



“24 Hours of Zolder 2009”

Specific Sporting Regulations

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ART. 1: DEFINITIONS – DESCRIPTION

- 1.1 SRO Belgium, hereafter called the promoter, located Sionstraat 17 at 3680 Maaseik, organises the Belgian GT Championship "Mediagroep Van Dyck" 2009, hereafter called the Championship. This name is recognised and sanctioned by RACB Sport and is property of the promoter. SRO Belgium is also the promoter of the "24 Hours of Zolder 2009".
- 1.2 The "24 Hours of Zolder 2009" is governed by the FIA International Sporting Code and its appendices (the Code), the Yearbook and its appendices of RACB Sport, the present regulations and occasionally the supplementary regulations, to which all competitors, team principals, drivers, their agents and representatives are submitted by their participation. All the participating parties (FIA, RACB Sport, organiser, promoter, circuit exploiter, officials and competitors, team principals, drivers as well as their agents and representatives) undertake to apply as well as observe the rules governing the Championship.
- 1.3 These Sporting Regulations will come into force on **July 20th 2009**. As from its date of publication, it will replace all previous Sporting Regulations.
- 1.4 The promoter reserves the right to make one or more alterations and amendments to the present regulations, in consultation with RACB Sport. The competitors will be informed of these alterations and amendments by means of a note posted on the official bulletin board.
- 1.5 The final text of these Sporting Regulations shall be the French version, which will be used should any dispute arise as to their interpretation. Headings in this document are for ease of reference only and do not form part of these Supplementary Sporting Regulations.
- 1.6 "24 Hours of Zolder 2009" has the status of an "OPEN" national meeting with authorised foreign participation.

ART. 2: MODALITIES FOR PARTICIPATION

2.1 Right to use the infrastructure

- 2.1.1 The meeting is restricted to cars entered by a legitimate competitor and complying with the Technical regulations of the Belgian GT Championship "MVD" 2009, the technical regulations of the BTCS or the technical regulations of the DSMEC 2009. The maximum number of cars allowed to practices, warm-up and to start the race is as calculated using Appendix O of the FIA regulations. A deviation can be obtained through the Circuit Homologation Commission, but has to be approved by RACB Sport.
- 2.1.2 In order to be entitled to participate in the "24 Hours of Zolder 2009", each **not enlisted on year base** competitor of the Belgian GT Championship MVD 2009 must pay, per car, a user charges sum of € 5.000,00 (+ VAT) (= € 2.500,00 for entry + € 2.500,00 for infrastructure) allowing :
 - The participation at the "24 Hours of Zolder 2009"
 - Participation fee at the meeting and user charges for infrastructures
 - Fixed amount covering technical, sporting and organisational charges.
 - Participation fee for all promotional costs concerning the "24 Hours of Zolder 2009" and several services granted to the competitors.

The sum must be paid before the 17th of August 2007 by meanings of bank transfer :
Account number : ING 363-0110300-51 – on name of SRO Belgium.

The competitors **enlisted on year base** in the Belgian GT Championship "MVD" 2009 , need to confirm their participation at the "24 Hours of Zolder 2009" before the 10th of August 2009 by post or email to SRO Belgium – Sionstraat 17, 3680 Maaseik – Belgium – info@belgiangt.com.

- 2.1.3 The promoter is allowed to accept at the "24 Hours of Zolder 2009", and after payment of the user charges, cars in division 4 following the technical identity of the car. These cars must return the duly completed participation (Appendix 1) and the Identity Card (Appendix 2 of these supplementary sporting regulations) to SRO Belgium, before the deadline of enlisting to concerned meeting. They must also comply with Art. 11.1, 3rd item.

Cars complying with the technical regulations of the BTCS or the technical regulations of the DSMEC will be enlisted in Division 4 (Guests).

- 2.1.4 The user charges will remain property of the promoter, even if the assigned competition number does not take the start. No refunds, total or partial, will be made for a competition number that is excluded by the Clerk of the Course or the Panel of the Stewards of the Meeting of RACB Sport. The user charges will only be refunded in total if the championship is cancelled or if the promoter refuses participation.

In case of possible refund, € 100,00 will be withdrawn by way of registration fee.

2.2 Practical issues

- 2.2.1 All additional information regarding the “24 Hours of Zolder 2009” will be sent to the correspondence or mailing address mentioned on the participation form.
- 2.2.2 Possible unpaid accounts towards the promoter must be settled before the sporting checks of the promoter, under penalty of exclusion from the meeting.
- 2.2.3 Any damages to the track or the facilities in which the promoter is involved and to moveable and/or immovable property of or managed by SRO Belgium, must be reported immediately. The damages will be invoiced to the person who has caused the damage.

ART. 3: LICENCES

3.1 Competitors

Each competitor must be holder of a valid competitors licence.

3.2 Drivers

The “24 Hours of Zolder 2009” is open to :

- Holders of an International FIA A, B or C licence.
- Holders of an National B-Circuit licence.
- Holders of an “24 Hours of Zolder 2009 Only” licence, only valid for Belgian Regional licence holders VAS/ASAF (for specifications contact RACB, <http://www.racb.com>)
- Holders of other European licences of the same level, without authorisation issued by their ASN.
- Holders of other foreign licences of the same level, with authorisation issued by their ASN and in agreement with RACB Sport.

A driver may not be suspended by any car sports organisation/federation.

3.3 Licence Check

During the sporting checks, the promoter will ensure that he has in his possession a copy of all the licences of the drivers and competitors taking part in the “24 Hours of Zolder 2009” and will check all licences.

Each drivers and/or competitor that hasn't compete in a meeting of the Belgian GT Championship 2009, as drivers changing of competition number in the Belgian GT Championship 2009 must present themselves at the sporting checks.

ART. 4: MEETING

- 4.1 19 – 20 – 22 – 23 August 2009 – Circuit Zolder

The meeting takes fully part of the Belgian GT Championship « MVD » 2009 and this only for cars enlisted in Divisions 1, 2 and 3.

- 4.2 Free Practices :

- Wednesday August 19th 2009 : 16.05 – 17.05 (Free Practice)
- 4.3 Qualifying Practices :
 Wednesday August 19th 2009 : 19.30 – 23.30 Obligated qualifying night session =
 Qualifying practice 1
 Thursday August 20th 2009 : 11.25 – 11.55 Qualifying practice 2
 15.20 – 15.50 Qualifying practice 3
- 4.4 Warm-Up :
 Saturday August 22nd 2009 : 10.50 – 11.10
- 4.5 Race :
 Rolling start – Saturday August 22nd 2009 – 16.00 – race of a maximum duration of 24 hours
 Procedures will be repeated during the briefing.
- 4.6 The driver with the best position on the track will be shown the chequered flag when he crosses the control line (the Line) at the end of the prescribed period. The Line is a single line which crosses the track.

ART. 5: DIVISIONS

5.1.1 Répartition des divisions

Participation in the Belgian GT Championship "MVD" 2009 is reserved for cars figuring on the list "Brands and Types" in Appendix 2 to the present regulations.

▪ DIVISION 1 "**Group GT3**":

FIA GT3 cars, in accordance with Art. 257A of Appendix J, their specific GT3 regulations and conform to its corresponding Technical FIA GT3 dossier. These regulations and technical specifications are dominating.

The only exceptions authorised are :

- Choice of Fuel Tank, in respect with Art. 6.7.2 of the technical regulations MVD 2009.
- Diameter and make of rims, in respect with the information's on the Technical Dossier
- Safety Cage with FIA- or ASN-homologation, in respect with the information on the Technical Dossier.
- Freedom of chassis number
- Freedom of make and type of brake discs, in respect with the type of material and the dimensions as mentioned on the Technical Dossier
- Freedom of material of brake plates, in respect with clamps of the brakes as mentioned on the Technical Dossier
- The addition of one single flexible line or an air duct to bring the cooling air to the brakes of each wheel is permitted, but its interior section must be within a circle of 120 mm diameter.

Cars named "**Nationals GT3**"

- Cars homologated by RACB Sport for SRO Motorsports Group and conform to the FIA directions and specifications (Art. 257A).
- GT cars homologated on base of a specific technical dossier, accepted on invitation only, and submitted to a similar evaluation test.

▪ DIVISION 2 "**GT4 & Supersport**":

GT cars of the GT4 Group and GT cars of the type Supersport, conform their specific regulations and technical RACB dossiers. These regulations and technical specifications are dominating.

▪ DIVISION 3 "**Specials**":

GT cars figuring on the list in Appendix 2, having run or could have competed in the Mediagroep Van Dyck Belcar 2004-2007 and/or the Belgian Touring Car Series 2003-2006, and or the Belgian GT Championship 2008, accepted on invitation and after remittance and approval of a complete technical dossier, with following restrictions :

- With a nominal or calculated cylinder capacity of maximum 5000 cc for atmospheric engines and 2500 cc for supercharged engines.
 - Porsche 996 Biturbo 3600 cc is no longer accepted.
- **DIVISION 4 "Guests":**

Guest cars are cars not completely complying with the Belgian GT Championship "MVD" 2009 (except on security level) technical regulations, but, on base of a technical dossier, can be exceptionally accepted for one meeting by RACB Sport and the promoter. These cars need to comply at least with the Technical Regulations of the BTCS 2009. or the Technical Regulations of the DSMEC 2009.

Division 4 is divided in different classes and this following the Technical Regulations the car complies to :

Cars complying with the Technical Regulations of the BTCS 2009 are divided in following Division and Class :

- Division 4A – Class S1
- Division 4B – Class S2
- Division 4C – Class T4
- Division 4D – Class T3
- Division 4E – Class T2

Cars complying with the Technical Regulations of the DSMEC 2009 are divided in following Division and Class :

- Division 4F – Class 1 (+ 4501 cc)
- Division 4G – Class 2 (3500 cc – 4500 cc)
- Division 4H – Class 3 (2500 cc – 3499 cc)
- Division 4I – Class 4 (2000 cc – 2499 cc)

For cars not complying with above specifications, can apply a separate candidate to the promoter and the RACB by meaning of a full dossier – as presented in Appendix 2 of these regulations. The promoter and the RACB will decide of the eventual Division and/or Class he will be admitted in.

5.1.2 Supercharged engines

Handicaps for engines :

- Single turbo or mechanical compressor : cylinder capacity x 1.7
- Double turbo or mechanical compressor : cylinder capacity x 2.0
- Alternative piston or rotary engines : (volume determined between the maximum and minimum capacity of the combustion chamber) x 1.5.

5.2 COMPETITORS' APPLICATIONS

The meeting is in priority open for private teams and non professional drivers.

The categories system of drivers (A Platinum, B Gold and C Silver) as described in art. 5.2 of the sporting regulations of the Belgian GT Championship "MVD" 2009 will not be applicable in any Division or Class.

ART. 6: THE CHAMPIONSHIP

Belgian GT Championship "MVD" 2009 (only applicable for Divisions 1, 1 and 3).

6.1 Titles

6.1.1 The title of **Belgian GT Driver Champion "MVD" 2009** will be awarded to the driver who has scored the highest number of points, taking into consideration all the results obtained during the meetings which have taken place.

6.1.2 The title of **Belgian GT Team Champion "MVD" 2009** will be awarded to the competition number that has scored the highest number of points, taking into consideration all the results obtained during the meetings which have taken place. Are considered as Champions, the drivers (team) with the highest number of points on that competition number.

