

# Belgian Gentlemen Drivers Championship (BGDC)

## Sporting regulations

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## **Art. 1. DEFINITION - DESCRIPTION**

- 1.1 BGDC (non-profit association) organises the « Belgian Gentlemen Drivers Championship » in accordance with the International FIA Sporting Code and its Appendices (the Code), with the National Sporting Regulations of the RACB Sport, and with the present General Prescriptions applicable to national championships. The championship will proceed according its Sporting and Technical Regulations, the latter being in compliance with FIA security prescriptions – Annex J – for what eligible cars is concerned. By their participation competitors signify their assent and agreement to the present regulations.
- 1.2 Supervisory ASN:  
Royal Automobile Club of Belgium  
RACB SPORT  
Rue d'Arlon 53/3  
B-1040 BRUSSELS  
Belgium  
Email : [sport@racb.com](mailto:sport@racb.com)
- 1.3 Promoter :  
BGDC ASBL  
Rue du Riquau 1  
B-1435 Mont Saint Guibert  
Belgium  
Email : [circuit@bgdc.be](mailto:circuit@bgdc.be)
- 1.4 The present Sporting Regulations were published on the 17<sup>th</sup> of March, 2017 coming into force immediately.
- 1.5 The promoter retains the right to make any amendments, corrections or changes to the present regulations, after approval of the RACB Sport. Competitors will be notified of these changes via the internet website [www.racb.com](http://www.racb.com) or by signed bulletin displayed at the Official Notice Board.
- 1.6 The final text of the present 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 Sporting Regulations.
- 1.7 Definitions in the present regulations correspond to the definitions of Art 21 of the FIA Code.

## **Art. 2. TERMS FOR PARTICIPATION**

- 2.1 Competitors with a valid licence can enter the BGDC and subscribe any race car in accordance with the BGDC Technical Regulations of the current season. The maximum number of cars allowed to practice and/or race is determined under Appendix O of the International FIA Sporting Code.
- 2.2 To take part in the BGDC competitions, each competitor will have to :
  - pay a single championship's fee,
  - comply with all specific administrative formalities, every race.
  - Pay an entry fee per car covering
    - the cost of attending the competition,
    - a flat rate for technical and sporting operating expenses,
    - a contribution to cover promotional costs and services offered to the competitors.
- 2.2.1 Participation fees must be transferred to the International Bank Account Number (IBAN) BE24 0017 3518 8338, (BIC) GEBABEBB of the non-profit association BGDC, stating your Starting Number, Team Name, or the name of one of the drivers.
- 2.2.2 There is an extra charge of 51€ when the entry fee is overdue and paid after the deadline set for each race or when paid at the race track.
- 2.2.3 Championship's fee.  
The competitor must pay a non-refundable amount of €100,- per starting number entered, which will be valid for the current year, to the International Bank Account Number (IBAN) BE24 0017 3518 8338, (BIC) GEBABEBB of the non-profit association BGDC. This fee is reduced to €50,- for starting numbers in Class A, and is optional if the first entry is for the last race of the BGDC calendar.
- 2.2.4 As soon as a starting number is out on track in the framework of the BGDC competition (free practice, qualifying or race), no partial or total refund of the entry fee can be claimed. The same holds true for a starting number excluded by the Race Director. The entry fee will only be refunded in full in case of cancellation of the event or should the entry be refused by the promoter BGDC non-profit association or by the RACB Sport.
- 2.3 The promoter reserves the right to accept or deny any entry of a competitor and/or driver.
- 2.4 Practical arrangements
  - All official communication with the promoter shall be made by email exchange : [circuit@bgdc.be](mailto:circuit@bgdc.be)
  - Any additional information from the promoter about BGDC topics will be sent to the email address provided on the entry form.
  - Under penalty of exclusion, any debt owing to the promoter by a team, one of its members, a competitor or a driver should be paid before the start of administrative checks.

- Any damage to the track or to the facilities, as well as to tangible or intangible assets used or run by the promoter must be reported immediately. All costs will be charged back to the person having caused the damage.
- Each team must provide the names of the drivers to the promoter, at least 5 business days before the start of the administrative checks of the event they want to enter.
- Each administrative change made between the fifth day and the start of the sporting checks will result in a flat-rate extra €50,- payable before the end of these verifications.

### **Art. 3. LICENSES**

- 3.1. Competitor  
Every competitor must hold a current and valid "competitor's" license.
- 3.2. Driver  
BGDC races are open to drivers holding a current and valid competition license of the following grade:
  - International FIA License - grade A, B, C ou D ;
  - International FIA License - grade D2 or National License C (for cars with a corrected engine cylinder capacity > 2l)
  - International FIA License - grade D3 (for cars with a corrected engine cylinder capacity < or = 2l)

### **Art. 4. COMPETITIONS**

- 4.1. Annual Competition Calendar: see Appendix 1
- 4.2. The maximum yearly number of BGDC races is limited to 8. The final list of races per season will be published on the RACB Sport website at the latest on the last working day of February. The promoter reserves the right to make changes to these dates and/or the format of the races, subject to approval of the RACB Sport.
- 4.3. Events, races and heats.
  - 4.3.1. Per event, a BGDC race will involve one single competition. This competition can be held in one or more heats. If several heats are to take place, ranking shall be issued based on adding all heats.
  - 4.3.2. For each heat, provided it exceeds 30 minutes, a minimum 3-minute stop is compulsory per 2-hours period of racing started. The competitor is liable for the application of this measure, and race control reserves the right to monitor its implementation by any means it considers appropriate. Procedures for each competition will be defined in the Supplementary Regulations.
  - 4.3.3. Mandatory stops must be made before the last 15 minutes of the heat.
  - 4.3.4. After each heat, a checkered flag will be presented to the highest ranked automobile in motion on track at the end of the prescribed time, when it crosses the Line of Control on trackside (side opposite to the pitlane).

### **Art. 5. DIVISIONS**

- 5.1. In order to take part in a BGDC competition, automobiles must comply with one of the divisions as well as one of the classes described in appendix 2.
- 5.2. If for any competition a class contains less than 3 automobiles, these cars could be put in a higher class in their division.

### **Art. 6. CLASSIFICATIONS – POINTS – CHAMPIONSHIP – HANDICAP**

- 6.1. All practice, qualifying and race results and classifications will be displayed at the official notice board.
- 6.2. After the race a final classification of the competition is drawn up and published upon signature of the Stewards of the Meeting.
- 6.3. All cars will be classified taking into account the number of complete laps they have covered, and for those who have completed the same number of laps, taking into account the time registered (and thus cumulated as from the second heat) when crossing the line of control.
- 6.4. Only cars which have covered 60% (rounded up to the nearest integer) of the distance covered by their class winner will be classified.
- 6.5. Every driver having covered at least 10% of the total distance covered by his car will be classified.
- 6.6. Points will be awarded at the end of each competition on the calendar.
- 6.7. In certain competitions points can be awarded after each heat. In that case, as from the second heat, the result will take into account the classification of the cumulated previous heats. Competitions awarded with points after each heat will be indicated as such on the Calendar.
- 6.8. In certain single heat competitions points can be multiplied by a factor. This will be announced on the Calendar by the promoter.
- 6.9. Points granted will be calculated in accordance with the formulas in Appendix 3.
- 6.10. Race results and championship rules.
  - 6.10.1. A general classification will be drawn up for divisions D1, D2, D3 et D4 as well as a ranking per class. The total amount of points scored per driver/team in a competition or heat will be obtained by adding the points awarded in the general classification to those scored in the class.

