



“24 Hours of Zolder 2009”

Specific Sporting Regulations

Addendum S-01 – 31/07/2009

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ART. 4 : MEETING

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- 4.4 Warm-up
On Saturday August 22nd '09 : 11.40 – 12.00 20' (Warm-up)

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ART. 16: DRIVERS, CHANGE OF DRIVERS AND TEAM PRINCIPALS

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- 16.6 The change of drivers is only allowed in the pit lane and in front of the team box, or the place designated to each team. The driver must leave the car by his/her own. The driver that takes place in the car or a third person may support the Hans® system in order to ease the change of drivers. The driver that leaves the car (can be replaced by another member of the team) or a third person may assist fastening the seatbelts.

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ART. 18: COMPETITION NUMBER

- 18.1 The promoter of the Belgian GT Championship “MVD” 2009 allocates the competition numbers at the publication of the official list of competitors.

18.2 Reserved numbers

~~18.2.1 Following competition numbers are foreseen :~~

~~Division 1 = 1 → 99
Division 2 = 101 → 199
Division 3 = 201 → 299~~

~~Division 4A – Class S1 = 301 → 320
Division 4B – Class S2 = 321 → 340
Division 4C – Class T4 = 341 → 360
Division 4D – Class T3 = 361 → 380
Division 4E – Class T2 = 381 → 399~~

~~Division 4F – Class 1 = 401 → 420
Division 4G – Class 2 = 421 → 440
Division 4H – Class 3 = 441 → 460
Division 4I – Class 4 = 460 → 480~~

Priority will be given to participants of the Belgian GT Championship “MVD” 2009 that will keep their attributed competition number.

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ART. 27: SERVICE IN THE PIT LANE

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27.4 Behaviour of the mechanics

- 27.4.1 The number of mechanics that may simultaneously work on a car is limited to :

- Maximum two (2) for refuelling. They must at least wear a fireproof overall, gloves, a balaclava and safety glasses or a helmet.
 - During refuelling at the box, a change of driver is permitted.
 - Any other intervention during refuelling is forbidden.
- During the pit stop of his car, the driver being replaced or one mechanic may help the replacement driver to install himself in the car. Only one person and the driver leaving the car (**can be replaced by another member of the team**), are entitled to help the driver taking his place, to fasten the safety belts and support the HANS© system.
- For all other operations, including tyre changes:
 A maximum of four mechanics from the team of the participating car may work on the car at any time (except for the cases provided in this article).
 One (other) mechanic may clean the windscreen.
 A maximum of two air guns (hydraulic or electric – only on battery) for the wheel nuts may be used.
 All the persons mentioned above must wear the green brassard.
 All other team members standing in the working area (« working lane ») delimited by a white or red strip separating the pit from the working lane will be considered as working on the car, as will a driver if he performs any work on the car, and counted as a mechanic. A penalty may imposed on a team for any additional team member in excess of the persons authorised.
- All persons working on a car must at least wear a working outfit (overall) that protects themselves against fire sources, fire and eventual other damages.
- A maximum of two (2) external technicians (for instance tyres and brakes) may touch the car of inspection, but they are not allowed to perform any intervention.
- A driver sitting behind the wheel will not be taken into consideration.

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ART. 28: REFUELLING

- 28.1 For the use of fuel, competitors need to pay an advance of €2.500 by means of bank transfer before August 19th 2009 on following bank account of VZW Terlamen / Circuit Zolder : ING 335-0340431-07. The reference should mention : “**24 Hours of Zolder – fuel – competition number x**”.
 (full bank coordinates of VZW Terlamen : Bank ING, De Schiervellaan 10, 3500 Hasselt, Belgium, account number : 335-0340431-07, IBAN BE74 3350 3404 3107, BIC/SWIFT BBRUBEBB200).
 The final settlement will be drawn up the week following the meeting.
 Competitors can provide (until the start of the race) of fuel at the pumps in the paddock.

- 28.2 During the race, no fuel may be present ~~in the boxes,~~ behind the boxes ~~or in the pit-lane.~~ ~~During the race each car must fill up with the fuel supplied by the organisation.~~

During the entire meeting, competitors (except for diesel cars) are obliged to use the fuel (unleaded – 98 octane) delivered by Circuit Zolder.