6.1.3 The title of **Belgian GT Team Champion "MVD" 2009 per Division (1, 2 & 3)** will be awarded to the competition numbers that have scored the highest number of points in their respective division, taking into consideration all the results obtained during the meetings which have taken place. Are considered as Champions, the drivers (team) with the highest number of points on that competition number.

6.1.4 For each title, there will be a separate classification.

6.2 Points

6.2.1 For each race, a general result of the race and a ranking per Division will be drawn up.

Points for the title of **Belgian GT Driver Champion "MVD" 2009** (as described in Art. 6.1.1) are awarded at each race according to following scale :

1 st :	20 points	9 th :	7 points
2 nd :	17 points	10 th :	6 points
3 rd :	15 points	11 th :	5 points
4 th :	13 points	12 th :	4 points
5 th :	11 points	13 th :	3 points
6 th :	10 points	14 th :	2 points
7 th :	9 points	15 th :	1 point
8 th :	8 points		

Points for the titles of **Belgian GT Team Champion "MVD" 2009** (as described in Art. 6.1.2 & 6.1.3) are awarded at each race according to following scale :

1 st :	10 points
2 nd :	8 points
3 rd :	6 points
4 th :	5 points
5 th :	4 points
6 th :	3 points
7 th :	2 points
8 th :	1 point

Points for the "24 Hours of Zolder" meeting:

A 24-Hour meeting is considered as a single meeting during which intermediate classifications will be drawn up after 6 and 12 hours of racing, giving rise to the allocation of points. Only the classification at the end of the 24 Hours is considered as the official classification of the meeting. The points in the intermediate classifications after 6 hours and after 12 hours will be awarded following the classification on the timekeeping monitors, after exactly 6 hours and exactly 12 hours race.

A **double** allocation of points in three parts will be awarded for the titles as described in Art. 6.1.2 and 6.1.3. A specific classification shall be published for cars of the Belgian GT Championship "MVD" 2009 for this "24 Hours of Zolder 2009" meeting.

One quarter of these points will be allocated according to the intermediate classification after six hours, one quarter after twelve hours and the remainder according to the final (official) classification.

Position	After 6 hours	After 12 hours	After 24 hours
1 st	10	10	20
2 nd	8	8	16
3 rd	6	6	12
4 th	5	5	10
5 th	4	4	8
6 th	3	3	6
7 th	2	2	4
8 th	1	1	2

- 6.2.2 For all cars and drivers running in Division 4 "Guests", points nor places will be awarded.
- 6.3 If a race is suspended under Art. 35, and cannot be resumed, no points will be awarded if the driver with the best position on track has completed less than two laps, half points will be awarded if the driver with the best position on track has completed more than two laps but less than 75% of the original race distance (or time) and full points will be awarded if the driver with the best position on track has completed more than 75% of the original race distance (or time).
- 6.4 The winning teams with their drivers must be present at the annual Prize Giving ceremony of SRO Motorsports Group, SRO Belgium and the RACB Awards. All competitors shall use their best endeavours to ensure that their drivers attend as aforesaid.
- 6.5 If two or more competition numbers finish the season with the same number of points, the higher place in the Championship shall be awarded to :
- The holder of the greatest number of first places,
 - If the number of first places is the same, the holder of the greatest number of second places,
 - If the number of second places is the same, the holder of the greatest number of third places and so on until a winner emerges,
 - If this procedure fails to produce a result, RACB Sport, in agreement with the promoter, will nominate the winner according to such criteria as they think fits.
 - Special case : drivers of the same car who finish with the same number of points will share the same place in the Championship.
- 6.6 **Modalities**
- 6.6.1 If one or more cars are excluded from a meeting, the points will be awarded to the next cars in the ranking. For the car(s) concerned, a 0-result will be entered.
- 6.6.2 It is forbidden to push, pull or let push or pull a car with the intention to cross the finish line or to reach the deceleration track (pitlane). Offenders will be annulled in the result.
- 6.6.3 When the winner crosses the finish line, the red light at the end of the pitlane will simultaneously be put on. As of that moment, it is forbidden to leave the pitlane.
- 6.6.4 A car entered in the "24 Hours of Zolder 2009" cannot participate to other practices, or races during the same meeting, except after application in written and approval by the Clerk of the Course. This application must be sent to the promoter before the end of sporting checks of the meeting concerned.
- 6.7 **Classification**
- 6.7.1 In order to be classified as the winner of the overall official ranking of a race, the crossing of the chequered flag trackside is obligatory. All cars will be classified following the completed laps. If two or more cars have covered the same amount of laps, passing the finish line will be taken into consideration, which is obligatory for the winner of the overall official ranking.
- 6.7.2 In order to be classified in Division 1, 2 and 3, each car must have covered at least 70% (rounded-off towards the closest full number) of the distance covered by the winner of its Division. In order to be classified in Division 4, each car must have covered at least 70% (rounded-off towards the closest full number) of the distance covered by the winner of its Class.
- 6.7.3 Each driver participating at the Belgian GT Championship "MVD" 2009 can score points provided that he/she has covered at least 20% of the duration of the race in his car, except if she/he's enlisted in division 4.
- 6.7.4 The official classification will be published after the race. The only bounding is the one officialised and signed by the Panel of the Stewards of the Meeting.

ART. 7 : CARS AND DRIVERS ADMITTED TO THE PRACTICES

At least one hour before the start of the first qualifying (timed) practices of a meeting, the list "Cars and drivers admitted to the practices" will be published on the official bulletin board.

If qualifications are required to determine the maximum number of cars allowed to start the race, no "Guest" cars will be allowed, unless they take the place of permanent cars that do not comply with Art. 11.1.

Furthermore, on the basis of this list for that particular meeting, the maximum number of cars admitted will be proportionally determined by Division. The Clerk of the Course autonomously decides about the application of possible rounding-off. The decision is not subject to legal remedy.

ART. 8 : CHANGING CARS

If a team wants to change cars during a meeting, he must submit a written request to the Panel of the Stewards of the Meeting at least two hours before the start of the race . After possible approval of the Panel of the Stewards of the Meeting, the car must be approved by the Technical Commission and must take the start of the race of the concerned meeting from the pitlane.

ART. 9: ORGANISATION

9.1 Clerk of the Course

Clerk of the Course :	Danny Dubois	Lic. 1249
Clerk of the Course Assistant :	Niki Dubois	Lic. 2511
	Laurent Voogt	Lic. 1426
	Walter Stalmans	Lic. 1790

Race Control Center (zone paddock 2)

Panel Stewards of the Meeting :

President :	Leo Suetens	Lic. 0405
Members :	Pascal Notelaers	Lic. 1242
	Jean-Michel Boucherie	Lic. 2082
	Jan D'Hondt	Lic. 2385
	Georges Vandendriessche	Lic. 0427
	William Watté	Lic. 2651

Trainee :

Race Control Center (zone paddock 2)

Scrutineering Commission :	Patrick Cocquyt and team	Lic. 1925
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Medical Commission :	Dr. Koen Leysens	Lic. 1184
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*Reanimation centre at marshal post
15, accessible by the outside of the
circuit (internal line 825)*

Timekeeping :	Harald Roelse	Lic. NL 10974
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Chief Track Marshals :	Johan Aerts	Lic. 1709
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Race Control Centre (internal line 865)

Chief Pit Marshals :	Kris Dewilde	Lic. 0135
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End of pit lane (internal line 831)

Head of Security :	Tony Eyckmans	Lic. 0589
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Competitors Relation :	Jean-Marie Jorissen	Lic. 1788
	Jean-Luc Gelders	Lic. 2167

Secretary of the Meeting :	Céline Laloux	Lic. 2512
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Permanence paddocks :	Circuit Zolder	
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9.2 Reference Time

No Division or Class is submitted to a reference time.

9.3 Organisation of the meeting

9.3.1 Practices

- One free practice (i.e. no timekeeping)
- Three qualifying practices
- A warm-up: maximum 20 minutes, organised on the day of the race during meetings with a 24 Hours race.

9.3.2 Races

A race of at least 24 Hours.

9.4 The practices and the race will be spread over a total period of four (4) days.

9.5 Depending on the required provisions of the timing, the promoter can grant specific exceptions. The definitive timing of a meeting will be confirmed by RACB Sport.

ART. 10: INSURANCE

10.1 The promoter of a meeting must procure that all competitors, their personnel and drivers are covered by third party liability insurance.

10.2 Third party insurance arranged by the promoter shall be in addition and without prejudice to any personal insurance policy held by a competitor or any other participant in the Meeting.

10.3 Drivers taking part in the Meeting are not third parties with respect to one another.

10.4 The policies are available to the competitors with the promoter during the meetings.

10.5 Following the law, the organiser has undertaken an insurance.
Number: AXA 730091636

ART. 11: GENERAL CONDITIONS

11.1 Tasks of the Team Principal

Each team must designate in written and per competition number a team principal and grant powers to him/her for all hereafter mentioned transactions with regard to the "24 Hours of Zolder 2009".

The team principal cannot have the capacity of driver, even not in another car in the "24 Hours of Zolder 2009". He/She is personally and jointly with the competitor responsible for ensuring that all conditions of present regulations are always fulfilled and observed, at all times during a meeting.

The task of a team principal includes, amongst others, the following items:

- Duly complete the entry form (Appendix 1) and the Identity card of the car (Appendix 2) of his/her car and its drivers before the deadline of enlisting at the meeting, with a financial fine of € 150 if this is not observed.
- Keeping the technical passport if applicable; any loss or inability to produce this document will be sanctioned with a financial fine of maximum € 150.
- Duly complete the entry form and the Identity Card of the car (only for cars in Division 3) in case of modifications to the car and/or the team.
- Ensure that a driver, who is participating for the first time at a meeting of the Belgian GT Championship "MVD" 2009 or who has been designated for a first participation, presents himself/herself to the sporting checks of that meeting.
- Ensure, as much as possible, that his/her car and/or drivers comply with the present regulations as well as the Technical regulations.
- Before the end of the sporting checks, communicate the composition of the team that will participate at the meeting to the promoter if this is different as mentioned on the entry form.
- Accept the compulsory publicity.
- Accept the transponder for the time registration and strictly observe the instructions regarding the installation and manipulation.
- Accept and sign instructions or communications of the officials.

- To be at the disposal of Clerk of the Course, the Panel of the Stewards of the Meeting and the Technical Commission's disposal throughout the meeting.
- The pick-up of the Technical Passport at the Technical Commission maximum 1 hour after the official end of the meeting.

ART. 12: INSTRUCTIONS AND COMMUNICATIONS TO COMPETITORS AND/OR TEAM PRINCIPALS

- 12.1 In exceptional circumstances, the Officials may give instructions to competitors by means of special circulars in accordance with the Code. These circulars will be distributed to all competitors and/or team principals, who must acknowledge receipt by signing in their name.
- 12.2 Officials are, the Panel of the Stewards of the Meeting, the Secretary of the Meeting, the Clerk of the Course, the delegates of the Technical Commission, the timekeeping commission, the medical commission, the commission of track and pitlane Marshals, the Competitors Relation.
- 12.3 The Competitors Relation is the person between all involved parties, sportive as technical. Each question or doubt of any kind must pass by him. He can, if necessary, figure as an ombudsman at the Panel of the Stewards of the meeting and may as such, not be a driver of the "24 Hours of Zolder 2009", nor have a contractual connection with one of the teams of the "24 Hours of Zolder 2009", except with authorisation of the RACB.
- 12.4 All classifications and results of the meeting, as well as all decisions issued by the officials, will be posted on the official notice board.
- 12.5 Any decision or communication concerning a competition number shall be communicated.