- 6.10.2. The calendar clearly illustrates the number of heats/races where points for the championship can be scored, and the number of best results taken into consideration to designate the champions.
- 6.10.3. At the end of the season drivers who earned most points in their division will be declared CHAMPIONS BGDC D1, D2, D3 and D4.
- 6.10.4. The first three drivers/teams of each division and class will also be rewarded at the end of the season.
- 6.11. Handicap :
  - 6.11.1. At the end of each competition, per division with more than 10 cars involved on the starting grid, the drivers of the first three cars will see themselves applied a handicap, a time penalty to purge during the next competition, regardless what car they will be driving.
  - 6.11.2. If several drivers of the same car have to purge a handicap, the car will only have to purge one single handicap, the highest one of the individual handicaps.
  - 6.11.3. Race direction will present a note setting out the handicaps for each race. It will be displayed on the Official Notice Board and distributed to the drivers concerned at the briefing.
  - 6.11.4. Handicaps are purged at the latest whilst entering for the first three-minute stop in the race.
  - 6.11.5. Handicap for division winners is set to a 20-seconds compulsory stop penalty, second place winners of each division will get a 10-seconds compulsory stop handicap and division thirds will get a handicap of a 5-seconds stop penalty. Handicaps are purged in the penalty zone foreseen by the organiser under the exclusive responsibility of the driver/team. Race control will supervise the execution by whatever means it considers appropriate.
  - 6.11.6. During the last race of the championship no handicap penalties will be given to purge the following season.

#### **Art. 7. CARS AND DRIVERS ALLOWED TO PRACTICE**

The list of "Cars and drivers allowed to practice" will be published and displayed at the Official Notice Board, before the start of qualifying for the competition.

#### **Art. 8. SWAPPING CARS**

If a team wants to swap cars during a competition, they will have to submit a request to the Stewards of the Meeting, at least two hours before the start of the qualifying practice or of the (first) heat. After a possible acceptance by the Stewards, the car must pass scruteneering by the Technical Committee. If the swap happens after qualifying the car will start the first heat from the pitlane.

#### **Art. 9. ORGANIZATION OF THE COMPETITION**

- 9.1. Supplementary Regulations
  - 9.1.1. Each BGDC competition takes place during an event for which the organiser issues Specific Regulations that have to be approved by the RACB Sport or by the local ASN where the competition takes place. The Supplementary Regulations set out the final timing of the meeting as approved by the RACB Sport.
  - 9.1.2. Specific changes to the Sporting or Technical Regulations of the BGDC will be published in the Supplementary regulations of the event.
- 9.2. Practice: at least one qualifying session of minimum 30 minutes is set.
- 9.3. Heat(s): competitions will be held in maximum 3 heats over the mentioned period on the calendar in appendix 2.
- 9.4. Practices and heats of every division should preferably be held on the same day.
- 9.5. The noise level must comply with the current season's BGDC technical regulations and/or the Supplementary Regulations of the event.

#### **Art. 10. INSURANCE**

- 10.1. Liability insurance arranged by the organiser or the promoter shall be in addition and without prejudice to any personal insurance policy held by a competitor or any other natural person or legal entity taking part in the competition or the event.
- 10.2. Drivers taking part in the competition are not third parties with respect to one another.
- 10.3. The promoter will have all certificates of insurance available to the competitors and the RACB Sport at the event.

#### **Art. 11. INSTRUCTIONS AND COMMUNICATIONS TO COMPETITORS**

- 11.1. Exceptionally, Officials may give instructions to competitors by means of special circulars in accordance with the Code. These circulars will be distributed to all the competitors, who must acknowledge receipt.
- 11.2. Officials are the Stewards of the Meeting, the Race Director, the Secretary of the Event, the Clerk of the Course, the Technical Delegate and Scrutineers, the Timekeepers, the Medical Delegates, the Pitlane Marshals, the Track Marshals, the Competitor Liaison Officers.
- 11.3. All questions from whatever side and for whatever motive must be transmitted through a Competitor Liaison Officer. This Competitor Liaison Officer can neither be a driver in the BGDC, nor be contractually linked to one of the teams. Their names shall figure in the Supplementary Regulations of the event.
- 11.4. All practice, qualifying and race results, all classifications as well as all decisions of the Officials will be displayed at the official notice board.

## **Art. 12. PENALTIES**

- 12.1. The Clerk of the Course will notify the Stewards of the Meeting each time he imposes a penalty as provided for in the present Sporting Regulations. For cases not provided for in the present Sporting Regulations, he will report to the Stewards. They will apply the regulations of the International FIA Sporting Code or the National Sporting Code.
- 12.2. The list of penalties is given in appendix 4.
- 12.3. If a 'Drive Through' or 'Stop & Go' penalty is applied, a 'Drive Through' or 'Stop & Go' warning sign and the competition number of the car involved will be shown at the same time.
- 12.4. A 'Drive Through' or 'Stop & Go' penalty cannot be combined with a pit-stop or refuelling in the refuelling area. Any violation will be sanctioned by another 'Drive Through' or 'Stop & Go' penalty.
- 12.5. In the following cases the driver has to take the deceleration lane (lane between track and pitlane) within 3 laps:
  - Deployment of a black flag accompanied by the competition number involved;
  - Deployment of a black flag with orange circle accompanied by the competition number involved;
  - Deployment of a 'Drive Through' or 'Stop & Go' warning sign accompanied by the competition number involved.
- 12.6. Any other irregularity, any unsportsmanlike behaviour, even outside practices and races, and even an offence not foreseen in the present regulations will be left to the appreciation of the Stewards of the Meeting, who will rule in presence of the clerk of the course.
- 12.7. The exact spot where flags will be shown as well as the location to purge penalties will be specified at the briefing.

## **Art. 13. INCIDENTS**

- 13.1. '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, and which:
  - necessitated the stopping of a practice session (free or qualifying) or the suspension of a race under Article 32;
  - constituted a breach of these sporting regulations or one of the other applicable regulations;
  - caused a false start by one or more cars;
  - having jumped the start;
  - caused an avoidable collision;
  - forced a driver off the track;
  - taken advantage from passing track limits; d'un non-respect du parcours;
  - illegitimately prevented a legitimate overtaking manoeuvre by a driver;
  - illegitimately impeded another driver during overtaking;
  - showed unsportsmanlike behaviour, even outside practices and races;
- 13.2. It shall be at the discretion of the Stewards, upon report or request from the Clerk of the Course, whether a driver or drivers involved in an incident should get a penalty.
- 13.3. If an incident is under investigation of the Stewards, a message informing all competitors which driver or drivers are involved, will be displayed on the timing monitors (if the facilities on the circuit so permit).
- 13.4. If a driver is involved in a collision or an incident (see Art. 13.1) and has been informed by the Stewards / Competitor Liaison Officer no later than 30 minutes after the race has finished, he must not leave the circuit without the consent of the Stewards.

## **Art. 14. SPORTING DISPUTE RESOLUTION**

- 14.1. All protests shall be made in accordance with the National Sporting Code.
- 14.2. Above all, competitors must comply with and abide by the regulations, behave impeccably and at all times act in compliance with the applicable standards as described in the FIA and RACB Sport Sporting Codes.
- 14.3. With the submission of the entry, each competitor and/or driver and/or his representative, agrees to save harmless and to keep indemnified the Stewards of the Meeting, the RACB Sport, the organisers BGDC ASBL and their representatives, from and against all actions, claims and demands arising related to any injury, including death, and all material damages caused by or resulting from his participation or his entry, regardless whether caused by direct or indirect mistake or negligence of this organiser BGDC ASBL, their representatives or the national sporting authority.