Each breach of art; 28.2 shall be penalised with a “Stop & Go” of 3 minutes, unless otherwise specified.

Refuelling during the race is permitted or :

- 28.2.1 in the refuelling place** (*i.e. the place in the pit-lane where the fuel tanks are installed*) by the organiser’s appointees at the provided fuel tanks (the latter will only be put into operation as of Saturday August 22nd 2009). At the fuel tanks only unleaded fuel (98 octane) is supplied. A maximum of 100 litres, counted on the numbers of the pumps, can/may be taken during one and the same refuelling (not taking into account the capacity of the fuel tank of the participating car).

A green light will signalise the availability of the pumps in the refuelling place. The red light will lighten if all pumps are occupied. This red-green light is situated at the entrance of the deceleration track.

The refueling will be carried out directly into the car by means of one pistol, eventually using an empty accessory.

When standing still at the fuelling station, the driver must turn off the engine of the car.

The refueling place will only be open to two (2) delegates of the team, wearing fire-proof clothing (overall, gloves, balaclava, closed shoes and helmet or glasses) and disposing of a special accreditation.

A third permit can be obtained after written demand at the Clerk of the Course that will hand it over to the Panel of the Stewards of the Meeting that will take advice from the scrutineering commission. After approval of the Panel of the Stewards of the meeting, a third permit can be obtained. Above articles need to be observed.

Each reservation or blocking of a fuel tank or a place in the refueling place is forbidden. (i.e. that the team members of a car only are authorized to leave the waiting area in front of the fuelling station if their car is standing still at a fuel pump).

When the car is standing still at the fuel station, these persons must open the filling orifice(s). If necessary, they must install (filling and/or de-aeration) tools.

Furthermore, the car must be put to earth.

One team member must be stand-by with a fire extinguisher provided by the organizer (within a distance of about 2 meters of the filling orifice).

Only if all of the above-mentioned items are complied with, the members of the organization will refuel the car. Therefore, the fuel gun is exclusively operated by persons designated by the organizer.

The team responsible accepts the counterfoil after each refueling (the counterfoil will be binding for the final statement of the supplied fuel). Immediately when their car has left the fuelling station, all team members of the car concerned must leave the refueling place.

The agents of the organizer will designate the pump at which a car will have to refuel and will also give the signal when the car has to leave the refueling place. These orders must be strictly observed.

While the car is in the refueling zone, no intervention on the car is allowed, except for those mentioned in this article. Not under any circumstances working on the car in the refueling place is permitted, not even a check-up of the car or a partial check-up, nor a change of driver.

Each change of driver is only allowed in the pitlane in front of the box.
Each use of cell phone in the refueling place is forbidden.

Cars running on diesel cannot refuel at the pumps and must therefore refuel as described in art. 28.2.2 of this addendum.

28.2.2 Or in front of the box as described in art. 28.3, 28.4.2 of the specific regulations by means of an autonomic fuel tower or a standard supply tank or an un pressurized container not exceeding 35 liters capacity.

In case of refueling in front of the box, the fuel supply can only be done at the pumps in the refueling zone through the pitlane (except for diesel cars).
Transport of fuel is only allowed with closable metal and leak-proof jerry cans not exceeding 20 liters capacity or an un pressurized container not exceeding 35 liters capacity, by team members dressed as described in this article. During the transportation of fuel, the team members need to get as close as possible against the signaling zone in the pitlane and the transportation needs to be done without any help of any mechanic or electrical means of transport, only a small hand lorry on 2 wheels is permitted. The recipients need to be well attached on this lorry. The recipients can also be carried. Spilling of fuel is strictly forbidden.

TRANSPORTATION OF FUEL DURING THE RACE THROUGH THE PADDOCKS IS STRICTLY FORBIDDEN.

The refueling place will only be open to two (2) delegates of the team, wearing fire-proof clothing (overall, gloves, balaclava, closed shoes and helmet or glasses) and disposing of a special accreditation.