ART. 13: SANCTIONS

- 13.1 The Clerk of the Course must inflict the penalties specifically set out in these (or conform to) Sporting Regulations.

For all cases not provided in these Sporting Regulations, he will hand over a report to the Panel of the Stewards of the Meeting that will apply the regulations provided by the International or National Sporting Code.

- 13.2 For overtaking during the race, when the yellow flag is deployed and/or any offence against the Safety Car procedure and/or any offence against the Code 60 procedure, as well as neglecting the maximum speed limit of 60 km/h in the pit lane – the pit lane is the part located between the signals "Entry pit lane and Exit pit lane"; the pit lane is subdivided in three parts: the part against the wall is the signalisation area, the part against the pit wall is the working lane, i.e. the only zone where interventions on the car are allowed and the part in between these two is the fast lane – and/or neglecting the red light at the end of the pit lane and/or overtaking during the formation lap and/or crossing the yellow or white line at the end of the acceleration track – the acceleration track is the part located between the signal or pictogram "Exit pit lane" and the track -, the following penalties will be fined:
- 1st offence : 10 seconds "Stop and Go penalty" in the "Stop and Go area".
 - 2nd offence : 3 minutes "Stop and Go penalty" in the "Stop and Go area".
 - 3rd offence : 10 minutes "Stop and Go penalty" up to possible exclusion of the driver or the car.

When the car is immobilised in the "Stop and Go area", apart from the officials of the race, no one is allowed to touch the car, except in the cases specified in Art. 25.7.4.

During the race, the Clerk of the Course may, in presence of a member of the Panel of the Stewards, give exceptionally a "Drive Through" penalty for a sanction not foreseen in these regulations.

- 13.3 When the above mentioned offences are committed during the qualifying practices, they will be fined as follows:
- 1st offence : annulment of the times of the qualifying practice session concerned.
 - 2nd offence : start as last car.
 - 3rd offence : possible exclusion of the driver or car
- 13.4 When committed during the last 10 minutes of the race, the above mentioned offences will result in a deduction of two race laps.

- 13.5 If a « Stop and Go » penalty is inflicted to a car, the « Stop and Go » signal, along with the concerned competition number, will be presented.
- 13.6 A “Stop and Go penalty” cannot be combined with a pit stop or refuelling in the fuel area. In this case, the car may only stop in the pit lane after the explicit authorisation of the Clerk of the Course and this for safety reasons. Each offence against this rule will be fined by another 10 seconds “Stop and Go penalty”.
- 13.7 The entry of the deceleration track – the deceleration track is the part located between the track and the pit lane – must be within three laps:
- When a black flag is deployed with the competition number.
 - When a black flag with orange circle is deployed with the competition number.
 - When the “Stop and Go” signal is deployed together with the competition number.
- 13.8 If the “Stop and Go” signal, the black flag or the black flag with orange circle is neglected, further sportive measures will be taken.
- 13.9 For each other irregularity, anti sportive behaviour even besides the practices and the race, a list of penalties is set out in the “default penalties list”. Apart from these quoted penalties, the Panel of the Stewards of the meeting is entitled to impose – within the presence of the Clerk of the Course - other penalties or fines.

ART. 14: INCIDENTS

- 14.1 « Incident » means any occurrence or series of occurrences involving one or more drivers, or any action by any driver, which is reported to the Stewards by the Clerk of the Course (or noted by the Stewards and referred to the Clerk of the Course for investigation) which :
- 1) necessitated the stopping of a practice (free or qualifying) or the suspension of a race under Art. 35;
 - 2) constituted a breach of these Sporting Regulations or any other applicable regulations;
 - 3) caused a false start by one or more cars;
 - 4) made a false start;
 - 5) caused an avoidable collision;
 - 6) forced a driver off the track;
 - 7) took advantage from not respecting the track;
 - 8) illegitimately prevented a legitimate overtaking manoeuvre by a driver;
 - 9) illegitimately impeded another driver during overtaking;
 - 10) had a non sportive behaviour during the Meeting, even besides practice and race.
- 14.2 a) It shall be at the discretion of the Panel of the Stewards of the Meeting to decide, upon a report or request of the Clerk of the Course, if a driver or drivers involved in an Incident shall be penalised.
- b) If an Incident is under investigation by the Panel of the Stewards of the Meeting, a message informing all teams which driver or drivers are involved will be displayed on the timing monitors (if the facilities on the circuit so permit).
- c) If a driver is involved in a collision or Incident (cf. Art. 14.1) and has been informed of this by the Panel of the Stewards of the Meeting no later than 30 minutes after the race has finished, he must not leave the circuit without the consent of the Stewards.
- 14.3 The Panel of the Stewards of the Meeting may impose one of the following three penalties (in substitution or in addition to other available penalties) on any driver involved in an Incident:
- a) A drive-through penalty. The driver must enter the pit lane and rejoin the race without stopping.
 - b) A 10-second time penalty. The driver must enter the pit lane, stop in the penalty zone for at least 10 seconds and then immediately rejoin the race..
 - c) A drop of ten grid positions at the driver's, or the competition number on which the driver is engaged, next race.
- 14.4 Should the Clerk of the Course or the Panel of the Stewards of the Meeting decide to impose one of the penalties provided for in articles 14.3 a) and b), the following procedure shall be applied: A driver must go to the deceleration track – the deceleration track is the part located between the track and the pit lane –within three laps:
- When a black flag is deployed with his/her competition number;
 - When a black flag with orange circle is deployed with his/her competition number;

- When the “Stop and Go” signal is deployed together with his/her competition number.
- 14.4.1 After the moment the Incident took place, the Clerk of the Course or the Panel of the Stewards of the Meeting shall notify the involved team, through the Competitors Relations, of the time penalty. The “Stop and Go” signal will be deployed together with the competition number at the finish line or the time penalty area indicated in the Supplementary Regulations, or informed at the briefing.
 - 14.4.2 The penalty shall be notified to the competitor, or to the team principal, mentioning the name of the driver, the competition number of the car, as the hour and duration of the time penalty.
 - 14.4.3 With reservation to measures in art. 14.4.6 hereunder, and as soon as the team, or the team principal, has been notified of art. 14.4.1 above, the relevant driver may cover no more than two complete laps before heading to the time penalty area, without stopping in the pits. He shall remain for the period of the time penalty in the time penalty zone.
 - 14.4.4 When the time penalty period has elapsed, the driver may rejoin the race.
 - 14.4.5 Any breach of or failure to comply with Art. 13 may result in the car being excluded under black flag. The Panel of the Stewards of the Meeting can decide to impose other penalties.
 - 14.4.6 If an incident of type 3), 4), 5), 6), 7), 8) or 9) where a time penalty is imposed at a moment that the “Stop and Go” penalty is not longer able due to the close finish of the race, the “Stop and Go” penalty shall automatically be replaced by deducted of 2 race laps.
 - 14.4.7 Apart from the quoted penalties, the Panel of the Stewards of the Meeting, is entitled to impose a time penalty that will be added to the driver's time, or a financial fine, as described in the general regulations of RACB Sport. Not one decision or imposed penalty conform Art. 13 may limit the effect of Art. 14

ART. 15: SPORTIVE DISPUTES

- 15.1 For competitors the sports court of appeal of RACB Sport constitutes the only court of judgement empowered to settle any dispute which may have arisen in sport manners or in connection with a sport manner.
- 15.2 Their first goal must be to observe and respect the regulations and to be of irreproachable behaviour and to behave always in accordance with the ruling standards, as described in the ruling yearbooks of RACB Sport and FIA.
- 15.3 By their participation, each competitor and/or team principal and/or driver and/or their agents and representatives discharges the sports authority, the promoter and their agents and representatives and each one of them in particular of any liability for the claims, costs, expenses, reclamation and plaints related to deadly and other injuries, human and material damage, whatever might be the cause, either arising from or caused by his/her participation or participation to the race, either if these are whether or not caused directly or indirectly by the negligence or an error of the said promoter, his agent/representative or of the sports authority.

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

16.1 24 Hours of Zolder

- Throughout a meeting with a race of 24 hours, no fewer than two and no more than four drivers may drive one and the same car.
- 16.2 The composition of the team participating to a meeting cannot change after the sporting checks. Except in case of force majeure, which will be considered separately, no change of driver is allowed, unless with the explicit authorisation of the Panel of the Stewards of the Meeting..
 - 16.3 Only the team principal can act as the official representative of his/her car(s). During the meeting, he/she cannot have the capacity of driver, even on another car.
 - 16.4 During a meeting, a driver may not change from one car to another.
 - 16.5 Each driver must drive the car alone and unaided, except for drivers with a handicap.

- 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 or a third person may assist fastening the seatbelts.
- 16.7 Drivers taking part at the practices and race must wear the outfit and helmet as described in the technical regulations of the Belgian GT Championship "MVD" 2009 and have their seatbelts fastened. A correct use of the Hans system is obligatory. Every breach shall be fined. This could lead to the exclusion of the driver from the race or the meeting.
- 16.8 During the "24 Hours of Zolder" race, each driver is allowed behind the wheel for three consecutive hours maximum = Driving time. Driving time = time that the car is effectively on the track. The driving time will be added if a pitstop without driver change. After each change of driver, the driver is obliged to rest for at least one hour before taking over the wheel. A driver may maximum be behind the wheel for 14 hours.

ART. 17: COMPULSORY PUBLICITY

- 17.1 As from April 1st 2009, the promoter will inform the team principals about the compulsory publicity and he will put it at their disposal at the latest during the first meeting.

- 17.2 This publicity must be affixed before the car is presented to technical scrutineering. It must remain on the car throughout the entire meeting. The publicity will be distributed during sportive checks.

17.3 Space reserved to the promoter

The following spaces of the car are reserved :

- The upper border of the windscreen to affix a sun strip.
- A 50 cm large and 10 cm high strip at the front and the rear, where the licence plate is affixed.
- A maximum 50 cm large and 10 cm high strip above and below the race numbers.
- A strip with a maximum width of 30 cm and a maximum height of 10 cm on each rear side window; if the car has no rear side windows, the compulsory publicity must be affixed next to the drivers' names.
- A 10x10 strip on the left and right side of the bumper for a "Bib Sprinter".

- 17.4 The absence (in part or total) of the compulsory publicity at the described places of the car, leads to following sanctions :
- During warm-up : the car will be excluded from further participation at the warm-up;
 - During qualifying practices : the practice time of the session(s) concerned will be annulled and the car will have to start in last position;
 - During the race : the car will be irrevocable excluded from the race.

17.5 On-board camera

If the promoter installs on-board cameras for the captation of the meeting, space must be cleared on the dashboard, in the view of the camera, for the official logo of the Championship and/or a partner, provided by the promoter. All presence of team publicity must be asked for in writing to the promoter before the meeting and can only be affixed with authorisation of the promoter.

17.6 Redemption of compulsory publicity

A competitor can request the promoter a total or partial exception to the above mentioned spaces. In case of approval, the following redemption fees will be applied for each car and for each sponsor in order to benefit from this exception right :

- Sun strip : € 3.000
- Start numbers on the left, the right and the roof : € 1.300 for each sponsor
- Licence plates front and rear : € 1.300 for each sponsor
- Rear side windows (or equivalent) : € 1.300
- Front "Bib Sprinter" : € 500.