## **Art. 15. DRIVERS, DRIVER CHANGES**

- 15.1. During the whole event, minimum 1 and maximum 5 drivers are allowed per car. Drivers cannot drive for more than 200 minutes plus one lap consecutively without taking a one hour break.
- 15.2. The composition of the definitive crew cannot be altered after sporting checks. Except in cases of force majeure all driver changes will as from then be submitted for approval to the Stewards of the RACB Sport.
- 15.3. A driver must drive the car alone and unaided. In case of disabled drivers, assistance devices must be approved by the RACB Sport. Driver changes can only be carried out in the pitlane, in front of the box or at a designated spot for each team. The driver has to get out of the car by his own. The entering driver or a third person may support the head and neck security device (Hans® system) to help the exiting driver to leave the car. The exiting driver and a second person are allowed to assist the entering driver to fasten seat belts. For this purpose a third person may replace the exiting driver.

- 15.4. Drivers taking part in practices, heats and races must wear clothing and helmet as homologated according to the International Sporting Code appendix L and they must fasten their seat belts. A correct use of the head and neck security device (Hans® system) is mandatory.
- 15.5. Drivers' names and the national flag of the country issuing their racing license should appear legibly on both sides of the car.

#### **Art. 16. COMPETITION NUMBERS**

- 16.1. The promoter will allocate a competition number per car on a yearly basis.
- 16.2. Installation
- 16.2.1. Each competitor must provide sufficient space on both doors and the roof to affix the designed numbers and the series compulsory sponsors.
- 16.2.2. Three sets of competition numbers provided by the promoter must be affixed entirely throughout the duration of the event:
- on the car doors, perpendicularly to the centre line of the road.
  - On the roof or the front hood, visible towards the front.
- Additional sets of competition numbers shall be invoiced 5€ per digit.
- 16.2.3. If the promoter provides a background, it must be applied and cannot be altered. In that case, three sets of backgrounds per car will be supplied. Additional sets of backgrounds shall be invoiced 10€ each.
- 16.2.4. Positioning details of the series' sponsors will be made available on a case-by-case basis.
- 16.2.5. One single windshield strip will be allowed. Only the official windshield strip is to be affixed.

#### **Art. 17. ADMINISTRATIVE DOCUMENTS ISSUED BY THE ORGANISER**

- 17.1. Entry forms must be completed in full before the closing date for entries. All changes regarding competitor or drivers should be transmitted before sporting checks.
- 17.2. Entry tickets and competitor's car/staff passes will be issued by the organiser.

#### **Art. 18. SCRUTENEERING**

- 18.1. Scrutineering will take place at each and every event of the calendar. Neither car nor driver can start practice without the authorisation of the Technical Commission. Reasoned requests for exceptions must be sent in writing to the clerk of the meeting.
- 18.2. Place and time of scruteneering will be notified in the time table and in the Supplementary Regulations.
- 18.3. If free practices are arranged, regardless whether they must be paid for, they never exempt competitors from going to scruteneering and their timetable must be followed strictly.
- 18.4. Each competitor must present the car's duly completed and precisely defined technical passport (or identity card) (see Appendix 1 of the Technical Regulations BGDC) and sign it before the first meeting in which the car will take part. Without this document scruteneering cannot be carried out.
- 18.5. The Technical Commission may check amongst other things:
- A. Concerning the car :
- the car's technical passport or identity card;
  - the car's conformity with its technical passport or identity card;
  - the car's conformity with the applicable regulations;
- After scruteneering a member of the Technical Commission may write down some remarks or comments in the technical passport. The competitor will keep this technical passport available to the technical commission.
- B. Concerning the driver :
- Driver's equipment as defined in the FIA Code Appendix L. ; This equipment can be verified at any moment during the entire competition. No practice or racing allowed without the complete appropriate driver's equipment.
- 18.6. Every car being repaired, taken apart or modified after scruteneering in such a way that it might affect its security or conformity must be once again submitted for approval by the technical commission before its (re)admission to compete.
- 18.7. The Clerk of the Course, the Stewards and the Scrutineers can pick out a car for further scruteneering at any time during the competition. The Clerk of the Course can stop any car that was involved in an accident to undergo a technical inspection. At any moment during the event a scruteneer may check compliance of a car and any item that he considers necessary, without sporting prejudice to the competitor(s).
- 18.8. A car not complying with the technical regulations during scruteneering cannot take part in any practice or race until its compliance is restored.
- If non-compliance is discovered during qualifying all lap times of that heat will be cancelled and the driver(s) will be sent to the back of the starting grid for the corresponding heat.

If non-compliance is discovered during a heat, that particular racing number and all corresponding drivers will be excluded from that heat.

- 18.9. Only after the initial scrutineering the competitor will receive a dedicated sticker to allow the car to practice. This sticker must be affixed to the inferior left of the roof as close as possible to the windshield. No track access without this sticker.
- 18.10. The Technical Commission is entitled to seal and/or to retain all parts it deems necessary.

#### **Art. 19. SPORTING CHECKS**

- 19.1. Time and place of the sporting checks will be issued in the Timing and in the Supplementary Regulations. Time schedule must be strictly maintained.
- 19.2. All BGDC drivers must submit their licence during the sporting checks of their first championship entry. Thereafter they will be exempt unless explicitly requested by the RACB Sport or the promoter. Drivers having their license suspended by a competent cannot take part in any event.

All BGDC drivers must report to the sporting checks in person.

Team composition must be final before the end of the sporting checks.

#### **Art. 20. SIGNALLING BETWEEN DRIVER, PITWALL AND BOX.**

- 20.1. Speakers (or receivers) of the radio communication system cannot be built into the helmet.  
Earphones (to plug directly into the ear) are allowed.
- 20.2. Every competitor, driver, team member or attendant wanting to use a licensed radio transmission device to set up a communication between car and team, must make a request to the competent authorities of the visited country.

For Belgium:

I.B.P.T.

Département Licences

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For France:

tempo@anfr.fr

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#### **Art. 21. TYRES**

Tyre brand is open and free of choice. The use of any type of tyre warming device is forbidden.

#### **Art. 22. GENERAL SECURITY**

- 22.1. Official instructions will be transmitted to the drivers by means of signals as provided for in the applicable Sporting Code. Teams or their members must not use flags or signals similar in any way to the ones used by the organizers.
- 22.2. Except for the driver behind the wheel and the Officials of the event, nobody can touch the car at a standstill, unless it's on the starting grid, in the pitlane or box.
- 22.3. The Clerk of the Course or the Chief Medical Officer can ask any driver to undergo a medical examination at any moment throughout the event.
- 22.4. Behaviour on track
  - 22.4.1. As from 15 minutes before until 5 minutes after each practice session, as well as within the time period between the extinction of the red light and the last car entering Parc Fermé, nobody is permitted on the track, except for:
    - Track Marshals or other authorized staff in the performance of their duties;
    - drivers whilst racing or under Track Marshal's guidance;
    - Team Members pushing a car or bringing back tools from the grid, after all cars able to do so left the grid for the formation lap.
  - 22.4.2. During practice and heats, drivers can only use the track.
  - 22.4.3. Drivers encountering technical problems, must leave the ideal racing line as soon as possible and park the car in a safe place or make it back to the pits if this can be done safely.
  - 22.4.4. During practice and heats, cars stopping on the track must be removed as soon as possible not to hinder or endanger other participants.

