary, it will overtake cars or will use a green light to signal to any cars between it and the race leader that they should pass. When the SC will be in front of the leader it will turn on its lights and the SC boards will replace the FCY. The cars must form up in line behind the SC no more than five car lengths apart, and overtaking is forbidden until the cars reach the Line after the SC has returned to the pits. The SC will have a blue flashing light to distinguish it from the other cars and drivers should be attentive and let this car past.

Light Panels

The LED Light panels around the circuit have the same value as the marshals' flags and must be respected by the drivers in the same way.

ART. 8 – PARADE, DRIVERS' AND TEAM MANAGERS' BRIEFING

8.1. PARADE

Due to the Covid-19 safety procedures, no parade will take place.

8.2. BRIEFING

Due to the Covid-19 safety procedures, no drivers' briefing will be held. All team managers must attend the Briefing on Wednesday October 21st at 17:15 in room 132 of the 1st floor of the pit building. The briefing document will be provided and all team managers must brief their drivers. They must sign the Briefing Confirmation document to confirm that this has been done.





ART. 9 – DRIVERS’ PRESENTATION AND STARTING PROCEDURE

9.1 DRIVER PRESENTATION

Due to the Covid-19 safety protocols in place, there will be no driver presentation.

9.2 STARTING PROCEDURE

The grid will take place on the grid in front of the Endurance pit lane in accordance with the document which will be published during the Event. The start of the race will be given at the Endurance starting line (in front of the Endurance pit boxes).

The start of the formation lap may be given by the Race Director standing in the middle of the track, waving the Green Flag. He will be surrounded with marshals holding flags, the Trophy on a pedestal, and a cameraman behind him. The cars should start carefully, at a speed of no more than 50 km/h (pit lane limiter) and continue on either side of the starter.

The start of the race will be indicated by the Race Director lowering a national flag. Should the Race Director require an additional formation lap, the national flag will not be dropped although race timing will start in accordance with the provisions of article 45.9 of the 2020 Sporting Regulations.

The exact timings will always be those on the final version of the official timetable signed by the Stewards of the Meeting.

ART. 10 – CEREMONIAL FINISH

The finish of the race will be given at the Line.

However, the cars will continue to the line in front of the podium in the Endurance Pit lane, where a chequered flag will be shown for ceremonial purposes.

Overtaking is not allowed between the Line and the ceremonial flag.

Cars will then continue for a lap of honour at slow pace with the track marshals waving flags

ART. 11 – PODIUM CEREMONY AND PRESS CONFERENCE

At the end of the slowing-down lap, the cars will come into the F1 pit lane and continue down to the Endurance pit lane.

The cars will be separated into those for the podium parc fermé (the winners of the four categories, overall, pro-am, silver and am, as well as the cars finishing second and third overall, and the leading Int GTC car) and those which continue to the main parc fermé, which will be located by the Eau Rouge gates.

The podium area will be strictly forbidden for all non-essential personnel. This includes technicians, journalists, security, photographers and cameramen (except those appointed by the organisers).

The drivers will remain at the foot of the podium in an enclosed space. They will collect their trophies and climb onto the podium only when they are called.

All drivers must follow the directions given. There will be no handshakes or other contact.





The podium ceremony will be organised as follows:

Podium 1: the first three crews in the AM CUP classification and a representative of the winning team

Podium 2 : the first three crews in the SILVER CUP classification and a representative of the winning team

Podium 3: the first three crews in the PRO-AM CUP classification and a representative of the winning team

Podium 4 : the first three crews in the Int GTC CLASSIFICATION and a representative of the winning manufacturer (if not included in the overall podium)

Podium 5: the first three manufacturers in the COUPE DU ROI according to Appendix 6 of the 2020 Sporting Regulations.

Podium 6: the first three crews in the OVERALL classification and a representative of the winning team

ART. 12 – APPLICATION OF THE REGULATIONS

The English version of this document is considered definitive in the event of any difference of opinion regarding its interpretation.