- 17.7 The redemption fee must be paid to the promoter and/or the sponsor at the latest 72 hours prior to the start of the meeting.

17.8 The names of the drivers and their national flags must appear on each side of the bodywork.

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

18.2.2 In 2009, the number 1 will be automatically allocated to the previous season's winner of the Belgian GT Team Champion "MVD" 2008 in Division 1. This competition number is only allocated in Division 1.

If no driver entitled to the number 1 has emerged, the number will be allocated to the second best ranked in Division 1 of the Belgian GT Team Champions "MVD" 2008 and so on.

18.2.3 Each team can request a competition number following its Division. The allocation of this number will be at the promoter's discretion.

18.2.4 An allocated competition number will stay throughout the season.

18.3 Installation

18.3.1 Each competitor must clear a space, large and high enough, on both doors and the roof of the car.

18.3.2 The promoter will provide the numbers as well as the compulsory publicity. They can be obtained from the MVD 2009 paddock responsible. They must be affixed before the technical scrutineering and remain on the car throughout the entire meeting:

- On the doors of the car, perpendicular to the road axis.
- Centrally on the roof, inclining to the front

Exception will be made for cars homologated without a roof.

18.3.3 The digit design will be at the promoter's discretion. The promoter can allow a derogation but the numbers must be perfectly visible.

18.3.4 Race number illumination during night races

- If a race is competed at night, the race numbers on each car must be illuminated. These lights must light simultaneously with the headlights. The use of reflecting backgrounds is recommended, but not compulsory.
- At no time, a white light may shine backwards, not even the race number illumination or the lights destined to the car's identification.
- At no time, a red light may shine forwards, not even the race number illumination or the lights destined to the car's identification.
- The use of orange or blue blink or revolving lights is forbidden

ART. 19: DELIVERANCE OF DOCUMENTS BY THE PROMOTER

19.1 The participation form must be entirely completed and signed before the entry closing date. Each change of driver(s) or competitor must be communicated before the end of sporting checks.

19.2 Following items will be handed over by the promoter:

- Per entered car :
 - 20 paddock cards (permanent BGTC cards are valid)
 - 17 pitlane cards
 - 2 passes Truck
 - 1 pass Card
 - 6 parkings (VIP B ore similar)
- Three (3) yellow tabards bearing the mention Mediagroep Van Dyck or BTCS giving access to the pit wall per entered team. A € 250 warranty must be paid for these tabards; with a maximum of six per team. The warranty will be refunded if the tabards are returned in good condition to the promoter, at the latest one hour after the end of the final race of the MVD 2009 or at the latest one hour after the end of the race. These tabards are remitted before the first participation of the car. The promoter reserves the right to allocate a fourth tabard to a team with one car or a seventh to a team with two cars.
- Six (6) green tabards giving access to the working lane per entered team, with a maximum of twelve per entered team. A € 250 warranty must be paid for these tabards. The warranty will be refunded if the tabards are returned in good condition to the promoter, at the latest one hour after the end of the final race of MVD 2009 ore at the latest one hour after the end of the race. These tabards are remitted before the first participation of the car.
- These tabards will be handed over before the first participation of a car or during the sportive checks of the “24 Hours of Zolder 2009” (cf. art. 21).

ART. 20: SCRUTINEERING

20.1 No car and no driver may take part in the meeting until they have been passed by the Scrutineers.

20.2 Time : Wednesday August 19th 2009 : 08.00 – 15.00 (a specific hour per competition number – on convocation) / Place : Box 1 & 2
Convocation list will be communicated on a later stage.

Participation at the free practices, paid or not, does not exempt a team of the technical scrutineering. The timing of scrutineering must be carefully respected, any breach will be financially fined with € 125 or exclusion from the meeting.

20.3 Only for cars running in Division 1, 2 and 3 :
Each team principal must produce and sign a duly completed technical passport for his/her car – see Appendix 1, part B of the Technical Regulations of the Belgian GT Championship “MVD” 2009 – before the start of the first meeting to which the concerned car will participate. Without this document, the technical scrutineering is impossible.

The team principal or his/her agent must present him/herself to the scrutineering with this technical passport (Art. 2.7 Technical Regulations of the Belgian GT Championship “MVD” 2009) and the “tyre” sheet at least 1 hour before the start of the qualifying sessions.

20.4 The Technical Commission checks amongst others:

- The passport or technical dossier of the car.
- The conformity of the car with its passport or its technical dossier.
- The conformity of the car with the prevailing security standards.
- The fireproof equipment of each driver: balaclava, long underwear, socks, shoes, race suit, gloves, helmet and HANS© system conform to Appendix L of the FIA. The name of the driver must clearly be readable on the left side of the helmet and his race suit.

After the scrutineering, a member of the Technical Commission will eventually hand over a copy of the remarks of the Technical Commission in the technical race passport. Within maximum 1 hour after the end of the meeting the team principal must collect this technical passport at the

Technical Commission who provides a permanencies during 1 hour after the official end of the meeting.

- 20.5 Each car, which was approved by the Technical Commission and which is dismantled or repaired in a way that might affect the safety or conformity with the technical passport, must be resubmitted to the Technical Commission's approval before it will be readmitted to the meeting.
- 20.6 Each car that was repaired after an accident with similar consequences must be submitted to the Technical Commission's approval before it will be readmitted to the meeting.
- 20.7 At any moment of the meeting, the Clerk of the Course, the Panel of the Stewards of the Meeting and the Technical Commission may designate a car for a further check. The Clerk of the Course may stop any car involved in an accident and submit it to a technical examination. The costs of such technical examination and/or costs arising by virtue of a technical examination will be at the charge of the competitors.
- 20.8 A delegate of the Technical Commission may at any moment of the meeting check a car and hold on to any kind of element that he judges necessary, without giving any sportive advantage to the drivers.
- 20.9 In case of non-conformity during scrutineering, a car will be refused to take part of the qualifying sessions and/or races before the conformity with the technical regulations is repaired. This rule is not integrally valid for guest cars.

In case of non-conformity after the qualifying sessions, all times of that qualifying session will be annulled and the drivers will take the start of the race from that qualifying session at the back of the starting grid.

In case of non-conformity during checks after the race, that competition number, as the driver(s) enlisted on this competition number, will be disqualified.

- 20.10 Only after the initial scrutineering, the team principal will receive a sticker allowing the car to the practices. This sticker must be affixed to the lower left part of the roof, as close to the wind strip as possible. Without this sticker, the car is prohibited to the track.
- 20.11 The technical commission has the right to seal and/or keep temporarily elements if he judges necessary.
- 20.12 Only for cars running in Division 1 and 2
In order to maximise equality of performance, the GT Bureau of SRO Motorsports Group, to the example of the FIA, and in agreement with RACB Sport, reserves the right to adjust the following for each competitor, at any time during the Championship:
- Minimum weight of the car
 - Air restrictor sizes
 - Also, any other technical restriction it may deem necessary may be introduced for each of the competitors.

ART. 21: SPORTING CHECKS

- 21.1 Time : Wednesday August 19th 2009 : 08.00 – 14.30
Place : Briefing room (paddock zone 2 – purple stairs)
The timing must be carefully respected, any breach will be financially fined with € 125 or exclusion from the meeting.
- 21.2 Each team principal must be present in person at the sporting checks.
Will be checked :
- The composition of the team; modifications of competitor, car, team principal and/or driver(s) must be communicated before the end of this check.
 - Licence check of any new entered driver, if required with written authorisation issued by his/her ASN (cf. Article 3.3).
 - Licence of the competitor if modified.
 - Name and signature of team principal.

- 21.3 It is forbidden to participate at any part of the meeting without a helmet – provided with a numbered RACB Sport sticker - and HANS© system.

A driver using several helmets during a meeting, must report this with RACB Sport.

- 21.4 During the sporting checks of the “24 Hours of Zolder 2009”, each driver will be submitted to a licence check and must be present in person (except for drivers enlisted on year base in Division 1, 2 or 3 not changing of competition number).

ART. 22 : SIGNALIATION BETWEEN DRIVER, PIT WALL AND BOX

- 22.1 Any radio communication system or headphone installed in the helmet is forbidden. An earplug directly in the ear is admitted.
- 22.2 At least one month before the start of the meeting, each competitor, team principal, driver, team member or their agents and representatives, desiring to use equipment with radio transmission in order to establish a communication between the car and the team, must file in an application to:

B.I.P.T.
Licences Department
Ellipse Building – Building C
Boulevard du Roi Albert II, 35 – 1030 Brussel
Tel : + 32 2 226 88 88
Fax : + 32 2 226 88 77

ART. 23: TYRES

23.1 General

- 23.1.1 A unique Tyre Manufacturer - **MICHELIN** – will supply the types of tyres (dry & wet weather tyres) that are compulsory to be used in each DIVISION and each CLASS. The tyre manufacturer shall supply the dry weather tyres provided of a barcode (type 39 or 128, composed of 8 figures) marked on one side of the tyre during vulcanisation.
- 23.1.2 Any use of other tyres than Michelin during the meeting will lead to exclusion of the meeting.

23.2 Maximum number of tyres

- 23.3.1 During the “24 Hours of Zolder 2009” meeting, the number of tyres in each DIVISION and CLASS is free.

23.3 Modalities

- 23.4.1 During the qualifying practices and warm-up, each car can be stopped at the end of the pit lane to have the marks (MICHELIN) checked and the modalities.
- 23.4.2 Own tyre markings may only be of a white colour.

It is strictly forbidden to transform, to cut or hand cut dry-weather (slicks) tyres.

Intermediate tyres are forbidden.

The hand cutting of rain tyres is allowed for safety reasons, but only following a cut plan delivered by the Tyre Manufacturer.

Each breach on above mentioned restrictions shall be fined as follow :

- Warm-up : lost of 20 places on startgrid
- Qualifying practices : annulment of all times of concerned qualifying practices
- Race : exclusion of the concerned race.

- 23.4.4 All teams need to provide a payment deposit (cheque or credit card), even in the case of a free tyre set. Open accounts towards the Tyre Manufacturer / supplier need to be paid before the start of the (first) race of a meeting. Any breach will be fined by possible exclusion of the meeting.

- 23.4 The use of heating or heat-retaining devices for the tyres is admitted, except during the starting procedure.
The use of heating or heat-retaining devices however is admitted for cars taking the start from the pit lane.

ART. 24: WEIGHING

24.1 The weight of any car may be checked during the Meeting as follows : :

- a) After the qualifying sessions and the races, the Technical Commission may weigh certain cars among those classified.
- b) Should the weight of a car be less than that specified in the valid Technical Regulations, the competitor concerned may be given one of the penalties set out in article 24.1.2, save where the deficiency in weight results from the accidental loss of a component of a car.
- c) No substance may be added to, placed on, or removed from a car after it has been selected for weighing or has finished a race or during the weighing procedure (except by a scrutineer when acting in his official capacity and in accordance with the valid Technical Regulations).
- d) No one other than scrutineers and Officials may enter or remain in the technical area without the specific permission of the Technical Delegate of RACB Sport.
- e) In the event of any breach of these provisions for the weighing of cars, the Panel of the Stewards of the Meeting may drop the competitor as many grid positions as they consider appropriate or exclude him from the race.