During the refueling of the recipients, one team member must be stand-by with a fire extinguisher provided by the organizer (within a distance of about 2 meters of the filling orifice).

Only if all of the above-mentioned items are complied with, the members of the organization will refuel the recipients. Therefore, the fuel gun is exclusively operated by persons designated by the organizer.

The team responsible accepts the counterfoil after each refueling (the counterfoil will be binding for the final statement of the supplied fuel).

The agents of the organizer will designate the pump at which the recipients can be filled. These orders must be strictly observed.

28.3 Prescriptions during warm-up, free practice, qualifying and race (if refuelling is done in front of the box with an autonomic fuel tower or a standard supply tank not exceeding 35 liters capacity).

- The refuelling intervention is only allowed at the start or the end of a pit stop.
- During the refuelling procedure, the car must remain on its wheels and no level change is allowed.
- The driver may remain in his/her car, but the engine must be shot down.
- The team principal must ensure that a team member with the team extinguisher with a minimum volume of 5 kg is standby during refuelling at a range of minimum 2 meters from the fuel opening of the car, and that two especially designated persons, wearing a fireproof overall, gloves, closed shoes, balaclava and safety glasses or helmet are carrying out refuelling.
- During the refuelling procedure, other interventions onto the car than those specified in Art. 27.4.1 are forbidden.
- Before and during refuelling by means of a fuel tower, the car must be electrically earthed.

28.4 Refuelling

28.4.1 Refuelling during the warm-up, free practices and qualifying is only allowed following next procedure :

- a) An autonomic fuel tower per box, as described in art. 28.7 of the specific regulations.
"With a restrictor of a maximum internal diameter of 33 mm".
- b) A standard fuel tank or tank with a maximum capacity of 35 litre, not under pressure, easily exposure to air, and a leak-proof coupling to fit the filler mounted on the car, as described in art. 28.8 of these specific regulations
"With a restrictor of a maximum internal diameter of 30 mm".
- c) A metal and weather proof jerry can with a maximum capacity of 20L., provided with an opener (type 1/4 and a maximum diameter of 1 inch), marked by RACB Sport (and this only for those who still use an old fuel tank with a propeller capsule.

All recipients described in this article shall be approved and marked by RACB Sport.
The use of non marked recipients shall lead to a penalty.

~~Competitors can take fuel from the pumps in the paddocks until the start of the race. Refuelling in front of the box is allowed until the start of the race.~~

28.4.2 Refuelling during the warm-up, free practices, qualifying and race (if refuelling is done in front of the box with an autonomic fuel tower or a standard supply tank not exceeding 35 liters capacity) is only allowed following next procedure :

- a) An autonomic fuel tower per box, as described in art. 28.7 of the specific regulations.
"With a restrictor of a maximum internal diameter of 33 mm".
- b) A standard fuel tank or tank with a maximum capacity of 35 litre, not under pressure, easily exposure to air, and a leak-proof coupling to fit the filler mounted on the car, as described in art. 28.8 of these specific regulations
"With a restrictor of a maximum internal diameter of 30 mm".

All recipients described in this article shall be approved and marked by RACB Sport.
The use of non marked recipients shall lead to a penalty.

28.4.3 Competitors can take fuel from the pumps in the paddocks until the start of the race. As from the start of the race, competitors can only take fuel from the refuelling zone, except diesel oil.

28.4.4 Check of Fuel towers and recipients :
Wednesday August 19th '09 : 17.00 – 19.00
Saturday August 21st '09 : 09.00 – 11.00

28.5 Transport of fuel containers in the paddock is only allowed with the presence of a person carrying a fire extinguisher.