ART. 13 – TRACK LIMITS / PIT STOPS

13.1 TRACK LIMITS

The Stewards of the Event authorise the Race Director (or his deputies) to impose penalties up to and including drive-through penalties for breaches of Appendix L Chapter IV Article 2 c) of the International Sporting Code, articles 33.4 and 33.10 of the GT World Challenge Europe powered by AWS Sporting Regulations and article 13.2 of the Supplementary Regulations below.

13.2 TRACK LIMITS

Judges of fact will be stationed at strategic points to report on drivers who do not respect the track limits in accordance with the Sporting Regulations.

In Free Practice, cars reported for track limits may receive the following warnings and penalties for subsequent infractions

- screen/radio warning
- black and white warning flag
- stop and go penalty of a time set by the Stewards of the Meeting.

In qualifying, additionally cars which improve their time by not respecting track limits may lose that time.

In the race, cars reported for track limits will receive a minimum of a two-second time penalty for each track limits notification. The notification will be given on the TL (Track Limit) column on the timing screens. The penalty must be taken at the next pit stop, before any other work commences. Teams must inform Race Control over the Team Messaging application of the number of seconds penalty they have observed. This procedure may be clarified or amended by Bulletin from the Stewards.

Additionally, at the absolute discretion of the race director, a driver may be given the opportunity to give back the whole of any advantage he gained by leaving the track. In the case of a driver gaining an advantage and not giving it back, he may award an immediate penalty of 5 or 10 seconds, to be taken at the next pit stop.

The Stewards of the Meeting may apply any penalty in addition to those marked above depending on the advantage taken.

Teams are reminded that both warnings and penalties are given to the Car and not to the Driver.





13.3 PIT STOPS

It is clarified, for consistency with other Int GTC rounds, that the procedure outlined in article 39.2 is not only applicable for brake operations in the pit lane, but for any operations which require access behind the wheel.

ART. 14 – TIMEKEEPING

Teams who have problems or mistakes with their transponder or driver ID during the event must complete a Timing Form available in Race Control or the Timing room to provide an accurate record of the driver behind the wheel for the purposes of adhering to the driving time provisions in the 2020 GT World Challenge Europe powered by AWS Sporting Regulations.

ART. 15 – RETIREMENTS

If a car will not continue in the race, further to an accident or technical issue, the team must inform the Race Director and the Stewards of the Meeting by completing a Retirement Form available in Race Control or the Timing room which will be signed and logged.

Should the car have completed 70% of the total number of race laps by the end of the race, the car will still be classified and score points. (article 50.3)

Teams wishing to access or retrieve a car which has been placed in parc fermé during the Race may only do so with a signed release document from the Race Director.

ART. 16 – INSURANCE FOR THE MEETING

The Organiser has subscribed an insurance following the instruction of the law. The insurance policy can be consulted at the race secretariat.

ART. 17 – REGIONAL FIRE DEPARTMENT ADVICE

Major Luc Burette
Commandant de zone de secours
ZS5 W.A.L. (Warche Amblève Lienne)
GSM +32 495 500 923
Tel. : +32 4 228 78 32
luc.burette@zs5wal.be

Subject: Fire safety - paddock requirements

Transportation and transferral of flammable materials:

- the total quantity transported cannot exceed 240l per unit of transportation
- use securely closed metal containers with a maximum capacity of 60 litres
- compulsory presence of an assistant equipped with an extinguisher (6 kg powder or 6 l foam)
- no combustible items within proximity of transported hydrocarbon (eg. tyres)
- no smoking or naked flames; keep away from ignited items, sparks, welding, etc.
- containers must be kept closed at all times whether empty or full
- transportation must be made in a utility vehicle designed for carrying loads





- correct electrical connection between the metallic container and earth before filling or emptying; during these operations the containers must be unloaded from the vehicle in advance
- it is prohibited to enter the loading area of a covered vehicle transporting flammable liquids with mobile lighting equipment other than designed and built to avoid igniting flammable vapours which may have been released within the interior

Where the transportation is made by towing:

- the towing vehicle must be capable of towing and braking the load
- the tyres of the trailer must be suited to the type of ground in question and to the speeds reached by the towing vehicle
- the towing hook and trailer attachment must be CE approved
- a safety cable or chain secured to the trailing arm must be used to connect the towing hook
- each barrel must be individually secured
- a technical steward or judge of fact shall be present while the pumps are opened to ensure that these safety regulations are observed and to sanction those in breach.
- In no case may the towing vehicle be fitted with fixed or moving castors. These are reserved for manual chariots, and the maximum speed for this kind of device is 4 km/h

Handling fuel within the garage:

- hand pumps, pneumatic pumps or explosion-proof electrical pumps. NO batteries
- compulsory presence of a supervisor equipped with an extinguisher and located 2 metres from the refuelling point
- fire-resistant clothing to be worn by all persons located within 2 metres
- ensure stability and earthing of refuelling towers
- compulsory presence of absorbent product in the stand - never water
- compulsory presence of 2 extinguishers (6 kg powder or 6 l foam) in each stand

No smoking or naked flames:

- in the entire area around the tanker lorry
- in the pit lane, in the stands, and within 5 metres of the back of the stands
- above the stands (lodges, mezzanines)

No LPG cylinders:

- in the pit lane, in the stands, and within 5 metres of the back of the stands
- in any vehicle (authorised in tents and under awnings)

No occupation of clearances:

- all paddock road clearances
- a one-metre clearance behind the stands
- N.B. authorised behind stands: lorry platform if lowered
- barriers marking the limits of the stand if easily crossed

Conformity of electrical or gas installations:

- obligation to meet standards
- protection of electrical or gas supply lines.





ART. 18 – JUDGES OF FACT

The following are named Judges of Fact for the event for pitlane infringements:

Pasquale ALLETTO	Michel GUYOT
Bernard BASTIEN	Raphael HECK
Marc BASTIEN	Thierry JACOBS
Arnaud BOSMANS	Frédéric JEANNE
Patrick BOSMANS	Michel JOBE
Roger BRIAMONT	Thibaut JOIRIS
Jean-Marie BROHEE	Christophe LECLERCQ
Louis CHALON	Yannick LESCALLIER
Jean-Marc COTTILS	Dieter MAENHOUDT
Danielle DE BACKER	Sasha MARECHAL
Didier DE GREEF	Alain PAUWELS
Filip DE WITTE	André POUSSEUR
Alexia DELFOSSE	Marc SCHEFFER
Benjamin DEMARS	Michael SCHONBROODT
Olivier DEMARS	Arnaud VAN DAMME
Jean-Loup DEMARTEAU	Patrick VAN MALDEREN
Bernard DENOLF	Michel VANDERMEERSCHEN
Christopher DOOME	Lucas ZELUS
Marion GOEDERT	

The following are named at Technical Scrutineers for the Meeting :

Abdur-Razzaq AL-HADDAD
Cédric BACH
Adrien BILLEMONT
Jacky BILLEMONT
Lucas BOEVER
Fabrice CARTENSTADT
Eric GILSON
Sergio GUZMAN
Stany JANSSEN
Christelle LECLAIR
Eric SCHOONBROODT
Nadia SOYEZ

ARTICLE 19 – INVITATIONAL CLASS

An invitational class may will be included in the Total 24 Hours of Spa with the permission of the RACB. Cars will be authorised to take part with permission of the Technical Director. Invitational cars may be driven by three or four drivers. No driver categorisation will be applied.





CHAPTER III – CLASSIFICATIONS

Classifications for the 2020 GT World Challenge Europe powered by AWS are as set out in the Sporting Regulations in force

CHAPTER IV – INTERCONTINENTAL GT CHALLENGE POWERED BY PIRELLI

The Total 24 Hours of Spa is a round of the 2020 Intercontinental GT Challenge powered by Pirelli.

In accordance with the 2020 Sporting Regulations of the Intercontinental GT Challenge powered by Pirelli, eligible cars are those entered regularly in the Event which have been nominated by the Manufacturers who have entered the 2020 series.

Cars which have not be nominated will be considered invisible in terms of points distribution.

Teams which are competing in the Int GTC races and which have raced in Bathurst and/or Indianapolis may carry over tyres from these prior Events (either dry or wet tyres) in accordance with the regulations for carry-over tyres for the Total 24 Hours of Spa, on condition that they are checked and approved by Pirelli before use.