24.1.1 Modalities

- The organiser will provide an horizontal equal surface of 6m x 3m where the equipment necessary for the weighing will be installed. This area will be used for the weighing procedure.
- After the qualifying sessions and the race, drivers can be random selected for the weighing procedure. The driver will be informed at the entry of the pit lane that his car has been selected for the weighing procedure.
- Having been informed that his car has been selected for weighing, the driver will proceed directly to the weighing area and stop his engine.
- The car will then be weighed and the result will be given to the driver in written and/or orally.
- A car or driver may not leave the weighing area without the consent of the responsible of the weighing procedure.
- At refusal of weighing, the concerned qualification times will be annulled and other fines will be imposed by the Panel of the Stewards of the Meeting.

24.1.2 Should the weight of the car be less than that specified in the valid Technical Regulations when weighed under 24.1.1 above, unless the deficiency in weight results from the accidental loss of a component of the car, following penalties are in application for the car and the drivers of concerned car :

- Qualifying : annulment of all times of the concerned qualifying
- Race : exclusion from the concerned race

24.2 **Levelling Ballast**

24.2.1 The list with levelling ballast will be communicated on the internet site of RACB Sport. This list will be posted on the official notice board at least 2 hours before the start of the first qualifying session.

24.2.2 The levelling ballast is applicable for Division 1 and 2 for the "24 Hours of Zolder 2009".

24.2.3 The non-application of the levelling ballast will lead to exclusion of the meeting.

24.3 **Handicap Weights**

24.3.1 A handicap weight will be allocated to drivers/cars in the top three places of the general ranking of a race counting towards the Championship.

The handicap weight for each driver and each car will feature on a specific list which will be drawn up after each meeting. Any resulting increase in weight will take effect from the following meeting in the Championship in which he/she will participate. The weight carried on board the car will correspond to the weight applied to the car or the driver(s), whichever is the greater.

The list of the handicap weight shall be published on the internet site of RACB Sport. This list shall also be published at least two hours before the start of the first qualifying session on the official notice board

24.3.2 The scale of handicap weights for each race is as follows :

1st : + 30 kg
2nd : +20 kg
3rd : + 10 kg

24.3.3 The handicap weight can be additional during one and the same meeting.

The handicap weights after the general classification of the two races of one meeting shall be added (for ex. : + 10 kg (3rd) + 30 kg (1st) = 40 kg) during the meeting and only one handicap weight shall be allocated at the end of the meeting.

24.3.4 For the 24 Hours of Zolder, specific measures shall be taken into account.

The handicap weights after the intermediate and official classifications shall be added during the meeting and only one handicap weight shall be allocated for the next meeting in which he/she shall participate.

	Classification 6th hour	Classification 12th hour	Official Classification
1 st	+ 15 kg	+ 15 kg	+ 30 kg
2 nd	+ 10 kg	+ 10 kg	+ 20 kg
3 rd	+ 5 kg	+ 5 kg	+ 10 kg

24.3.5 The maximum handicap weight that can normally be attributed is 100 kg (success ballast included).

The levelling ballast imposed by the FIA/RACB following the performance of balance can be added to the handicap weight.

24.3.6 A car that is excluded during a race or meeting will receive a 0 result and non modification to the handicap weight allocated to the car/driver shall be permitted.

24.3.7 A car/driver is considered participating as soon as he passed for the first time the starting line of a race or passes the panel "PIT EXIT" at the end of the pitlane. If a car/driver participates exclusively at the qualifying sessions, the handicap weight can't be reduced at the next meeting of the season.

24.3.8 The non-application of the handicap weight will lead to exclusion of the meeting.

ART. 25: GENERAL SAFETY

25.1 Official instructions will be given to drivers by means of signals laid out in the Code. Competitors or their representatives must not use flags or panels similar in any way whatsoever to these. When the night procedure starts (10 PM) – this will be indicated by deployment of the panel LIGHT (at the "PIT EXIT" and at the start line – until daylight (6 AM), the green, red and yellow flags will be replaced by lights in the same colours. The Code 60 will be indicated with purple flags, that will be illuminated during the night procedure.

25.2 Except for the driver sitting behind the wheel and the officials of the meeting, no one may touch a stopped car, unless it is on the starting grid, in the pit lane or in the box, i.e. de garage boxes adjacent to the pit lane.

25.3 The Clerk of the Course and the Medical Delegate can require a driver to undergo a medical examination at any time during a meeting.

25.4 Behaviour on the track

- 25.4.1 During the periods commencing 15 minutes prior to and ending 5 minutes after every practice session, as during the period between the turning of the red light (Art. 32.3.7) and the time when the last cars enters the Parc Fermé, no one is allowed on the track with the exception of :
- Track Marshals or other authorised personnel in the execution of their duty.
 - Drivers when driving or under the direction of the track marshals.
 - Team personnel when either pushing a car or cleaning equipment from the grid after all cars able to do so have left the grid on the formation lap.
- 25.4.2 During practices and the race, drivers may only use the track and must at all times observe the provisions of the Code relating to driving behaviour on circuits.
- 25.4.3 Drivers taking part in practices and races must always wear the appropriate clothes as described in the Technical Regulations of the Belgian GT Championship “MVD” 2009. From the moment the car is in movement, he/she must have the safety harness buckled.
- 25.4.4 If a driver has serious mechanical difficulties, he/she must leave the track and park the car on a safe spot or safely return to the pits – pits being the pit lane and the boxes – as it is safe to do so.
- 25.4.5 If a driver is obligated to stop his/her car during practices and races, the car must be removed as quickly as possible from the track so that he/she is no danger to other drivers.
- 25.4.6 Drivers are strictly forbidden to drive their car in the opposite direction during the meeting, unless this is absolutely necessary in order to move the car from a dangerous position. A car may only be pushed to remove it from a dangerous position as directed by the marshals.
- 25.4.7 If a driver doesn't succeed to remove his/her car from a dangerous position, it is the marshals obligation to assist. He can also remove it by using a different help then the marshals (i.e. all equipment, for example : tractor, etc.) and rejoin the race. If the driver succeeds to restart the engine and rejoin the race without making any breaches and taking any advantages, he/she shall not be excluded from the meeting.
- 25.4.8 Each driver that wishes to leave the track to return to the pit lane, must show his/her intention and make sure that he/she can do this as it is safe to do so.
- 25.4.9 A driver who abandons a car must leave it in neutral or with the clutch disengaged and with the steering wheel in place. Each breach will be penalised with a financial fine of maximum € 250.
- 25.4.10 Not in any case a driver may pass the track on foot, walk to the pit lane, the boxes, the paddock or a public road to return afterwards to his/her car, unless to move him/herself to a safe position. Any breach to this article is automatically considered as an abandon of the car.

25.5 Use of Lights

- 25.5.1 Upon decision of the Clerk of the Course and depending on the visibility, the drivers must illuminate the car lights, at the latest after deployment of the “LIGHT” signal.
- 25.5.2 As soon as he/she is using rain tyres causing water projection, the driver must illuminate the car lights as well as the light for rain. It shall be at the discretion of the Clerck of the Course to decide if a driver should be stopped because his rear light or light for rain is not working. Should a car be stopped in this way it may rejoin the practices, warm-up or race(s) when the fault has been remedied.

25.6 Slow driving

A car that during the meeting is unable to drive at race speed – *i.e. significantly slower than its usual speed and significantly slower than the remainder of the field; the decision regarding the interpretation exclusively rests with the Clerk of the Course* – is allowed to cover three laps at the most at that lower speed.

If the car does not enter the pits after three laps, a black flag will be deployed. It is forbidden to enter the box several times successively to avoid this procedure. This decision is not subject to legal remedy.

25.7 Restrictions in the pit lane

25.7.1 A speed limit of 60 kph during practices, warm-up and race(s) will be enforced in the pit lane.

25.7.2 Repairs to a car may only be carried out inside the pit lane or in the box, except for cases as described in Articles 32.2.3, 32.3.3 and 35.4 and except by the driver who's at that time at the wheel, on condition that the latter uses the material on board of the car. Any external help will lead to the immediate exclusion of the car.

25.7.3 At no time, a car may drive backwards on its own power in the pit lane. Each offence against this rule during practices or warm-up will be financially fined with € 150; each offence against this rule during the race will be fined by a 10 seconds "Stop and Go" Penalty.

25.7.4 During the practices and the warm-up, the engine may be started with the starter or an external starting device. For any type of repair, tuning or adjustment, the engine may be restarted, even with an auxiliary source of energy.

If the car wants to resume the race after a pit stop, all four wheels must touch the ground before the driver sitting behind the wheel may start or restart the engine without auxiliary means. Each breach will be fined with a 10 seconds "Stop and Go penalty".

An auxiliary source of energy may be installed in the car in condition that Art. 8.1. of the Technical Regulations of the Belgian GT Championship "MVD" 2009 is respected.

To facilitate the start from the pits, a car whose engine is running, may be pushed.

25.7.5 Only the team members, and drivers in race suit, that all have the special yellow "Mediagroep Van Dyck" or BTCS identification tabard, are allowed in the signalisation area during practices, warm-up and the race, except during the first round. During this round, only the Officials are allowed in this area.

Only the team members, that all wear the special green arm brassard, are allowed in the working lane during practices, warm-up and the race. The other team members may not go beyond the box.

The mechanics must at least wear a working outfit (overall) that protects themselves against fire sources, fire and eventual other damages. Shorts are forbidden.

25.7.6 During the start procedure ("3 minutes" signal) and the first lap of the race, no one, except the officials of the meeting, is allowed in the signalisation area.

25.7.7 People under 16 years of age are not allowed in the pit lane and the signalisation area during all practices, warm up and the race. Animals, except those which may have been expressly authorised by the FIA for use by security services, are forbidden in the pit area and on the track.

25.8 A car that is involved in an accident must report to the Technical Commission before leaving the Circuit.

25.9 A driver involved in an incident or accident is not allowed to leave the circuit before approval of the Panel of the Stewards of the Meeting.

25.10 Failure to comply with the general safety requirements of the Code or these Sporting Regulations may result in the exclusion of the car and/or driver(s) concerned from the Meeting.

25.11 On explicit demand of the FIA, the respect of the flags, the follow-up of directions of the marshals and breaching the safety car procedure, will be strictly followed up. The non respect of the red, white and yellow flags will be penalised, without legal remedy, with sanctions leading to exclusion of the meeting, and possible withdrawal of the licence.

- 25.12 During the first qualifying session and the race, the Clerk of the Course reserves the right to enter cars stopped besides the track, by means of intervention vehicles, to the pitlane as soon as he considers it is safe to do so, and under Safety Car procedure and/or Code 60 procedure. Entered cars may be fixed and rejoin the qualifying session or race. Against the entering or not of a car, and the timing of the entering, no complaint can be entered.

ART. 26: BEHAVIOUR IN THE PIT LANE

- 26.1 During the meeting, a green/red light is placed at the end of the pit lane. Neglecting this light will be sanctioned following articles 13.2, 13.3 et 13.4. Cars are only allowed to leave the pit lane when the green light is illuminated.
- 26.2 Each competitor, team principal, driver, mechanic and team member must show the required discipline in order not to endanger the general safety.
- It is forbidden to all competitors and teams to paint lines in the pit lane.
 - No equipment or material may be abandoned in the "fast lane".
 - The presence of any source of heat producing flames is forbidden in the pit lane and in the boxes.
 - All electrical equipment must comply with the prevailing safety standards.
 - Welding is highly forbidden in the pit lane and/or the boxes.
 - Smoking is highly forbidden in the pit lane and/or the boxes.
 - During the practices, the warm-up and the race, all material such as tyres, tools and equipment must remain in the box, unless the car concerned stands still at the box.
- 26.3 A car may enter the "fast lane" only with the driver sitting in normal position behind the wheel and has his safety belt fixed.
- 26.4 During practices, warm-up and the races of series other than the "24 Hours of Zolder 2009", no equipment or car may be in the pit lane, in order not to disturb the other series concerned. Each offence against this rule will be financially fined by a €50 penalty.
- 26.5 It is the responsibility of the driver to leave his stand after a pit stop only when it is safe to do so. Cars in the fast lane have priority over the ones leaving the working lane.

