



2021 FANATEC GT WORLD CHALLENGE EUROPE POWERED BY AWS – ENDURANCE CUP
SUPPLEMENTARY REGULATIONS &
APPENDIX 1 TO THE SPORTING REGULATIONS
TotalEnergies 24 Hours of Spa 2021
CIRCUIT DE SPA-FRANCORCHAMPS
27/07/2021 – 01/08/2021
(available on the website www.TotalEnergies24hours.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**

“TotalEnergies 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 FANATEC 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.

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	Steve BURNS	(MS UK 85348)
International Steward	George ANDREEV	(RAF A21-107BK)
International Steward	John WALSH	(ACCUS O462033-S-21)
National Steward	Paulo MAGALHAES	(FPAK PT21/0006))
National Steward	Pierre PELOSI	(FFSA 136305)
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 122 – Office of the Race Director

Race Director:	Alain ADAM	(RACB 1632)
Deputy Race Director	Joel DOVALE	(FFSA 7681)
Race Control	Philippe GODET	(RACB 2411)
	Jean-Yves MUNSTERS	(RACB 1705)
Track Limits	Pascal VANHULLEBUSCH	(RACB 2681)
	Kelly BATS	(FFSA 252190)
	Valerie DIEBOLT	(FFSA 12431)
	Fabrice GIOVANINNI	(RACB 2535)
	Sergio GUZMAN	(RACB 3845)
	Christian VORMANN	(DMSB 103783)
Assistant Race Director	William WATTE	(RACB 2651)
Assistant to the Race Director	Abi HAY	(RACB 3839)
Sporting Director	Jacquie 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)

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

Clerk of the Course: Roland BRUYNSERAEDE (RACB 0046)

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 Scrutineer: Fabrice CARTENSTADT (RACB 3690)

6. Medical Service: Surgical Unit – Blanchimont

Delegate: Dr. Christian WAHLEN (RACB 1047)
 Delegate: Dr. Koen ENGELBORGHES (RACB 3873)
 Series Medical Delegate: Dr. Giancarlo RAFFERMI (ACM M17045)

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: Nina PFIFFNER (RACB 3542)
11. **Press Room:** Paddock F1 – Unit 3 – 1st floor – Office 134
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)
Kevin ROPARS (FFSA 171054)
Romain BRANDELA (FFSA 90705)
- Safety Car Co-drivers
Théo SURSON (RACB 908017)
Christophe HOORENAM (RACB 902064)
Steve Hoorenam (RACB 902063)

ART. 3 – FINES, PROTESTS & APPEALS

See Article 18 of the Sporting Regulations of the 2021 Fanatec 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.
- 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

All Sporting Notes, Bulletins and Clarifications issued by the Stewards or the Sporting Board during the 2021 Fanatec 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 TotalEnergies 24 Hours of Spa included in the latest edition of the Graphical Charter available on the series Website, 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 2021 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 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 2021 Fanatec 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 01/08/2021 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 2021 Fanatec 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. 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 2021 Fanatec GT World Challenge Europe powered by AWS.

Opening hours of the fuel pumps:

Tuesday	27 th July 2021	from 08.00 until 18.00
Wednesday	28 th July 2021	from 14.00 until 18.30
Thursday	29 th July 2021	from 08.30 until 24.00
Friday	30 th July 2021	from 10.00 until 19.00
Saturday	31 th July 2021	from 08.00 until 11.00 and 14.30 until 24.00
Sunday	1 st August 2021	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: TotalEnergies 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, 31st July 2021

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 2021 Fanatec 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 2021 Fanatec GT World Challenge Europe powered by AWS Sporting Regulations

ARTICLE 5 : Paddock REGULATIONS / ACCESS

5.1 SET-UP

In accordance with the SRO guidelines published nearer to the event.





5.2 DISMANTLING DEADLINES

In accordance with the SRO guidelines published nearer to the event.

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 21.00 and will be announced by the presentation of the "LIGHT"- panel by the Clerk of the Course, and will end at 06:00 (qualifying and race). These times can be adjusted by the Race Director.

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 2021 Fanatec 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 2021 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 TotalEnergies 24 Hours of Spa, according to the procedure laid out in article 46 of the 2021 Fanatec 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 articles 47.2 and 47.4 of the 2021 Fanatec 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 were deployed.

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 July 28th at 17:30 in room 132 of the F1 paddock 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 in accordance with the official timetable and 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 2021 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 2021 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 stop-and-go penalties during practice sessions and up to and including drive-through penalties during the race for breaches of Appendix L Chapter IV Article 2 c) of the International Sporting Code, articles 33.4 and 33.10 of the Fanatec GT World Challenge Europe powered by AWS Sporting Regulations and article 13.2 of the Supplementary Regulations below.