- 22.4.5. It is strictly forbidden to drive in the opposite direction to the one of the race. A car can only be pushed to take it away from a dangerous unsafe position and following instructions of the track marshals.
- 22.4.6. If a driver cannot remove his car from an unsafe position by himself it is the duty of the track marshals to assist him. The car can also be removed using other means (tractor, ...). If even after that time the driver can start his engine and rejoin the race without committing an offence, he will not be excluded from the race.
- 22.4.7. Any driver intending to leave the track or heading towards the pitlane or the paddock must indicate this intention in due time and must make sure he can do it safely.
- 22.4.8. A driver abandoning his car must shift in neutral, leave the car open and put the steering wheel in place. A financial penalty of 250€ will be applied for each infringement of this rule.
- 22.4.9. A driver may not, under any circumstances, cross the track on foot, (unless to rejoin a safe zone), or walk towards the pitlane or the boxes or paddock zone or use public roads, and then return to his car.
- 22.5. Use of lighting
- 22.5.1. By decision of the Clerk of the Course and depending on the visibility, headlamps must be lit at the latest when the "LIGHTS"-sign is shown.
- 22.5.2. As soon as rain tyres or tyres causing spray are used, the driver must switch on the car's headlamps and rain light. It is for the Clerk of the Course to decide whether a car is called in due to defective rear lights or a faulty rain light. If a car is stopped for that reason, it may resume practice, warm-up or race as soon as the problem is fixed.
- 22.6. Slow trolling speed
- A car not keeping pace (driving considerably slower than usual or than the rest of the pack; interpretation left up to the discretion of the Clerk of the Course) can complete maximum 3 laps at this slow trolling speed.
- Cars not entering to pit after 3 laps will be shown a black flag. It is forbidden to pit several times to avoid this procedure. No further appeal is possible against this ruling.
- 22.7. Restrictions in the pit lane
- 22.7.1. During practices, warm-up and heats, a speed limit will be imposed in the pit lane. This speed limit will always be announced in the Supplementary Regulations and at the driver's briefing.
- 22.7.2. Repairs to the car may only be carried out in the pit lane or box.
- 22.7.3. A car may never reverse or back up in the pitlane by its own means.
- 22.7.4. The engine can be started on any external power supply (battery, pushing the car,...).
- To resume the race after a pitstop, all wheels should be on the ground before the driver may start or restart the engine.
- 22.7.5. During practices, warm-up and heats, only team members with the appropriate access pass can operate in the signalling zone.
- Mechanics must wear full body cover clothing providing physical protection from heat, fire and possible injuries. Shorts, t-shirts, open shoes, etc. are forbidden in the pit lane.
- 22.7.6. During the starting procedure (as from «3 'minutes' sign) and the first lap of the race, nobody except for the Officials, can be in the signalling zone (pit wall).
- 22.7.7. At any time during practices, warm-up and heats, the pit lane and signalling zone (pit wall) are prohibited for people under 16 years of age. Except for animals belonging to the security services, it is strictly forbidden to bring animals in the pit lane, the signalling zone or on track.
- 22.8. If a car is involved in an accident, it must be presented to Scrutineering before leaving the Circuit or before getting back on track.
- 22.9. If a driver is involved in a collision or an incident he must not leave the Circuit without the consent of the Clerk of the Course.
- 22.10. Any failure to follow the general safety rules in the applicable Sporting Code or these Sporting Regulations may lead to the exclusion of the car and/or its driver(s) from the event.
- 22.11. On explicit request of the FIA, very special attention will be paid to compliance with the flags and the following of the Track Marshals' instructions, as well as to offences committed during safety car procedures.
- Non-compliance with the red, white and yellow flag will result in severe irrevocable penalties like exclusion from the event, or even license suspension.

#### **Art. 23. BEHAVIOUR IN THE PIT LANE**

- 23.1. During the event, at the end of the pit lane, a marshal will activate a red or green traffic light. Running these lights will result in penalties in accordance with article 12. No car can leave the pitlane and go on track until the traffic light shows green.

- 23.2. Every competitor, driver, engineer, or team member must show strong determination not to put the general security at risk.
- Neither competitors nor teams can paint lines or shapes anywhere in the pit lane.
  - The "fast lane" must remain free of parts and tools.
  - Heat sources producing an open flame are prohibited in the pitlane, the boxes and in a two meter zone behind the boxes.
  - All electric equipment must comply with the applicable safety standards.
  - Welding is strictly forbidden in the pitlane, the boxes and in a two meter zone behind the boxes. Violations will be fined €250,- per offence.
  - Smoking is strictly forbidden in the pitlane, the boxes and in a two meter zone behind the boxes. Violations will be fined €250,- per offence.
  - During practices, warm-up and heats, all equipment such as tyres, tools and parts, must remain in the box (if boxes are available), except during the pit stop of the car concerned.

The team is held responsible for its own area and can be penalised in the event of infringement of any of these rules.

- 23.3. A car can only drive in the "fast lane" if the driver is behind the steering wheel in a normal driving position and fully equipped in accordance with the regulations.
- 23.4. During practices, warm-up and heats of other Series than the BGDC, neither car nor equipment can be in the pit lane so as not to disturb the participants of these series. Violations will be fined €250,- per offence.
- 23.5. It is the driver on board the vehicle's responsibility to leave the box after a pit stop only when it is safe to do so. Cars in the fast lane will be given priority over those leaving the working lane.

#### **Art. 24. ASSISTANCE IN THE PIT LANE**

- 24.1. During practices, warm-up and heats all kinds of refuelling or adding lubricants or liquids outside the pitlane or box is prohibited.
- 24.2. Moving a car
- 24.2.1. A car cannot be pushed or towed to reach the pitlane. Offenders will be excluded from that particular heat. The car can be pushed to its box as soon as all four wheels have passed the 'pit entry' sign or pictograph until the 'pit exit' sign or pictograph.
- 24.2.2. A car cannot drive in reverse in the pit lane unless it is pushed back.
- 24.2.3. If a driver drives past his box, the car must be pushed backwards under the guidance of a pit marshal.
- 24.2.4. As a starting aid from the box, the car may be pushed.
- 24.3. At every pit stop, the engine must be switched off:
- when refuelling;
  - when changing drivers;
  - when the car is being lifted, that is when at least one wheel no longer touches the ground;
  - when there is no driver aboard.
- 24.4. Mechanics
- 24.4.1. Behaviour
- For all operations, including tyre changes: maximum 4 mechanics are allowed to work on the car at all times (exceptions in this article). 1 additional mechanic may clean the windshield.
  - Maximum 2 pneumatic or electric (battery operated) wheel guns can be used.
  - All other team members standing in the working area (inside lane) bounded by white or red lines, separating the box from the inside lane, will be considered as working on the car. If drivers intervene on the car, they shall be counted as mechanics. The team may be imposed a penalty for each person additional to the number allowed.
  - Everybody working on the car must wear clothing providing physical protection from heat, fire and possible injuries.
  - Maximum 2 extra technicians (for example tyres and brakes) can carry out checks on the car, but must not intervene.
  - A driver sitting behind the steering wheel will not be taken into account.
  - The crew chief, not working on the car, will not be taken into account.
- 24.4.2. The number of mechanics is unlimited when the car is inside the box, if boxes are available. In this case however, the garage door may not be closed. When the car is ready to resume the race, it must be pushed outside the box before the engine can be started.
- 24.5. If the pitlane is sufficiently wide, the use of carrying arms is allowed for easy use of cables and wiring. The length of the carrying arms may not exceed 4 meters and they must be suspended by chains or wire ropes and lift straps at a minimum height of 2 meters (measured against the wall).
- 24.6. During tyre changes, the rims are laid on the ground and not thrown ! Mechanics must immediately carry them into their box after tyre change.
- 24.7. Any parking in the fast lane is forbidden.

#### **Art. 25. REFUELLING**

- 25.1. Qualifying Practice and Race

Refuelling is only allowed in front of the team's box or designated location.