ART. 27: SERVICE IN THE PIT LANE

- 27.1 During the practices, warm-up and the race(s), any refuelling outside the pit lane or the box is forbidden.
- 27.2 **Moving a car**
- 27.2.1 Except art. 25.12, it is forbidden to push or pull the car, or to have it pushed in order to reach the pit lane. Offenders will be excluded from the race. A car may be pushed leaving the refuelling zone or to its box, as of the moment that the four wheels have crossed the "Pit Entry" signal. A car may also be pushed until the "Pit Exit" signal or pictogram.
- 27.2.2 A car can only be moved backwards in the pit lane by pushing.
- 27.2.3 If a driver passes by his/her box, the car can only be pushed to its box and under the supervision of the pit marshals.
- 27.2.3 To facilitate the start from the pits, a car whose engine is running, may be pushed.
- 27.3 During any pit stop, the driver must turn off the engine. For any kind of tuning, repair or adjustment, the engine may be restarted, even with the help of an auxiliary source of energy.
- 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 on the driver leaving the car, 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.

27.4.2 The number of mechanics allowed to work on a car in the box is not limited, when a box is available. In this case, the gate of the box however may not be closed. If the car is ready to join the race, it must be pushed in front of the box, where the driver must start the engine alone.

27.5 If enabled by the width of the pit lane, supporting brackets may be used to facilitate the use of cables and wiring. The length of the supporting brackets may not exceed four meters and they must be positioned at least two meters above the ground (measured from the base of the box wall).

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.

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.

Refuelling during the race is only permitted 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 liters, 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 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 advise 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.

Each breach of Art. 28.2 of this specific regulations will be fined with a Stop & Go Penalty of 3 minutes, unless mentioned otherwise.

28.3 **Prescriptions (during free practice, qualifying and warm-up)**

- 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, 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.

28.4.2 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 the Technical Regulations MVD 2009. "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. "With a restrictor of a maximum internal diameter of 30 mm".
- c) A metal or 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.

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.

28.5 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.

ART. 29: BRIEFING

29.1 Before the first qualifying practice, the Clerk of the Course organises a briefing for all to the practice admitted drivers and team principals, on Wednesday August 19th 2009 at 2.30 PM in the Business Center (paddock zone 4).

29.2 All drivers and team principals must attend throughout the entire duration of the briefing and sign the presence list. The illegitimate absence of a team principal and/or driver will be financially fined with € 100/person. A legitimate notification in written justifying the absence of a team principal and/or driver must be handed over to the Clerk of the Course at least one hour before the start of the briefing. Furthermore, each driver and/or team principal who did not attend the briefing must report to the Clerk of the Course before the car is allowed on the track.

29.3 A member of the team indicates on the presence list which driver will take the start of the race "24 Hours of Zolder 2009". This decision can be revoked until maximum two hours before the start of the race. Any missing information will be financially fined with € 50, payable at least 1 hour before the start of the race.

ART. 30: PRACTICES

30.1 Free Practice

There will be one free practice of one hour. There will be no Parc Fermé after this free practice session.

30.2 Qualifying practices

There will be one qualifying session of 240 minutes (obligated night qualifying) and two qualifying sessions of each 30 minutes.

30.3 Modalities

30.3.1 No driver may participate to the race without having participated to the qualifying practices in the car to which he/she is entered and without having realised the qualifying standard, except after admittance by the Panel of the Stewards of the Meeting.

30.3.2 Zigzagging on the track during the practices is strictly forbidden.

30.3.3 If a car stops during practice, it must be removed from the track as quickly as possible so that its presence does not constitute a danger or hinder other competitors. If the driver is unable to drive the car from a dangerous position, it shall be the duty of the marshals to assist him.

30.3.4 The Clerk of the Course may interrupt practice as often and for as long as he thinks necessary to clear the track or to allow the recovery of a car. In the case of free practice only, the Clerk of the Course may decline to prolong the practice period after an interruption of this kind. In case of qualifying practices, the practice period will be prolonged if the circumstances allow. If one or more practices are interrupted in this way, no protest can be accepted as to the possible effects of the interruption on the qualification results of the car. Furthermore if, in the opinion of the Clerk of the Course, a stoppage is caused deliberately, the driver concerned may have his times from that session cancelled (in substitution or in addition to other available penalties) and may not be permitted to take part in any other practice session that day.

30.3.5 Should one or more sessions be thus interrupted, no protest can be accepted as to the possible effects of the interruption on the qualification of drivers admitted to start.

30.3.6 All cars abandoned on the circuit during free and qualifying practice sessions will be brought back to the pits as soon as possible by the organiser. They may continue to participate in the subsequent session.

30.4 Stopping the practices

Should it become necessary to stop the practices because the circuit is blocked by an accident or because weather or other conditions make it dangerous to continue, the Clerk of the Course, or his agent/representative, shall order a red flag and the abort lights to be shown at the Line. Simultaneously, red flags will be shown at all surveillance posts around the track. When the signal is given to stop, all cars shall immediately reduce speed and proceed slowly back to their respective pits, with no overtaking. All cars abandoned on the track will be removed to a safe place; parking in the fast lane being forbidden.

30.5 Time Registration

30.5.1 Meetings 24 Hours of Zolder :

All laps covered during the qualifying practices will be timed to determine the car's position at the start of the race.

With the exception of a lap in which a red flag is shown, each time a car crosses the Line it will be deemed to have completed one lap.

30.5.2 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).

30.5.3 Only for Division 1, 2 and 3

During the meeting, each driver entering his car needs to connect his Driver ID Plug with the car transponder by plugging in the concerned connector. The non plugging in or bad functioning of the Driver ID Plug shall lead to following penalties :

- During free practices and warm-up : the team principal needs to bring the car in within the 3 laps ;
- During qualifying practices : the times of the concerned qualification practice are considered not existing and so annulled;
- During the race : a black flag with orange disc will be deployed to concerned car.

If the Driver ID plug works properly, only the name of the driver behind the wheel shall figure on the time monitors.

30.6 Qualification standard

30.6.1 The minimum qualification standard per competition number is :

- 1 minute 53 seconds at dry track
- 2 minutes 08 seconds at whet track

unless another granted by the Panel of the Stewards of the Meeting. Only the Clerk of the Course will decide of a dry or whet track.

30.6.2 During the compulsory qualifying night practice, every driver registered is obligated to complete a minimum of 3 timed laps in the car he/she's registered on for the meeting and participating at the race, unless otherwise decided by the Panel of the Stewards of the Meeting.

30.6.3 The Clerk of the Course may refuse the start to any driver who did not show the required capacities and qualities to participate to the race.

30.6.4 At the end of the qualifying practices, the drivers may cross the finish line only once. Each offence against this rule will be fined by the annulment of the times set during the timed session concerned.

30.7 Exceptions

30.7.1 Provided that the maximum number of cars admitted is not exceeded, the Panel of the Stewards of the Meeting can admit cars and/or drivers to the race, which have not realised the qualification standard, if they :

- Do not exclude already qualified cars.
- Have proven to have the required capacities to realise qualification.
- The drivers are able guaranteeing complete safety (such as knowledge of the track, etc.).

30.7.2 To this end, a written application must be sent to the Clerk of the Course, at the latest three hours before the start of the race.

30.7.3 This car will start at the end of the starting grid.

ART. 31: THE GRID

31.1 Meeting 24 Hours of Zolder

31.2.1 At the end of the qualifying practice sessions, the fastest time achieved by each car will be published officially

31.2.2 The starting grid will be drawn up in the order of the fastest time achieved by each car during the cumulated qualifying practice sessions. Should two or more cars have set identical times, priority will be given to the one, which set it first.

31.2.3 The fastest car will start the race from the position on the grid which was the pole position in the previous year or, on a new or changed circuit, has been designated as such by the FIA or the ASN.

31.2.4 The final starting grid of the race will be published at least one hour before the race. If a car cannot take its place on the start grid after the publication of the starting grid, this place will be left open. The other cars will keep their position on the grid.

31.2.5 Any car which has not taken up its position on the grid by the time the 5-minute signal is shown will not be permitted to do so and must start from the last place on the starting grid.

ART. 32: STARTING PROCEDURE

32.1	14.55:	Cars lined up at the END OF THE PITLANE
	15.00:	Opening pitlane – panel "PIT OPEN" + sound signal Start towards DEFINITIVE STARTING GRID
	15.10:	Arrival on DEFINITIVE STARTING GRID Cars 2 by 2 side by side at start line ENGINES OFF!!
	15.15 :	Closing pitlane – panel "PIT CLOSED" + sound signal Start GRIDWALK → VIP's enter through zone paddock 3
	15.30:	Start evacuation of GRIDWALK through siflet and race control
	15.46:	Panel "10 minutes" .
	15.51:	Start count down Panel "5 minutes"
	15.53:	Panel "3 minutes" and evacuation of starting grid
	15.55:	Panel "1 minute" Start engines Complete evacuation of starting grid
	15.55'30":	Green flag before 1 formation lap ATTENTION – THE GREEN FLAG IS DEPLOYED IN THE MIDDLE OF THE TRACK
	16.00:	START "24 Hours of Zolder 2009" Rolling start given by switching of the red lights.

32.2 Starting Grid

32.2.1 The approach of the start will be announced by signals shown "10 minutes", "5 minutes", "3 minutes", "1 minute" and "30 seconds" before the start of the formation lap, each of which will be accompanied by an audible warning.

32.2.2 Signal "5 minutes" : It is allowed to work on the car until the "5 minutes" sign; any offence will be penalized with a "Stop & Go" of 10 seconds. Refuelling on the start grid is strictly forbidden. Any offence will lead to the exclusion of the car from the race.

Apart from the drivers, officials and technical staff of the teams, everyone must leave the track.

32.2.4 Signal “3 minutes” : start count down to start signal.

32.2.5 When the “1 minute” signal is deployed, the engines will be started with the driver behind the wheel, if necessary using an auxiliary source of energy. The technical staff and the officials must leave the track..

32.3 **Formation lap**

32.3.1 30-seconds signal : 30 seconds after this board a green flag/light will be shown at the front of the grid where upon the cars will begin a formation lap with the Clerk of the Course’s car leading, maintaining their starting order. During this lap, practice starts are forbidden, offenders will be financially fined with € 150, and the formation must be kept as tight as possible.

32.3.2 Overtaking during the formation lap is only permitted if a car is delayed when leaving its grid position and cars behind cannot avoid passing it without unduly delaying the remainder of the field. In this case, drivers may only overtake to re-establish the original starting order.

32.3.3 Any driver who is unable to start the formation lap must indicate this by opening his door. His mechanics are allowed to push the car on the track in order to start the engine and under the surveillance of the marshals, once all the other cars started the formation lap.

The car is allowed to complete the formation lap but is not authorised to overtake another moving car.

If after several procedures the car still doesn’t start, he must be pushed until the entrance or exit of the pit lane (as mentioned by the Clerk of the Course during the briefing of the drivers). There the mechanics can try to start the car.