28.6 Spilling of fuel will be financially fined with € 150.

28.7 Fuel Tower

Refuelling is allowed with a tower complying with the FIA standards, as described in Appendix J of the FIA yearbook, Art. 258.6.4, paragraphs 6.4.1 to 6.4.10 and drawing 252-7. For safety reasons, this tank must be fitted through a tower onto a trolley with the following characteristics:

- All tower components must be mechanically assembled without any degree of freedom in relation to the trolley.
- The base of the trolley must have a surface area of at least 2 m², and must be made with a case fitted on 4 self-braking castors, ballasted with a weight greater than that of the tank filled with fuel. A system for weighing the fuel may be applied through placing a weighing plate underneath the tank, provided that the characteristics set out above are respected.
- A member for supporting the refuelling lines and air hoses may be attached to the trolley:
 - It must be independent of the tank and the tower.
 - It is recommended that this member be allowed a degree of freedom in relation to the trolley (rotation following a vertical axis).
 - It must not exceed 4 m in length and must allow a free passage of a height of 2 m over its entire length, including the accessories.
 - An identification plate bearing the race number(s) of the car(s) must be fixed on top to its end.

This tank must have a simple cylindrical internal shape and must not have any additional internal parts.

- A flow restrictor of 2 mm thick and with an internal diameter of maximum 33 mm must be placed at the exit of this system (see drawing 258-3).
- Above the tank, there must be an air vent system approved by the FIA.
- The refuelling pipe, minimum length 250 cm, must be provided with a leak-proof coupling to fit the filler mounted on the car, and during refuelling the outlet of the air vent must be connected with an appropriate coupling of the same diameter to the supply tank (see drawing 252-7).
- A self-closing valve with an internal diameter of 38 mm must be fixed under the supply tank.
- A fuel level indicator, equipped with stopcocks, mounted as close as possible to the tank, may be used on the refuelling tower.

Refuelling of the tower is exclusively authorized using a mechanical manual pump; jerry cans or any other recipient are forbidden.

Earth Connection

During the refuelling procedure, the car must remain on its wheels and no level change of is allowed.

Before refuelling commences, the car and all metal parts of the refuelling system, from the coupling to the supply tank and its rack, must be connected electrically to earth by a manual contactor having no other function.

28.8 Other fuel recipient

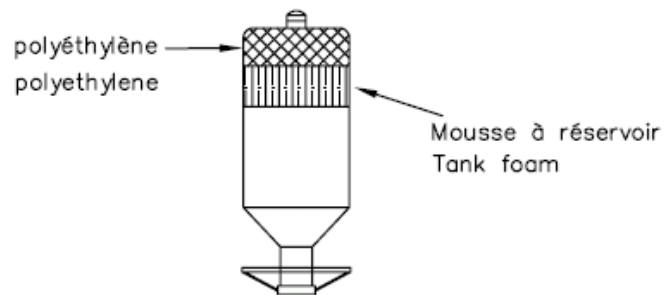
A standard fuel tank or tank with a maximum capacity of 35 litre, not under pressure, easily exposure to air, and a leak-proof coupling to fit the filler mounted on the car, complying with the FIA standards, as described in Appendix J of the FIA yearbook, Art. 258.6.4.8, paragraphs and drawing 252-2, with a flow restrictor of a maximum internal diameter of 30 mm may be used.