#### 25.2. Prescriptions

- Refuelling can only be carried out at the beginning or at the end of a minimum three-minute pit stop. (in accordance with Art 4.3.2.)
- During refuelling the car must remain on its wheels and there will be no change in level.
- The engine must be switched off.
- The driver can remain seated in the car.
- The competitor must make sure that one team member, specifically appointed for this task, is wearing a fire-retardant suit, gloves, solid closed shoes, a fire-retardant balaclava and safety glasses or a helmet with closed visor, equipped with a fire extinguisher in good working order, with a capacity of at least 5 kilograms, is standing at minimum 2 meters of the filling opening throughout the entire refuelling operation. The competitor must ensure that anybody that is not adequately protected comes within a five-meter distance from the car.
- Maximum two (2) team members can refuel. They must wear fire-retardant suits, fire-retardant gloves, solid closed shoes, a fire-retardant balaclava and safety glasses or a helmet with closed visor.
- During refuelling in front of the box, driver changes are allowed;
- All other interventions or verifications are forbidden during refuelling.
- Before and during refuelling with a tower, the car must be connected electrically to earth.

#### 25.3. During the race, all refuelling in the pitlane must be done using either:

- A single independent tank per box, in compliance with the valid technical BGDC regulations, with a flow rate reducing orifice having an internal diameter of maximum 33 mm.
- A standard refuelling bottle or an unpressurized vented supply tank of maximum 35 litres, linking in to the car's filler opening with a watertight sealed coupler.
- A refuelling system consisting of a 60 litres, to UN-standards certified drum, a sturdy trolley, a manual low pressure pump, a 4 metre supply hose and an automatic shut-off nozzle. All information about this refuelling system via [circuit@bgdc.be](mailto:circuit@bgdc.be)

#### 25.4. Filling up the tank tower during refuelling is prohibited.

#### 25.5. All fuel tanks and drums stored in the box must be kept closed.

#### 25.6. Fuel transport in the paddock only is allowed under the guidance of a person with a fire extinguisher.

### **Art. 26. BRIEFING**

#### 26.1. Before the first practice session of every meeting the Clerk of the Course will organize a briefing for all all Team Managers and drivers of the cars allowed to qualify.

#### 26.2. All drivers and team managers must personally sign the attendance list and remain present throughout the briefing. In the absence of a team manager or driver, a €100,- fine per person will be imposed.

At the second absence, during the same season, the driver will be excluded from the meeting. This decision is without appeal.

#### 26.3. A request for a derogation from the briefing rule is to be presented in writing to the Clerk of the Course, at least one day before the start of the meeting. The Clerk of the Course is to take this request to the Stewards of the Meeting and it is for them alone to decide over such derogation.

#### 26.4. Every driver has to attend the Clerk of the Course's briefing before getting on track.

### **Art. 27. PRACTICE**

#### 27.1. Free Practice (so-called non-timed practice)

There will not always be free practice before competition.

#### 27.2. Qualifying Practice (so-called timed practice)

There will always be a qualifying practice. The exact time is to be announced in the Time Table.

#### 27.3. Procedures

#### 27.3.1. No driver can be at the start of a race without having driven the car he entered in the qualifying session, and without meeting qualifying standards as in Art 27.6.1., unless an exemption is granted by the Stewards of the Meeting.

#### 27.3.2. It is strictly forbidden to zigzag on track during free and qualifying practice.

#### 27.3.3. During practice, a car stopped on track must be removed as soon as possible, so that its presence does not hinder or put other competitors at risk. If the driver is unable to remove the car from a dangerous position, it is the task of the Track Marshals to assist him.

#### 27.3.4. The Clerk of the Course may interrupt practice sessions as often and for as long as he considers necessary to clear the track or remove a car.

In case of free practice only, the Clerk of the Course may decide not to prolong the practice session after such interruption.

During qualifying practice, the session will be resumed to maximum extend, if circumstances allow.

In addition, if in the view of the Clerk of the Course a stop was caused deliberately, the driver may have his results during this session cancelled (as a substitute for or in addition to existing penalties) and he may be banned from participating in other practice sessions that day.

27.3.5. In case one or several practice sessions are interrupted, no claims as to possible consequences of this interruption for the drivers' qualifying results can be taken into account.

27.3.6. During free practice all cars left behind alongside the track will be towed to the pits by the organizer as soon as possible. They may resume the session. During qualifying cars will be towed back at the end of the session, unless they have to be removed for security reasons.

27.4. Stopping the free practice / qualifying practice

Should it become necessary to stop the practice 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 representative will have the red flag and the abort lights shown at the Line. Simultaneously, red flags will be shown at all the marshals' posts.

When the red flag signal is given to stop, all cars shall immediately reduce speed and proceed slowly back to their respective box without overtaking. Furthermore all cars left behind on track will be removed to a safe place;

27.5. Time registration

27.5.1. Every lap completed during qualifying will be timed as to determine the car's position on the starting grid of the race.

Except for the lap in which the red flag is shown, a car has completed a lap each time it crosses the Line.

27.5.2. For Timekeeping to receive correct data, each car must be equipped with a transponder unit and its connections or with a similar system providing the car's lap times.

Each team is in charge of mounting its own equipment. Transponder units can be purchased or rented from Timekeeping.

27.6. Qualifying Requirements

27.6.1. To be allowed to the race every driver must complete at least one timed lap during qualifying practice, driving the car he has entered and in which he will take part in the race. (unless derogation from the Stewards).

The minimum qualifying time required is maximum 130% of the average time of the 3 best results in each division during qualifying practice, unless derogation from the Stewards.

27.6.2. The Clerk of the Course or the Stewards of the Meeting can refuse any driver that failed to show the required capacities to take part in the race.

27.6.3. At the end of qualifying practice all drivers may cross the Line only once. Offences are penalised by cancelling lap times of the relevant qualifying session.

27.7. Exception

27.7.1. Provided that the maximum number of cars qualified and allowed to the Race is not exceeded, The Stewards of the Meeting can allow cars and/or drivers that did not meet qualifying requirements, but on the condition that:

- cars already qualified do not get excluded as a result of this;
- the drivers have already proven the capacity to qualify;
- the drivers present all guarantees of safety (acquaintance with the track, etc...).

27.7.2. To this end, they must make a request in writing to the Clerk of the Course, at the latest 30 minutes after the end of qualifying. The Clerk of the Course will decide with the approval of the Stewards.

27.7.3. This car will start from the back of the starting grid.

## **Art. 28. STARTING GRID**

28.1. At the end of qualifying practice, the fastest lap time of every car will be published officially.

28.2. The starting grid is established by ranking the best lap time for each car during the qualifying session(s). If two cars have set the same lap time, priority shall be given to the car that has set this lap time first.

28.3. The car with the fastest time will start the Race from the position matching the previous year's pole position, or on a new or modified track, from the pole position designated as such by the FIA or ASN. The starting grid is made up of two lanes of cars, evenly spaced.

28.4. The final starting grid of each heat is published at least 30 minutes before the Race. If a car cannot take its position on the starting grid after it was published, the gap will not be closed, and the other cars will keep their position on the grid.

28.5. A car not yet in its place on the starting grid when the 5-minutes signal is shown will no longer be allowed, and will have to start from the pit lane.

## **Art. 29. STARTING PROCEDURE**

### **29.1. Leaving the pit lane**

- 29.1.1. Maximum 15 minutes before the start of the Race, the cars leave the pit lane or the paddock and take up their positions on the provisional grid.
- 29.1.2. Cars will do a complete or partial acknowledgement lap behind the leading car of the Clerk of the Course. At the end of this lap the cars must stop at their starting position on the grid and switch off the engine.