32.3.4 Each car that is unable to keep it’s place during the formation lap, will take the start of the race at the end of the grid.

If several drivers are in this position, the position at the end of the starting grid will be determined by the position on the starting grid before the formation lap.

32.3.5 During the formation lap, all cars must adjust their speed, so that they are no more than five car lengths apart. Each car that is unable following the tempo or respecting the distance with regard to the preceding car must immediately leave the track and proceed in the grass or another deceleration strip. It may rejoin the track when the entire field has passed. The judges of fact will monitor this procedure. Each offence against this rule will be fined by a 10 seconds “Stop and Go” penalty.

32.3.5 Yellow flags will be displayed at all observation posts. The speed of the car of the Clerk of the Course must be around 80 kph during the formation lap.

The Clerk of the Course’s car will pull off at the end of the formation lap. The cars will continue on their own with the pole position leading at a minimum speed of 70 kph and a maximum of 90 kph. A judge of fact can monitor the speed of the car in pole position by radar. Any divergence between the prescribed speeds (70/90 kph) before the start is given will result in a Stop and Go penalty of 10 seconds.

32.3.7 The start will be a rolling start. The Clerk of the Course will give the start signal by extinguishing the red start lights. During the start procedure (signal 3 minutes) and until completion of the first lap, the pit wall must remain free of all persons, with the exception of the officials.

32.3.8 If a problem arises when the cars reach the Line at the end of the formation lap, the red light will stay on and the revolving orange lights will be turned on. Yellow flags will be displayed at all observation posts. Simultaneously, the “EXTRA FORMATION LAP” signal will be displayed. The cars, with the pole position leading, will complete a new formation lap. They will be joined and led by the Clerk of the Course’s car and will continue for another formation lap.

32.4 **Exceptional circumstances**

32.4.1 If it starts to rain after deployment of the “5 minutes” signal and if in the opinion of the Clerk of the Course the teams should be given the opportunity to change tyres, the start procedure can be

modified. At that moment, the “Start Delayed” signal is deployed. The start procedure will restart from the point where the “10 minutes” signal is deployed.

32.4.2 Under exceptional circumstances, the race can be started behind the Safety Car. The procedure is explained in Art. 34.8.

ART. 33: THE RACE

A race will not be suspended in the event of rain unless the circuit is blocked or it is dangerous to continue.

ART. 34A: SAFETY CAR

34.1 The Safety Car must be marked « SAFETY CAR » in letters of similar dimensions to those of the competition numbers, on the rear and sides. It must have orange lights on the roof. It will be driven by an experienced circuit driver or with good knowledge of the circuit. It will carry an observer capable of recognising all the competing cars, who is in permanent radio contact with race control.

34.2 No more than 30 minutes before the race start time the safety car will take up position at the front of the grid and remain there until the five minute signal is given. At this point (except under 34.8 below) it will cover a whole lap before leaving the circuit.

34.3 The safety car may be brought into operation to neutralise a race upon the decision of the Clerk of the Course. It will be used only if competitors or Officials are in immediate physical danger but the circumstances are not such as to necessitate stopping the race.

34.4 Each offence against the Safety Car regulations will be fined by a 10 seconds “Stop and Go” penalty.

34.5 Procedure

34.5.1 When the order is given to deploy the safety car, all observers’ posts will display waved yellow flags and a board « SC » which shall be maintained until the intervention is over. At the Line the yellow revolving lights will be illuminated. All cars will reduce their speed and overtaking is strictly forbidden.

34.5.2 The Safety Car, with its orange lights illuminated, starts from the place indicated during the briefing and will join the track regardless of where the race leader is.

34.5.3 All the competing cars must then form up in line behind the safety car no more than five car lengths apart and overtaking, with the following exceptions, is forbidden until the cars reach the Line (or the next safety car starting point) after the safety car has left the circuit. Overtaking will be permitted under the following circumstances :

- if a car is signalled to do so from the safety car ;
- under 34.8 below
- any car entering the pits may pass another car or the safety car after it has crossed the first safety car line, as defined under 34.10 below ;
- any car leaving the pits may be overtaken by another car on the track before it crosses the second safety car line, as defined under 34.10 below ;
- when the safety car is returning to the pits it may be overtaken by cars on the track once it has crossed the first safety car line ;
- if any car slows with an obvious problem.

34.5.4 When ordered to do so by the Clerk of the Course the observer in the safety car will use a green light or will signal to any cars between it and the race leader that they should pass. These cars will continue at reduced speed and without overtaking until they reach the line of cars behind the safety car.

34.5.5 The safety car shall be used at least until the leader is behind it (only applicable if the leader is on the track) and all remaining cars are lined up behind him (or, when there is more than one safety car, all the cars in that safety car’s sector).

Once behind the safety car, the first car in line (or the first car in line of that sector) must keep within 5 car lengths of it (except as under 34.5.7 below) and all remaining cars must keep the formation as tight as possible.

- 34.5.6 While the safety car is in operation, competing cars enter the pit lane, but may only rejoin the track when the green light at the end of the pit lane is on. It will be on at all times except when the safety car and the line of cars following it are about to pass or are passing the pit exit. A car rejoining the track must proceed at an appropriate speed until it reaches the end of the line of cars behind the safety car. Under certain circumstances the Clerk of the Course may ask the safety car to use the pit lane. In these cases, and provided its orange lights remain illuminated, all cars must follow it into the pit lane without overtaking. Any car entering the pit lane under these circumstances may stop in front of its stands or at its designated area.
- 34.5.7 When the Clerk of the Course calls in the safety car, it must extinguish its orange lights ; this will be the signal to the drivers that it will leave the circuit at the end of that lap. At this point the first car in line behind the safety car may dictate the pace and, if necessary, fall more than five car lengths behind it. As the safety car leaves the circuit, the race restarts and the yellow flags and SC boards at the observer's posts will be withdrawn and replaced by waved green flags with green lights at the Line. These will be displayed for no more than one lap.
- 34.6 Each lap completed while the safety car is deployed will be counted as a race lap.
- 34.7 If the race ends whilst the safety car is deployed it will enter the pit lane at the end of the last lap and the cars will take the chequered flag (on the track) as normal without overtaking.
- 34.8 In exceptional circumstances the race may be started behind the safety car. In this case, at any time before the one minute signal its orange lights will be turned on. This is the signal to the drivers that the race will be started behind the safety car. When the green lights are illuminated, the safety car will leave the grid with all cars following in grid order no more than 5 car lengths apart. There will be no formation lap and the race will start when the green lights are illuminated. Overtaking, during the first lap only, is permitted if a car is delayed when leaving its grid position and cars behind cannot avoid passing it without unduly delaying the remainder of the field. In this case, drivers may only overtake to re-establish the original starting order. Any driver who is delayed leaving the grid may not overtake another moving car if he was stationary after the remainder of the cars had crossed the Line, and must form up at the back of the line of cars behind the safety car. If more than one driver is affected, they must form up at the back of the field in the order they left the grid. A "Stop and Go » Penalty of 10 seconds will be imposed on any driver who, in the opinion of the Clerk of the Course, unnecessarily overtook another car during the first lap.
- 34.9 There will be one safety car in operation at a time, except for circuits of over 7 km in length, where other safety cars, positioned at equidistant points around the circuit, may be authorised by the FIA. If more than one safety car is authorised, the following requirements will apply :
- The starting point of each safety car must be announced to all the drivers.
 - When the safety cars pull off the circuit, the race restarts and green lights will be shown at the Line and their respective starting points. All observers' posts will then show a green flag. The green flags will be withdrawn after one lap.
- 34.10 At circuits where safety car procedures are to be used, two continuous, 20cm wide « Safety Car Lines » should be marked with non-skid paint, crossing the track and the pit entry and exit roads from side to side, normal to the track centreline, at the following places :
- Safety Car Line 1 : at the point at which it is deemed reasonable to allow a car entering the pits to overtake the safety car or another competing car remaining on the track. It is also the point at which competing cars can pass the safety car as it enters the pits at the end of the intervention.
 - Safety Car Line 2 : at the point at which cars leaving the pits are likely to be travelling at a similar speed to competing cars on the track. A car on the track may therefore overtake another leaving the pits before reaching this line but no overtaking may take place after it.

Art. 34 B :CODE 60

- 34.11 Should it become necessary to neutralise a race because the circuit is blocked by a car stopped next to the circuit or other conditions that make it dangerous to continue, the Clerk of the Course or his assistant will order the Code 60 procedure.

- 34.12 When the order of the Code 60 is given during a race, all observer's posts will display a purple flag and a "60" board which shall be maintained until the intervention is over. All cars will reduce their speed until maximum 60 km/h without overtaking. Rules at the exit of the pitlane will stay the same as during a race.
- 34.13 Overtaking during the Code 60 is only permitted if a car is in problem and the cars behind cannot avoid to overtake him without impeding the rest of the field. A "Stop & Go" of 10 seconds penalty will be imposed on any car who, in the opinion of the Clerk of the Course, unnecessarily overtook another car during the Code 60. Overtaking is strictly forbidden at places where (the) yellow flag(s) is/are deployed. Yellow flag procedures must be respected at these places and the speed must be reduced following the situation.
- 34.14 All abandoning cars will be taken in from the circuit and put on a safe spot, or brought back to the entrance of the pit lane. Parking in the speed lane is forbidden.
- 34.15 When the Clerk of the Course or his assistant give the order to stop the Code 60 procedure, all observer's posts will display waiving green flags, and the race restarts. A green light will be illuminated at the start line. The green flags will be displayed for maximum 1 lap.
- 34.16 Each lap completed under Code 60 procedure will be counted as a race lap.
- 34.17 A car, once fixed, is allowed to rejoin the race.
- 34.18 During the "24 Hours of Zolder 2009", the code 60 procedure shall be strictly applicable. As much as possible, and for information to the teams, the Clerk of the Course will announce at least 5 minutes before the start of the procedure via monitors or/and any other possibility useful to communicate as best as possible to the teams.
- 34.19 If the race will finish under Code 60 procedure, the cars will receive the chequered flag following the normal procedure (on the track).
- 34.20 The application of the Code 60 procedure is of the soul responsibility of the Clerk of the Course.

ART. 35: SUSPENDING A RACE

- 35.1 Should it become necessary to suspend a race because the circuit is blocked by an accident or because weather or other conditions make it dangerous to continue, the Clerk of the Course or his assistant will order a red flag to be shown at the finish line. Simultaneously, red flags will be shown at all observers' posts and the abort lights will be shown at the Line.
- 35.2 When the signal is given overtaking is forbidden and all cars must proceed slowly. Drivers should be able to stop at any time.
- 35.3 All cars line up at reduced speed in single line at the red flag line, the race leader in front. If the race leader is not in front of the line any cars between it and the red flag line will be waved off to complete another lap three minutes before the race is resumed.

The entrance and exit of the pit lane will be closed. A car entering the pit lane or a car being pushed in the pit lane, will receive a "Drive Through" penalty at the moment the race will resume, unless he had permission of the Clerk of the Course.

Each car being at the entry of the pit lane or in the pit lane at the moment the race is suspended, will be allowed to exit the pit lane without receiving a penalty.

- 35.4 No intervention whatsoever (except those mentioned in this article) is allowed on the cars throughout the entire time of suspension of the race, except if authorised by the Clerk of the Course. This also means that any interventions in the pit lane and/or box must be stopped upon deployment of the red flag until the race is resumed.