28.9 During the entire meeting, following directions need to be strictly followed up :

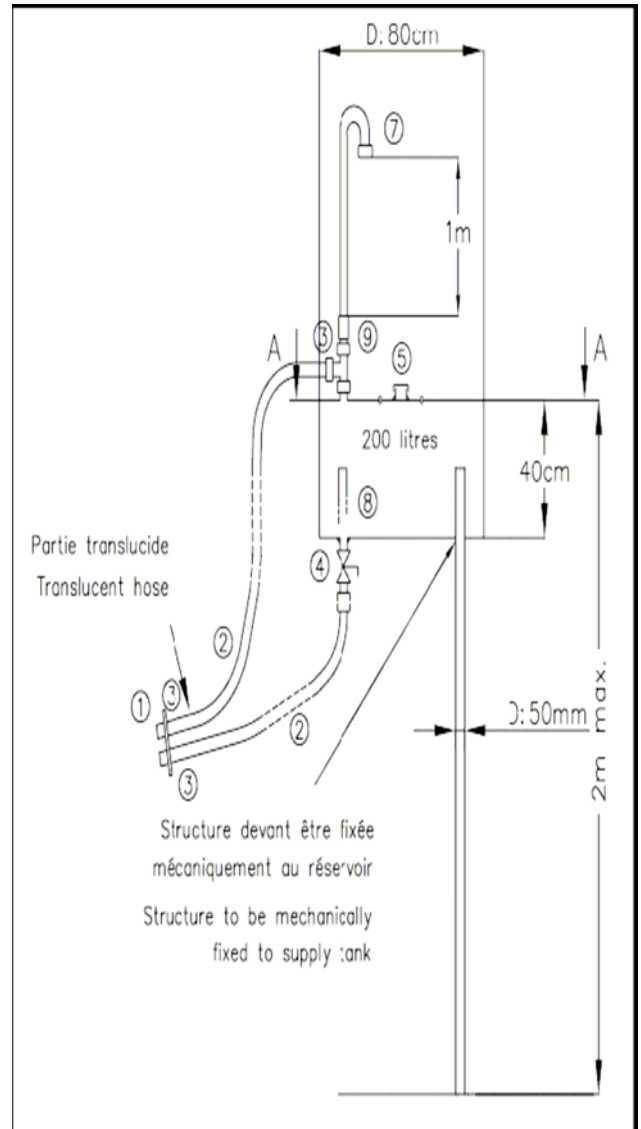
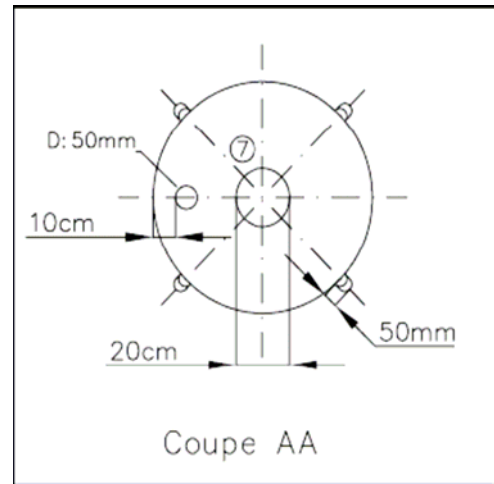
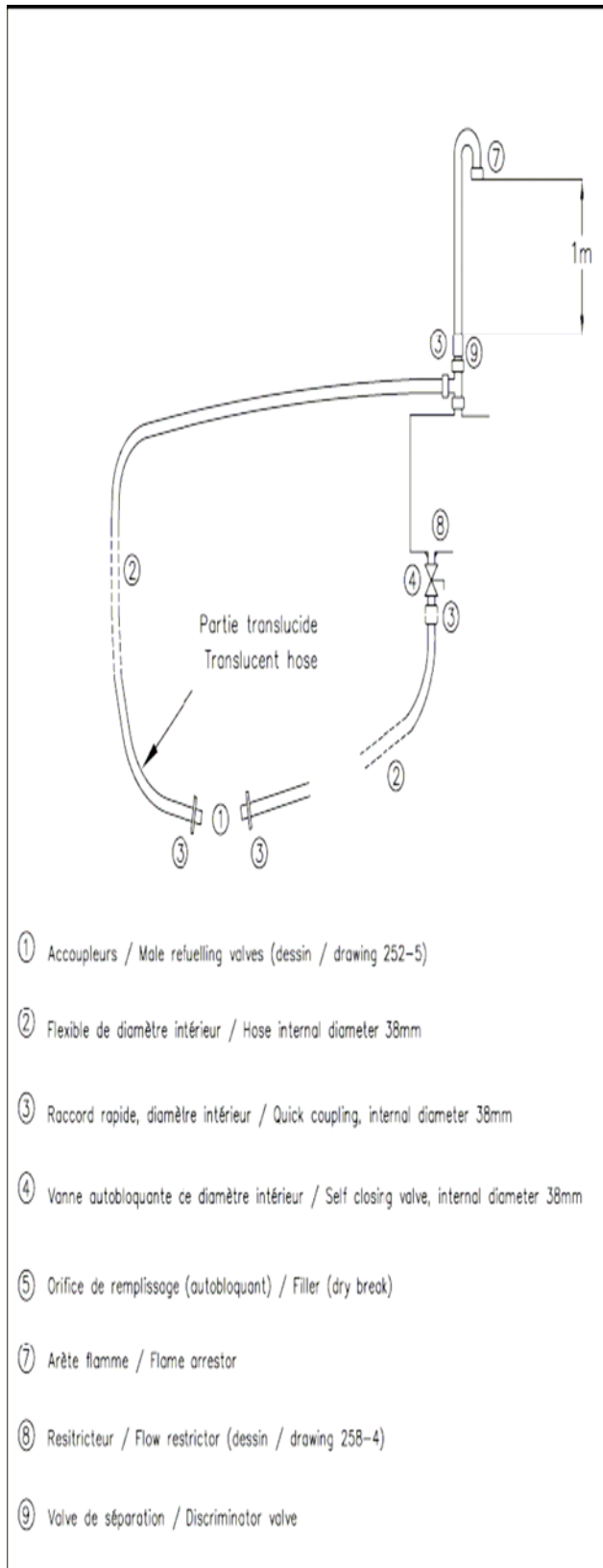
- Storage of fuel at the box (pitlane) :