Cars must comply with the Regulations and Livery information given in the 2020 Sporting Regulations for the Intercontinental GT Challenge powered by Pirelli as well as that for the GT World Challenge Europe powered by AWS.

A separate entry list will be published. Points will be published after the event.

There may be a separate podium for the top three Int GTC finishing cars and drivers.

Intercontinental GT Challenge powered by Pirelli entrants are specifically reminded of the terms of article 34.19 h), which means that a car which does not reach the pit lane by its own means during the race will not be allowed to rejoin the race.

CHAPTER V – APPENDIX 1 TO THE SPORTING REGULATIONS

Please find below the information required under Article 8.2 to the 2020 GT World Challenge Europe powered by AWS Sporting Regulations

PART A

- a) Name and Address of the National Sporting Authority
Royal Automobile Club of Belgium
Rue d'Arlon 53/3
B-1040 Brussels, Belgium
- b) Name and Address of the Organiser
RACB Events S.A.
Boulevard d'Avroy 254
B-4000 Liège, Belgium





- c) Date and Place of the Event
20th – 25th October, Circuit of Spa Francorchamps
- d) Checks and Scrutineering
Administrative Checks and Driver Equipment Checks
These will take place remotely and all documentation must be sent in advance. In case of questions or problems, teams or drivers will be summoned individually.
Tuesday October 20th: Bronze Test Drivers ONLY from 09:00 to 13:00
Tuesday, October 20th: All other Drivers from 14:00 to 19:00
Wednesday, October 21st: 09:00 – 19:00
Technical Scrutineering
Tuesday, October 20th: IntGTC Cars Safety Checks from 08:00 to 10:30
Tuesday, October 20th: Bronze Test Cars ONLY from 10:00 to 14:00
Wednesday, October 21st: All other cars from 08:00 to 13:00 and 14:00 to 20:00
- e) Time and Location of the Briefing
To take place remotely. Team Manager's Briefing on Wednesday October 21st at 17:15 in room 132
- f) Date and start of the Race
Saturday October 24th 2020 at 15:30
- g) Postal and Email address for enquiries
SRO Motorsports Group Promotion
Boulevard d'Avroy 254
B-4000 Liège, Belgium
email : info@sro-motorsports.com
- h) Details of the circuit
Location and Access : Circuit de Spa-Francorchamps, Route du Circuit 55, B-4970 Francorchamps
Nearest Airports :
- Brussels National Airport – 145 km, 80 minutes
- Liège Bierset Airport – 60 km, 45 minutes
- Brussels South Airport – 135 km, 95 minutes
- Maastricht Airport – 75 km, 60 minutes
Length of one lap : 7.004 km, clockwise
FIA circuit license : Grade 1, expires 15th July 2023
Location of pit exit : after turn 4 – top of the Raidillon curve
- i) Location of the following locations
Offices : please see Chapter 1, article 2

Scrutineering, flat area and weighing : F1 pit building, boxes 1 & 2

Parc fermé : after qualifying, F1 pit lane. After the race : Endurance track

Briefing room : room 132, F1 pit building

Official notice board : not in use. Digital notice board available on the link : https://www.gt-world-challenge-europe.com/noticeboard?meeting_id=139

Media Centre : pit building – 1st floor – Unit 3

Press Conferences : Pit building – unit 2 – 1st floor - Press room





Media Accreditation Centre : Total station at the 'La Source' roundabout, Spa-Francorchamps

- j) List of the any supplementary trophies : cheques presented on the podium by SRO Motorsports Group
- k) Amount of the protest fee : see chapter 1, article 3
- l) The names of the Officials : see chapter 1, article 2

PART B

1: Organisation and management of the Event : see chapter 1, article 1

2: List of Officials : see chapter 1, article 2 and article 17

3: Composition of the Sporting Board : see chapter 1, article 1.6

4: Appeal, Protests and Fines : see chapter 1, article 3

5: Digital notice board : https://www.gt-world-challenge-europe.com/noticeboard?meeting_id=139

Visa RACB Sport : C-S-THS-GTW-019