### **29.2. Starting grid**

- 29.2.1. Approaching the start «10 minutes», «5 minutes», «3 minutes», «1 minute» and «30 secondes» signs will be shown before the start of the formation lap. Each of these signs will come with an audio signal.
- 29.2.2. At the «10 minutes» sign and audio signal the pit exit will close. All cars remaining in the pit lane or paddock can start from the pit exit only with the prior authorization of an Official and after all cars have passed at the pit lane exit line.

The Stewards of the Meeting can grant derogations to this procedure depending on the circuit configuration, paddock layout or timing.

- 29.2.3. «5 minutes» sign: Working on the car is allowed until the «5 minutes» signal. Offences will incur penalty. Refuelling on the starting grid will automatically lead to the exclusion from the competition.

Everybody, except for drivers, officials and team staff, must leave the track.

- 29.2.4. «3 minutes» sign: the countdown is on.

- 29.2.5. «1 minute» sign: Engines can be started, driver behind the wheel. An external energy source can be used to start the engine. Technical team staff and officials must leave the grid.

### **29.3. Formation lap or launch**

- 29.3.1. «30 secondes» sign: 30 secondes after this signal a flag / green light will be shown at the front of the grid to indicate the start of a formation or launching lap behind the Clerk of the Course's leading car and staying in starting grid order. Starting tests are forbidden on pain of penalty during this lap, and cars must remain in tightly-packed formation. (see 29.3.5).
- 29.3.2. During the formation or launching lap, overtaking is only allowed when a car is delayed leaving its starting grid position and when the cars behind cannot overtake without unnecessarily delay the rest of the grid.
- 29.3.3. Drivers unable to start the formation or launching lap must open the car door. When all other cars have departed, pit/track marshals are allowed to push the car and start the engine under the supervision of the pit marshals.

Henceforth the car can resume its formation or launching lap, but may not overtake moving cars other than organisation safety cars.

If the car does not start after several unsuccessful attempts, it should be pushed into the pit lane along the shortest route, where the mechanics can try to start the engine.

- 29.3.4. Any car unable to maintain the starting order during the formation or launching lap must start the race from the back of the grid. Under no circumstances can it resume its former position in the group.
- 29.3.5. During the formation or launching lap, all cars must adapt their speed as to keep maximum two car-lengths to the car in front. Any car unable to keep up with the speed or the distance with the car in front must leave the track immediately and take the soft shoulder or any deceleration lane. It should only come back on track and resume the race when all other cars have passed. Judges of fact will monitor this procedure. Offenders will get a «Drive Through» penalty.
- 29.3.6. All surveillance posts will wave yellow flags. During the formation lap the leading car (Clerk of the Course's car) will drive at about 80km/hour.
- 29.3.7. During the starting procedure as from the «3 minutes» sign until the end of the first lap, nobody, except for officials, can be at the pit wall.

### **29.3.8. Rolling start:**

The «Leading Car» pulls out at the end of the formation lap. All cars continue towards the starting line under the guidance of the pole setter at a similar speed as the leading car had set before retiring; the red lights are switched on. The Clerk of the Course shall give the starting signal by extinguishing the red lights. Should a problem arise when the cars approach the Line at the end of the formation lap, the red lights will remain switched on and additional orange blinking lights will be activated. At the same time an «EXTRA FORMATION LAP» sign will be shown.

- 29.3.9. All safety stations will show yellow flags. Cars remain in formation under the guidance of the pole setter, and complete another formation lap. They can be joined and guided by the Leading car (Clerk of the Course's car)

### **29.3.10 Standing start:**

The «Leading Car» pulls out at the end of the formation lap. All cars continue towards the starting line under the guidance of the pole setter and stop at their position on the starting grid. When all cars have come to a stop, the 5'' sign will shown and the red lights switched on. The Clerk of the Course shall give the starting signal by extinguishing the red lights. Should a problem arise before the 5''

sign, orange blinking lights will be activated. At the same time the «START DELAYED» sign will be shown and proceedings shall resume at the «3 minutes» signal.

#### 29.4. Exceptional circumstances

29.4.1. A deviation from the starting procedure is available, when it starts to rain after the «5 minutes» signal, and the Clerk of the Course believes that teams must get the opportunity to change tyres. At that moment, the «START DELAYED» sign will be shown and proceedings shall resume at the «10 minutes» signal.

29.4.2. In exceptional circumstances, the race can start behind the Safety Car. Proceedings as provided for in Article 31.7.

### **Art. 30. RACE**

30.1. In the event of rain the Race will not be suspended, except when the track is blocked or when it might become dangerous to continue.

### **Art. 31. SAFETY CAR**

31.1. The safety car will show the words «SAFETY CAR» at the rear and the sides of the car, in type size similar to competition numbers. An orange-coloured beacon on the roof. It will be driven by an experienced racing driver or someone knowing the track very well. It will carry an observer capable of recognizing all the competing cars, and who is in permanent radio contact with race control.

31.2. Maximum 30 minutes before the start of the race, the safety car will take up position at the front of the grid and remain there until the five-minute signal is given. At that moment (except pursuant art. 31.7 below), it will cover a complete lap and leave the track.

31.3. On the decision of the Clerk of the Course the safety car can be deployed to neutralize the race, only if drivers or Officials are in immediate physical danger, but the circumstances are not such as to necessarily stop the race.

31.4. All offences against Safety Car Regulations will be sanctioned.

31.5. Proceedings

31.5.1. When the order is given to deploy the safety car, yellow flags will be waved and a “SC” sign will be shown at all Track Marshal Posts until the end of the intervention.

At the Line yellow flashing lights will be activated. All cars must slow down and overtaking is strictly forbidden.

31.5.2. The safety car, orange lights switched on, will start from the position as indicated in the briefing and will get on track, regardless of where the race leader is at that moment.

31.5.3. All the competing cars must then line up behind the safety car within two car lengths apart, and it is strictly forbidden to overtake, except under certain circumstances.

Overtaking is allowed under the following circumstances:

- if a car is signaled to do so from the Safety Car;
- in compliance with Article 31.7 below;
- any car entering the pits may pass another car or the safety car after crossing the first Safety Car Line;
- cars leaving the pits may be overtaken by another car on the track before crossing the second Safety Car Line;
- when coming back to the pits and after crossing the first Safety Car Line, the safety car may be overtaken by cars on the track;
- if a car is slowing down due to a serious problem.

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

31.5.5. The Safety Car will be used at least until the car in the lead is right behind it (only when the race leader is on track and only one safety car is deployed) and all other cars are lined up behind the race leader (or, when there is more than one safety car, all the cars in that safety car’s sector).

Once behind the safety car, the race leader (or the leader of that sector) must remain within two car lengths distance of the safety car (except in accordance with art. 31.5.7 below) and all other cars must keep the formation as tight as possible.

31.5.6. While the safety car is in operation, competing cars may 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.

31.5.7. When the Clerk of the Course calls in the safety car, its orange lights will be extinguished; this will be the signal that it will be entering the pit lane at the end of that lap. At this point, the first carline behind the safety car may dictate the pace and, if necessary, fall more than two car lengths behind it, except when using two safety cars, in which case the distance must remain within two car lengths.

As the safety car leaves the track, the yellow flags and “SC” signs at the marshal posts will be withdrawn and replaced by waved green flags. These will be displayed for maximum one lap. From that moment the race is back on and cars can overtake.

31.6. Each lap completed under safety car will be counted as a race lap.

31.7. 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 2 car lengths apart. There will be no formation lap and the race will start when the green lights are illuminated.

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, overtaking is allowed. In this case, the drivers in trouble may not overtake to re-establish the original starting order. During the first lap only, a car having difficulty in keeping up with the pace may be overtaken, but cannot resume its position.