13.2 TRACK LIMITS CONTROL AND PENALTIES

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, Pre-Qualifying and Night 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 will lose that time. After three lap time cancellations the best lap time end of the session may be cancelled

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

- 1st and 2nd infraction : screen warning
- 3rd infraction : black and white warning flag
- 4th infraction : final warning
- 5th infraction : drive-through penalty.

The notifications will be given on the TL (Track Limit) column on the timing screens and on page 7 of the timing screen. After the drive-through, penalties will return to 1st infraction etc. and the TL column will be reset.

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. The track limit count will be re-set every six hours.

13.3 TRACK LIMITS DETECTION

In accordance with article 19.15 of the 2021 Fanatec GT World Challenge Europe powered by AWS Sporting Regulations, all cars will be required to obtain and fit the 3D-equipment for the purpose of detecting track limits. Further instruction will be given to the team on site.

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 2021 Fanatec 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	Jean-Baptiste BARBIER
Raphael HECK	Bernard BASTIEN	Luc IDOMON
Jonathan BASTIEN	Thierry JACOBS	Marc BASTIEN
Frédéric JEANNE	Julien BEBERMANS	Michel JOBE
Arnaud BOSMANS	Thibaut JOIRIS	Patrick BOSMANS
Bertrand LÉBOUCHER	Roger BRIAMONT	Christophe LECLERCQ
Jean-Marie BROHEE	Yannick LESCALIER	Clément BROUDEHOUX
Dominique MAEGERMAN	Christophe CALAY	Dieter MAENHOUDT
Michaël CASAS-BINAZ	Frédéric MATTHYS	Louis CHALON
Françoise NAMECHE	Jérôme CHARLIER	Alain PAUWELS
Yves CHAVEE	Jordy PIETERS	Michel CHEVALIER
Steve PIRARD	Eric COUNSON	Emmanuel PONCIN
Danielle DE BACKER	André POUSSEUR	Didier DE GREEF
Christian SAEYS	Yvan DE PLAEN	Eric SYLOS
Filip DE WITTE	Kelly THEUNISSEN	Wouter DEBAERE
Benoit THUNUS	Benjamin DEMARS	Jean-Louis THYS
Katiana DEMARS	Arnaud VAN DAMME	Olivier DEMARS
Thierry VAN IPER	Arnaud DEMARTEAU	Patrick VAN MALDEREN
Jean-Loup DEMARTEAU	Gustaaf VANDELDELDE	Bernard DENOLF
Lucas ZELUS	Géraud DE-SAINT-ACHEUL	Christopher DOOME
Fabian EUCHAMPS	Salvatore GALLINA	Marion GOEDERT

The following are named at Technical Scrutineers for the Meeting :

Abdur-Razzacq AL-HADDAD	Adrien BILLEMONT	Jacky BILLEMONT
Lucas BOEVER	Marlo DIERICK	Eric GILSON
Sergio GUZMAN	Stany JANSSEN	Dorian KOVAC
Christele LECLAIR	Emmanuel LECOUVET	Sasha MARECHAL
Nadia SOYEZ	Vera VAN DE VELDE	Liam VANDE WOUWER
Velten VER DONCK		

ARTICLE 19 – INVITATIONAL CLASS

An invitational class may will be included in the TotalEnergies 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 2021 Fanatec 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 TotalEnergies 24 Hours of Spa is a round of the 2021 Intercontinental GT Challenge powered by Pirelli.





In accordance with the 2021 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 2021 series.

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

Cars must comply with the Regulations and Livery information given in the 2021 Sporting Regulations for the Intercontinental GT Challenge powered by Pirelli as well as that for the Fanatec 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 IGTC 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 2021 Fanatec 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
27th July – 1st August, 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 27th July : information from Bronze Test Drivers must be received by 14:00
Wednesday 28th July : information from all other drivers must be received by 18:00

Technical Scrutineering

Tuesday, 27th July : 09:00 – 18:00

Wednesday, 28th July : 09:00 – 12:00

- e) Time and Location of the Briefing
Team Manager's Briefing on Wednesday 28th July at 17:30 in room 132 of the F1 Pit Building.





- f) Date and start of the Race
Saturday 31st July at 16:30
- 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 : F1 Pit Building – Room 132
Official notice board : not in use. Digital notice board available on the link : https://www.gt-world-challenge-europe.com/noticeboard?meeting_id=166
Media Centre : pit building – 1st floor – Unit 3
Press Conferences : Pit building – unit 2 – 1st floor - Press room
Media Accreditation Centre : Open Source, Route du Circuit 16, 4970 Stavelot
- 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=166

Visa RACB Sport : C-S-TEHS-GTWC-023 (21/07/2021)