Only team members and officials are allowed on the grid.

- 35.5 The Safety Car will line up in front of line of cars behind the red flag line.

35.6 Time registration will continue throughout the time of suspension of the race.

35.7 At all times, drivers must obey the orders of the stewards.

ART. 36: RESUMING A RACE

36.1 The delay will be kept as short as possible and as soon as a resumption time is known, teams will be informed via the timing monitors or the Competitors Relations.

36.2 10 minutes before the resumption of the race, the “10 minutes” signal is deployed, accompanied by an audible warning. This signal is repeated upon deployment of the “5 minutes”, “3 minutes”, “1 minute” and “30 seconds” signals.

36.3 When the 1 minute signal is shown, engines should be started, possibly by means of an auxiliary source of energy. The technical staff and the officials must leave immediately the track by the time the 30-second signal is given.

If any driver needs assistance after the 30-seconds signal, he must indicate this to the marshals by opening his door and, when the remainder of the cars able to do so have left the grid, marshals will be instructed to push the car into the pit lane.

In this case, marshals with yellow flags will stand beside any car (or cars) concerned to warn drivers behind.

36.4 As soon as this minute has expired, the race is resumed behind the Safety Car when the green lights are illuminated.

The safety car will leave the grid with all cars following, in the order they stopped behind the red flag line, no more than 5 car lengths apart.

Soon after the last car in line behind the safety car passes the end of the pit lane, the pit exit light will be turned green ; any car in the pit lane may then enter the track and join the line of cars behind the safety car.

Overtaking during this lap is permitted only if a car is delayed when leaving the red flag line and cars behind cannot avoid passing it without unduly delaying the remainder of the field. In this case, drivers may only overtake to re-establish the order before the race was suspended.

Any driver who is delayed leaving the red flag line may not overtake another moving car if he was stationary after the remainder of the cars had crossed the red flag Line, and must form up at the back of the line of cars behind the safety car. If more than one driver is affected, they must form up at the back of the field in the order they left the grid.

36.5 A « Stop and Go » Penalty of 10 seconds could be imposed on any driver who, in the opinion of the Clerk of the Course, unnecessarily overtook another car during the lap.

36.6 After one lap, the Safety Car pulls off the track, unless staff is still cleaning the track or another incident demands a new intervention. If there are any divergences here, the Safety Car procedure will be resumed as described in Art. 34.5.

36.7 If the race cannot be resumed, the results will be taken at the end of the penultimate lap before the lap during which the signal to suspend the race was given.

ART. 37: FINISH

37.1 The end-of-race signal is deployed at the finish line – *i.e. exclusively the line located on the track, not in the pit lane or on the deceleration track* – as soon as the car with the best position on the track has completed the full race duration of the prescribed time duration and crossed the finish line. Simultaneously, the light at the end of the pit lane is turned to red. As of that moment, leaving the pit lane is forbidden.

37.2 Should for any reason (other than under Article 35) the end-of-race signal be given before the leading car has completed the full race duration, the race will be deemed to have finished when

the leading car last crossed the Line before the signal was given. Should the end-of-race signal be delayed for any reason, the race will be deemed to have finished when it should have finished.

- 37.3 After receiving the end-of-race signal, all cars must proceed on the circuit directly to the Parc Fermé without delay, without receiving any object whatsoever and without any assistance, except that of the marshals if necessary. It is forbidden to overtake a car, on pain of a penalty of withdrawal of 2 race laps.
- 37.4 Any classified car which cannot reach the Parc Fermé under its own power will be placed under the exclusive control of the marshals, who will take the car, if possible, to the Parc Fermé.
- 37.5 If a car abandons or stops around the track or in its box after the 6th or 12th hour, it must, in order to be classified, go as quickly as possible to the temporary parc fermé for scrutineering.

ART. 38: PARC FERME

- 38.1 Only those officials responsible for supervision may enter the Parc Fermé. No intervention of any kind is allowed there unless explicitly authorised by such officials.
- 38.2 Parc Fermé Regulations will apply in the area between the finish Line (chequered flag) and the Parc Fermé entrance.
- 38.3 The Parc Fermé shall be sufficiently large and secure that no unauthorised persons can gain access to it.
- 38.4 If there are no complaints, the cars will remain the Parc Fermé for 30 minutes after the publication of the provisory classifications.

ART. 39: DISMANTLING

- 39.1 The Technical Commission can ask, after approval of the Panel of the Stewards of the Meeting, the partial or complete dismantling of a car. The request of the Technical Commission will be in writing and handed over to the Panel of the Stewards of the Meeting.
- 39.2 The involved competitor must submit, and this without any financial compensation.
- 39.3 At any time, competitors can be pointed out to deliver a fuel sample. After qualifying practice sessions and the race, the car must contain at least 2 kg of fuel for fuel samples. If a fuel sample is done, it has to be done before any other verification necessitating the start of the engine.
- 39.4 The competitor will be informed of the place, date and hour of the dismantling by a convocation of the Panel of the Stewards of the Meeting with copy for the Technical Commission and the promoter of the "24 Hours of Zolder 2009".

This dismantling takes place in the deadline of maximum 72 hours except in case of force majeure and in agreement with all concerned parties. In this case, the Panel of the Stewards of the Meeting will fix a new deadline.

- 39.5 A scrutineer is not allowed to communicate any figure results or other comment at a dismantling, and this following Chapter X, 145 and 146 of the International Sporting Code.
- 39.6 The Panel of the Stewards of the Meeting will publish all results for any dismantled car and, on request, they will leave these at the disposal of other competitors. These results will contain no specific figures except for the fuel analysis or if the car is in contradiction with the Technical Regulations of the "24 Hours of Zolder 2009".

Only the values that are not conforming the technical regulations will be communicated.

- 39.7 During a meeting (practice(s) and race), the Parc Fermé Regulations can be used for scrutineering.
- 39.8 Each started or planned scrutineering, will automatically delay the Parc Fermé period for the involved car(s), even if it is opened for the other cars.

The eventual delay of the duration of the Parc Fermé doesn't change the regulations provided by the Sporting Code in case of complaints or appeal.

- 39.9 Competitors must inform if their car is selected for further scrutineering, and this as soon as the car enters the Parc Fermé or the scrutineering zone. The fact that no mechanic is present at the entrance of the Parc Fermé, within 15 minutes of notification, is considered as a refusal of dismantling, which will be fined by exclusion of the race or the meeting.
- 39.10 The piece(s) that are not conform will not be restored and stay at the disposal of the Technical Commission.

ART. 40: PODIUM CEREMONIES

- 40.1.1 All drivers of the cars having finished in first, second and third position in the general ranking must attend to the podium ceremony.
- 40.2.1 All drivers of the cars having finished in first, second and third position of Division 1, 2 and 3 must attend to the podium ceremony, unless otherwise specified.
- 40.2.2 All drivers of the cars having finished in first, second and third position of the different Classes of Division 4 must attend to the podium ceremony, unless otherwise specified.

ART. 41: SPECIFIC INFORMATION CONCERNING THE MEETING

- 41.1 Definition of the Meeting :
24 Hours of Zolder 2009
- 41.2 Federation :
Royal Automobile Club of Belgium
RACB Sport
Aarlenstraat 53
B – 1040 Brussels/Belgium
T : +32 2 287 09 11
F : +32 2 675 61 19
- 41.3 Promoter 24 Hours of Zolder
SRO Belgium nv
Sionstraat 17
B – 3680 Maaseik / Belgium
T/F : +32 89 30 94 96
- Organiser of the Meeting :
VZW Terlamen
Controletoren, Terlaemen 30
B – 3550 Heusden – Zolder / Belgium
T : +32 11 85 88 88
F : +32 11 85 88 95
- 41.4 Secretary and permanence :
Until Monday August 17th '09 – 18.00 – see 41.3
As from Thursday August 18th '09 – 08.00 – Circuit Zolder
- 41.5 Place and date of the meeting :
Circuit of Zolder, Belgium
19th, 20th, 22nd, 23rd of August 2009
- 41.6 Details concerning the circuit :
Length : 4000,48 m
Direction : clockwise
- 41.7 Entrees :
To be entered at the promoter.

Closing date : August 10th '09 for teams enlisted on year base in the Belgian GT Championship "MVD 2009", and August 17th '09 for all other teams.

- 41.8 Duration of the race :
Following attached schedule.
This schedule can, if necessary, be adapted during the meeting.
- 41.9 Duration of the meeting :
The meeting starts with scrutineering and/or sportive checks and finishes at the end of one of the latest endings following :
- The ending of a complaint of an appeal or the end of a hearing
- The end of sportive checks and/or scrutineering after the race, following the Code
- The end of the prize ceremony
- 41.10 Schedule :
Following attached schedule
- 41.11 Sportive Checks & Licence Check :
Wednesday August 19th '09 : 08.00 – 14.30
Place : Briefing Room (paddock zone 2 – Lila stairs)
- 41.12 Scrutineering :
Wednesday August 19th '09 : 08.00 – 15.00 (on convocation)
Place : box 1 & 2
- 41.13 Official notice board :
At the "chequered" stairs giving access to Race Control Centre – Zone 2.
- 41.14 Fuel :
Transportation of fuel within the paddocks is strictly within safety rules (presence of extinguisher obligatory).
- 41.15 Briefing :
Wednesday August 19th '09 : 14.30
Place : Business Center
- All drivers and team principals must be present throughout the briefing and sign the presence form. Any absence of a driver and/or team principal shall be financially fined with €100.
- 41.16 Podium Ceremonies :
All drivers finishing the race in 1st, 2nd and 3rd position of the general classification and finishing 1st, 2nd and 3rd per Division or Class must attend – in race suit – the podium ceremonies. The prize ceremony will take place on the podium in the pitlane (except for Michelin, no caps of other sponsors are allowed on the podium).
- 41.17 Parc Fermé :
On the track before the head grandstand.
- 41.18 Opening Hours Paddock :
Tuesday August 18th '09 : 12.00 – 20.30
Wednesday August 19th '09 : 08.00 – 20.30
Thursday August 20th '09 : 07.00 – 19.00
- 41.19 Opening Hours Welcome :
Tuesday August 18th '09 : 12.00 – 20.00
Wednesday August 19th '09 : 08.00 – 20.00
Thursday August 20th '09 : 07.00 – 18.30
Friday August 21st '09 : 08.30 – 17.00
Saturday August 22nd '09 : 08.00 – 22.00
Sunday August 23rd '09 : 09.00 – 14.00
- 41.20 Motor silence is obligatory on certain times at Circuit Zolder. This timing is to be followed up strictly. A car has to be pushed if needed during motor silence times (f.ex. when leaving the parc fermé).

A power generator has to be provided per entered car for emergency cases.
The use of an external power source in the refuelling place is forbidden during the race.

It is strictly forbidden to leave the paddock with the truck and/or service truck before the end of the meeting. The box must be closed when leaving. Any breach will be penalised with a financial fine of €50.

The control of the access to the pitlane is under the responsibility of the organiser. During practices, warm-up and the race, only the officials and persons wearing the necessary accreditation of the organisers are authorised in the pitlane.

The control of the access at the rear of the boxes is under the responsibility of the teams.
It is strictly forbidden to remove the fences at the rear of the boxes. Any breach will be penalised with a financial fine of €500.

ART. 42 : APPROVAL

Specific sporting regulations approved by RACB Sport.

Appendix 1 = Entry form

Appendix 2 = Identity Card of the vehicle