31.8. There will be only one safety car in operation at a time, except for circuits of over 7 km in length, where other safety cars, positioned at intermediate 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 and withdrawal position of each safety car must be announced to all drivers;
- As the safety cars leave the track, the yellow flags and "SC" signs at the marshal posts will be withdrawn and replaced by waved green flags for one lap. A green light must be activated at the Line and at the SC's initial positions. The race is back on.

31.9. CODE 60

31.9.1. If the Clerk of the Course considers it necessary for whatever reason to neutralize the race, making it too dangerous to proceed, he can order a «CODE 60».

31.9.2. When the order is given to start a "CODE 60" during the race, purple flags indicating "60" will be waved or displayed at all Track Marshal Posts until the end of the intervention. All cars must immediately reduce their speed to maximum 60 km/h, no overtaking allowed.

Regulations for leaving the pit lane will be the same as during the race.

31.9.3. Overtaking under «CODE 60» is allowed only when a car is in difficulty and cars behind cannot avoid passing it without unduly delaying the remainder of the field. A penalty can be imposed by the Clerk of the Course for cars/drivers overtaking unnecessarily under «CODE 60».

31.9.4. Furthermore, all cars left behind alongside the track will either be put in a safe place or at least be towed till the pit entry. Stopping in the fast lane is forbidden.

31.9.5. «CODE 60» ends and the race is back on when the Clerk of the Course orders the purple flags to be replaced by waved green flags and a green light activated on the Line. Green flags are shown during maximum one lap.

31.9.6. Each lap completed under «CODE 60» will be counted as a race lap.

31.9.7. The car, as soon as repaired, may resume the race. Only one towing intervention per car per «CODE 60» will be allowed, unless exceptions in the Supplementary Regulations of the event.

### **Art. 32. SUSPENDING THE RACE**

32.1. Should it become necessary to suspend the 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 representative will order red flags to be shown at all marshal posts and red lights to be shown at the Line.

32.2. When the signal to suspend the race is given, all cars must reduce their speed immediately and all overtaking is strictly forbidden. Drivers must be able to stop at any moment.

32.3. All cars must proceed slowly to the Red Flag Line, the race leader in first position. If the race leader on track is not the first car in line, all cars in between the race leader and the Red Flag Line will get a signal to drive another lap after the "3 minutes" signal before resuming the race.

Pit entry and pit exit will be closed. When resuming the race, a «Drive Through» penalty will be given to all cars that drove into the pit lane or cars that were pushed from the track into the pit lane under red flag, and without the consent of the Clerk of the Course.

However all cars that were at the pit entry or in the pit lane when the order to suspend the race was given, will be free to leave the pit lane without penalty.

32.4. No intervention of any kind will be allowed on the car throughout the suspension of the race (except for those mentioned in this article) unless authorized by the Clerk of the Course. This also means that no work can be carried out in the pit lane or boxes as from the deployment of the red flag until resuming the race. Only team members and officials will be allowed on the grid.

32.5. The safety car will be driven to the front of the line of cars behind the red flag line.

32.6. During the suspension of the Race, neither the Race nor the Timekeeping will be stopped.

32.7. Drivers must obey Pit and Track Marshals' orders at all times.

32.8. Towing back of stalled cars during the race.

Stranded cars alongside the track can be towed back to the pits depending on time and towing trucks available to do so. These proceedings will be allowed until 20 minutes before the end of the heat or race.

### **Art. 33. RESUMING THE RACE**

- 33.1. The delay will be kept as short as possible and, as soon as a resumption time is known, competitors will be informed via the timing monitors or by the Competitors Liaison Officers.
- 33.2. Signals will be shown at the Red Flag Line, ten minutes, five minutes, three minutes, one minute, and thirty seconds before the resumption, and each of these will be accompanied by an audible warning.
- 33.3. When the «1 minute» signal is given, engines should be started, if needed with an external energy source. All technical staff and officials must leave the track by the time the «30 secondes» signal is given.

If any driver needs assistance after the 30-second signal, he must indicate this to the marshals by opening his door and, when the remainder of the cars able to do so has 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.
- 33.4. When the green lights are illuminated, the Safety Car will leave the grid with all cars following, in the order in which they stopped behind the red flag line, no more than 2 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 turn 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 allowed 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. No driver may 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 in which they left the grid.
- 33.5. A penalty can be imposed on any driver who, in the opinion of the Clerk of the Course, unnecessarily overtook another car during this lap.
- 33.6. The Safety Car will take its position after one lap unless competitor personnel are still clearing the grid or a further incident occurs necessitating another intervention.
- 33.7. 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. 34. FINISH**

- 34.1. When the signal for the end of the race is given (chequered flag), the red light at the pit exit is switched on, and leaving the pitlane is forbidden.
- 34.2. If for any reason (other than stated in Art. 32) the chequered flag is shown before the scheduled time for the race has elapsed, the race will be deemed to have finished when the leading car crossed the finish line for the last time before the chequered flag was shown; If for any reason the chequered flag is shown late, the race will be deemed to have finished at the scheduled time.
- 34.3. After receiving the end-of-race signal, all cars on track must proceed directly to the Parc Fermé without unnecessary delay, without receiving any objects what so ever, without stopping and without any assistance, except that of the marshals, if necessary. Deliberate overtaking is forbidden and can lead to a -2 race laps penalty.
- 34.4. Any ranked car that cannot reach the parc fermé by its own means will be placed under the exclusif guidance of the pit marshals, who will try to get it to the parc fermé, if possible.

### **Art. 35. PARC FERME**

- 35.1. Only those officials responsible for supervision and verifications may enter the Parc Fermé. No intervention of any kind is allowed there unless authorised by such officials.
- 35.2. Parc Fermé Regulations will apply in the area between the Line (chequered flag) and the Parc Fermé entrance.
- 35.3. The Parc Fermé shall be sufficiently large and secure that no unauthorised persons can gain access to it.
- 35.4. If there are no complaints, the cars will remain in the parc fermé for 30 minutes still after publishing the provisional results, unless extended for Scrutineering (Art 36.8). In the absence of a parc fermé, cars will remain under Parc Fermé Regulations in their pits or boxes.

### **Art. 36. SCRUTINEERING AND/OR DISMANTLING**

- 36.1. Scrutineering after the race may occur, but will not be organized systematically. If the Stewards of the Meeting decide for a Scrutineering at the end of the Meeting, Competitors will be required to attend.

Scrutineers may conduct partial or full verifications on the car or even require disassembly. In order to dismantle a car the Scrutineers must make a request for approval in writing to the Stewards of the Meeting.
- 36.2. Competitors involved in a disassembly of their car must undergo this procedure without financial compensation.

- 36.3. At any time, competitors can be designated to provide fuel samples. At the end of the qualifying practice session or the race, the car must contain at least 2kg of fuel for sampling. If a sample is taken, it must be carried out before any verification needing to start the engine.
- 36.4. The competitor will be informed about place, date and time of the disassembly by the Scrutineers, the Stewards.
- 36.5. In compliance with the international Sporting Code, a Scrutineer may never disclose numerical results or any comment during dismantling.
- 36.6. The Stewards of the Meeting will publish the results for each verified car, and will make them available to other competitors at their request. These results will not contain detailed figures, unless fuel analyses is concerned or if the car is in breach of the Technical Regulations of the BGDC. Only values not complying with the technical regulations will be revealed.
- 36.7. During a competition (qualifying practice(s) or race) the legal period of time for Parc Fermé can be used for Scrutineering purposes.
- 36.8. All technical verifications, underway or scheduled will extend the period of parc fermé for the car(s) concerned, even when the Parc Fermé is reopened for the other cars. The possible extension of the legal time of parc fermé does not introduce any change to the provisions of the National or International Sporting Code regarding Protests.
- 36.9. The competitor or his representative must inquire about their car being selected for Scrutineering immediately when the car enters Parc Fermé. The absence of a mechanic at Parc Fermé Entry or Scrutineering Zone within 15 minutes of notification, will be considered as a refusal to be verified or dismantled, and will lead to penalties up to the exclusion from the competition.
- 36.10. The part(s) that is(are) not in compliance will not be returned and will remain at the disposal of the Technical Commission of the RACB Sport.

