



Belgian Touring Car Series (BTCS) 2010

Sporting Regulations

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PRELIMINARY

The national Sporting Code shall be of application for all BTCS 2010 meetings, with the exception of modified articles, including the modifications communicated through the RACB Sport website.

ART. 1: DEFINITIONS – DESCRIPTION

- 1.1 Speedworld Promotion, hereafter called the promoter, located Hoge Wei 37 at 1930 Zaventem, organises the BTCS 2010, hereafter called the Series. This name is recognised and sanctioned by RACB Sport and is property of the promoter.
- 1.2 The BTCS 2010 is governed by the 2010 FIA International Sporting Code and its appendices (the Code), the 2010 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 Series.
- 1.3 These Sporting Regulations are published on **Februari 1st 2010**, and will come into force immediately. As from its date of publication, it will replace all previous BTCS 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 Sporting Regulations.

ART. 2: MODALITIES FOR PARTICIPATION

2.1 Right to use the infrastructure

- 2.1.1 The Series is restricted to cars entered by a legitimate competitor and complying with the Technical regulations of the BTCS 2010. The number of cars allowed to practices, warm-up and to start the race is as calculated using Appendix O of the FIA regulations.
For the "12 Hrs of Spa-Francorchamps" meetings, 92 cars are authorised to take the start.

Although, 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 BTCS 2010 meetings, each competitor must pay, per car, a user charges sum allowing :
 - The participation at the BTCS 2010.
 - Participation fee at the meetings.
 - Fixed amount covering technical, sporting and organisational charges.
 - Participation fee for all promotional costs concerning the BTCS and several services granted to the competitors.
 - a) Per meeting – except 12 Hrs Spa-Francorchamps - and per car, the sum of € 1.000,00 (+ VAT) (categories T1, T2, T3, S3, D)
 - b) Per meeting – except 12 Hrs Spa-Francorchamps - and per car, the sum of € 1.500,00 (+ VAT) (categories T4, S1 and S2)
 - c) Per car for the 12 Hrs Spa-Francorchamps (box included), the sum of € 2.750,00 (+ VAT) (categories T1, T2, T3, S3, D)
 - d) Per car for the 12 Hrs Spa-Francorchamps (box included), the sum of € 3.500,00 (+ VAT) (categories T4, S1, S2)
 - e) For the full season, per car : minus 20% if payment is done before March 31st 2010
 - f) 24 Hours of Zolder (outside Series), per car :
 - Categories T1, T2, T3, S3, D : € 3.000,00 (+ VAT) if enlisted on year base
 - Categories T1, T2, T3, S3, D : € 4.000,00 (+ VAT) if enlisted meeting per meeting
 - Categories T4, S1 and S2 : € 4.000,00 (+ VAT) if enlisted on year base
 - Categories T4, S1 and S2 : € 5.000,00 (+ VAT) if enlisted meeting per meeting

- g) 10 Hours of Zolder (outside Series), per car :
Categories T1, T2, T3, S3, D : €2.000,00 (+ VAT) if enlisted on year base
Categories T1, T2, T3, S3, D : €2.500,00 (+ VAT) if enlisted meeting per meeting
Categories T4, S1 and S2 : €2.560,00 (+ VAT) if enlisted on year base
Categories T4, S1 and S2 : €3.200,00 (+ VAT) if enlisted meeting per meeting
- h) 10% will be added to these tariffs if the payment is done at the meeting.

The user charges must be paid, by bank transfer on account number ING 363-0687009-95 of Speedworld Promotion with mention BTCS 2010.

Entering its car, the competitor announces the driver(s) for the meeting.

- 2.1.3 The promoter is allowed to accept, per meeting, and after payment of the user charges, cars in a division following the technical identity of the car. These cars must return the duly completed participation (Appendix 1) and Identity Card form (see Appendix 1 of the Technical Regulations BTCS 2010 for the Touring Division or Appendix 2 of the Technical Regulations BTCS 2010 for the Silhouette Division) to Speedworld Promotion, before the deadline of enlisting to concerned meeting.

The promoter and RACB Sport can exceptionally admit a car that does not comply with the Technical Regulations of the BTCS 2010 (except in case of safety). In this case, the competitor needs to introduce a request to be admitted.