Maximum of 100 L storage a the box, in jerry cans of max. 20 L capacity per storage unit or un pressurized containers of max. 35 L capacity per storage

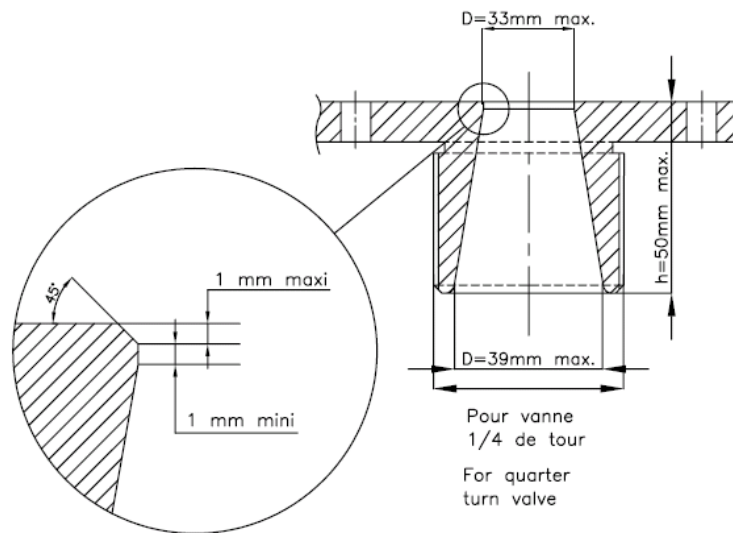
- Storage and/or transportation (during the race) of fuel in the paddock behind the pitlane building (paddock zone 2) is strictly forbidden
- Storage of fuel in the trucks of the teams is strictly forbidden
- The gateways (stairs) from the pitlane building need to be accessible and cleared of any obstruction at all times



DRAWING 252-2



DRAWING 252-7



DRAWING 258-3

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ART. 30: PRACTICES

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30.5 Time Registration

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30.5.2 Transponder

30.5.2.1 For the time registration, each car needs to be equipped with a transponder of the type TranX-Pro Driver ID and its connections, or a similar system giving the times per driver. Each team is responsible for the proper mounting of the transponder. Teams can rent or buy a similar system at the responsible timekeeping (only for Division 1, 2 and 3).

30.5.2.2 Cars entered on year base in the 2009 DSMEC Championship – and are entering the 24 Hours of Zolder 2009 in Division 4, Classes 4F, 4G, 4H, 4I, need to keep their transponder.

30.5.2.3 All other cars (Division 4, Classes 4A, 4B, 4C, 4D) and cars coming from other Championships then DSMEC 2009, need to ask for a transponder during sportive checks.

Before entering the track, the transponder must be mounted following the delivered mounting prescriptions. The attachment of the transponder needs to be bought by the team principal if necessary.

On August 20th 2009, these transponders needs to be handed over to the organization (Race Control Center – above Box 1 & 2) before 17.00 hours.

Before the start of the warm-up on August 22nd 2009, these transponders need to be picked up at the same place and mounted in the car following the mounting prescriptions.

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Addendum 1 approved by RACB Sport

Appendix 3 to the specific Sporting Regulations - Default Penalties