**Art. 37. PODIUM CEREMONY**

The first three in the general classification in the divisions 1, 2, 3 and 4 as well as the first three of each class are required to come to the podium ceremony, unless stated otherwise.

**Art. 38. APPROVAL**

The Sporting Regulations of the BGDC 2017 were approved by the RACB Sport on the 17<sup>th</sup> of March, 2017, and has Visa number S01/BGDC/B17.

**Appendix 1**  
**CALENDAR 2017**

<b>Dates</b>	<b>Competitions</b>	<b>Lenght</b>	<b>Location</b>
14 <sup>th</sup> -16 <sup>th</sup> of April	Spa 400	400 minutes	Spa-Francorchamps
29 <sup>th</sup> -30 <sup>th</sup> of April	Dijon 300	2 x 150 minutes	Dijon-Prenois
27 <sup>th</sup> -28 <sup>th</sup> of May	Zandvoort 200	1 x 200 minutes	Circuit Park Zandvoort
26 <sup>th</sup> -27 <sup>th</sup> of August	Assen 200	1 x 200 minutes	Circuit TT Assen
29 <sup>th</sup> of Sept & 1 Oct	Spa 200	200 minutes	Spa-Francorchamps
28 <sup>th</sup> of Octobre	Zolder 200	200 minutes	Circuit Zolder

Competitions that score points multiple times (article 6.7. et 6.8.):

- Spa 400 will score :
  - 1 x points after 200 minutes
  - 1 x points at the finish
- Dijon 300 will score :
  - 1 x points after the first heat
  - 1 x points counting both heats together
- Assen 200 will score :
  - 2x points at the finish

Results taken into account for the championship (article 6.10.2.)

Each driver can collect points in 8 heats or races. The 7 best results will be taken into account.

## **Appendix 2** **DIVISIONS and CLASSES**

### **DIVISION 1 : "Tourisme & GT »**

- Class A : less than 1600 cc
- Class B : 1601 cc to 2000 cc
- Class A16T : 1501 to 1650 Turbo (before correction)
- Class D : 2001 cc to 2500 cc

### **DIVISION 2 : "Tourisme & GT"**

- Class E : 2501 to 3000 cc
- Class F : 3001 cc to 3500 cc

### **DIVISION 3: « Tourisme, GT and Silhouettes »**

- Class G : 3501 cc to 4000 cc (cars before 31/12/2013)
- Class S- : Silhouettes - 3500 cc
- Class S+ : Silhouettes + 3500 cc

### **DIVISION 4 : "Guest"**

- Class X : Cars not entirely in compliance with the Technical Regulations of the BGDC 2017 (except for safety), but that can be accepted based on the application papers and the requirements set by RACB Sport and the promoter.

### ***Correction on engine capacity:***

*The multiplying factor on the engine capacity applies without exception:*

- Supercharged fuel engine > 1600 cc: x 1.7 except class A16T
- Supercharged diesel engine >1500 cc x 1.5
- Supercharged fuel or diesel engine < 1500cc: x 1.2
- turboscharged engine <1600 cc : x 1.2
- Rotary engine: x 1.5

### **Appendix 3**

#### **CALCULATION METHOD FOR THE CHAMPIONSHIP**

Points awarded for each race will be calculated using the following formula:

1. Points per class

The number of cars qualified after the Qualifying Practice Session per Class will be taken into account:

Position /Class	Number of cars in the respective class											
	12	11	10	9	8	7	6	5	4	3	2	1
1	170	160	150	140	130	120	110	100	90	80	70	60
2	160	150	140	130	120	110	100	90	80	70	60	
3	150	140	130	120	110	100	90	80	70	60		
4	140	130	120	110	100	90	80	70	60			
5	130	120	110	100	90	80	70	60				
6	120	110	100	90	80	70	60					
7	110	100	90	80	70	60						
8	100	90	80	70	60							
9	90	80	70	60								
10	80	70	60									
11	70	60										
12	60											

2. Points for the overall ranking (per division)

Position in division	Points
1	200
2	180
3	160
4	140
5	120
6	100
7	90
8	80
9	70
10	60
11	50
12	5
13	5

If a competitor has taken the start but is not classified in the ranking, he will be awarded 5 points in total (overall+class).

**Appendix 4**  
**LIST OF PENALTIES**

INFRINGEMENT / IRREGULARITY		QUALIFYING	RACE
Speeding in the pit lane	1 <sup>ère</sup>	Cancellation best lap	Drive-Through
	2 <sup>ème</sup>	Starting from end of grid	Stop/Go 30 seconds
	3 <sup>ème</sup>	Car excluded from the meeting	
Overtaking under yellow	1 <sup>ère</sup>	Cancellation best lap	Drive-Through
	2 <sup>ème</sup>	Starting from end of grid	Stop/Go 30 seconds
	3 <sup>ème</sup>	Car excluded from the meeting	
Overtaking under safety car	1 <sup>ère</sup>		Stop/Go 30 seconds
	2 <sup>ème</sup>		Stop/Go 1 minute
	3 <sup>ème</sup>		Car excluded from the meeting
Crossing Track limits without any advantage	1 <sup>ère</sup>	Warning	Warning
	2 <sup>ème</sup>	Warning	Warning
	3 <sup>ème</sup>	Starting from end of grid	Stop/Go 1 minute
	Suivante	Start from pit lane exit	1 Lap penalty
Crossing Track limits gaining an advantage	1 <sup>ère</sup>	Cancellation best lap	Warning Flag
	2 <sup>ème</sup>	Cancellation best lap	Warning Flag
	3 <sup>ème</sup>	Starting from end of grid	Stop/Go 1 minute
	Suivante	Start from pit lane exit	1 Lap penalty
Reversing in pit lane (by own means)		Setback 5 places on the grid	Stop/Go 30 seconds
Driving in opposite direction in the pit lane (by own means)		Départ pitlane	Car excluded from the meeting
Box entry/exit (by own means)		Setback 5 places on the grid	Drive Through
Dangerous Manœuvre		Setback 5 places on the grid	Stop/Go 30 seconds
Starting Procedure Infringement			Drive-Through
Black Flag Infringement		Starting from end of grid	Car excluded from the meeting
Pit Exit Infringement		Setback 5 places on the grid	Stop/Go 30 seconds
Pitstop after penalty		Cancellation best lap	Drive-Through
External Help		Cancellation best lap	Car excluded from that heat
More than 3 laps at very slow pace		Cancellation best lap	Car excluded from that heat
Overtaking after chequered or red flag		Cancellation best lap	2 laps penalty
Refuelling Infringement		Starting from end of grid	Stop/Go 30 seconds
Several infringements observed			Stop/Go 45 seconds
3 Minute Pit Stop Infringement			1 min per infringement + the double of time won
Noise Limit Breach	1 <sup>ère</sup>	Technical Black Flag	
	2 <sup>ème</sup>	Car excluded from the meeting	
Non compliance of the car		Starting from end of grid	Car excluded from that heat
Unsportsmanlike behaviour		Decision of the Stewards of the Meeting	
Tyre Infringement		Start from pit lane exit	5 laps penalty
Transponder brought in too late			400 EUR
Chasuble brought in too late			25 EUR/Chasuble

All infringements not stated in this list are left to the discretion of the Steward of the Meeting.