Jointly, the promoter and RACB Sport, will determine the conditions on which this car could be admitted to a meeting. The car would be enlisted in Division 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 BTCS 2010, will be sent to the correspondence or mailing address mentioned on the participation form.
- 2.2.3 Possible unpaid accounts towards the promoter must be settled before the sporting checks of the promoter, under penalty of exclusion from the meeting.
- 2.2.4 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 Speedworld, 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 BTCS 2010 is open to :

- Holders of an International FIA A, B or C licence.
- Holders of a National C-Circuit stage licence (Touring Cars & Silhouette < 2000cc) minimum
- 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.

For night races, a national C-Circuit licence is obligatory the minimum. A national C-Circuit stage licence can be accepted, but only after approval of RACB Sport.

A driver which licence is suspended by any car sports organisation/federation, is not allowed to participate at the meeting.

3.3 Licence Checks

A licence check will be organised during the sportive checks of the first meeting. All drivers that participate are obliged to present themselves. After which they are exempted, except on explicit demand of the promoter or the RACB.

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 BTCS 2010.

During the season, all new drivers and/or competitors, as drivers changing of competition number, must present themselves at the sporting checks. The promoter will copy all licences of drivers and competitors.

ART. 4: MEETINGS

4.1 The maximum number of meetings in the Series is set at 8, the minimum is set at 6. The final list of meetings shall be published on March 2nd 2010 the latest. In case of "force majeure", Speedworld has the right to change one or more of these dates as the format of the meetings.

4.2 Provisional Calendar (subject to modifications) :

- Kick Off	Zolder	April 9, 10, 11	2 x 90'
- X-Days	Zolder	May 15, 16	2 x 90'
- 12Hr de Spa	Francorchamps	June 4, 5	721'
- 25Hr VW Fun Cup	Francorchamps	July 9, 10	2 x 60'
- Francorchampagne	Francorchamps	September 17, 18, 19	2 x 90'
- FIA GT	Zolder	October 8, 9, 10	2 x 60'

Not included in the Series :

- 24 Hrs of Zolder	Zolder	August 18, 19, 21, 22	1440'
- 10Hrs of Zolder	Zolder	November 13	600'

ART. 5: DIVISIONS & CATEGORIES

5.1 Repartition of the Divisions and Categories

Participation in the BTCS 2010 is reserved for cars having been built in 1990 or after (except derogation for cars having participated in 2006 in the BTCS) and belonging to one of the following divisions :

▪ DIVISION TOURING CARS

The BTCS 2010 is open for all Touring cars, berlines and coupe 4 places, figuring in the list published by the Swiss Automobile Revue. This list may be completed by RACB Sport.

The organiser-promoter and RACB Sport may demand that a competitor presents a road model in order to compare.

Touring Cars of big series production are modified by a kit (FIA homologation) valid art. 263 of Appendix J FIA (Super 2000 en Circuit).

Super Touring Cars art. 262 of Appendix J FIA code 2002 (Group ST).

The classification of the models in Categories shall be determined by the organiser-promoter and RACB Sport, conform the table in the technical regulations BTCS 2010.

▪ DIVISION SILHOUETTE CARS

The BTCS 2010 is also open for :

- Tubular frames type Silhouette, berlines, coupe 4 places and 2+2, like used in the FFSA Championship of France Super Touring Cars 2001-2005.
- Silhouette BTCS & Silhouette Light 2003-2009.
- Renault Mégane Trophy Endurance.
- Silhouette Solution F 2006-2009 conform to its homologation dossier
- Silhouette using a Solution F 2006-2009 mechanics and a bodywork approved by RACB Sport.
- Diester Cup 2004-2009 conform to its homologation dossier
- Roadster Cup conform to its homologation dossier
- Roadster Cup S conform to its homologation dossier
- Tubular frames type Silhouette respecting the BTCS 2010 regulations, on approval by RACB Sport

The frame must be conform to the specific Silhouette FFSA regulations or approved by the FIA or RACB Sport. The frame must be foreseen by a bodywork belonging to a make and type figuring on the list of Touring cars homologated by the FIA or approved by RACB Sport. Each competitor is obliged to communicate the source on the entry form.

Demands for new homologations or extensions of homologations for the 2010 season must be introduced at the same time towards Speedworld Promotion and RACB Sport.

Demands for homologations of bodyworks not having participated at previous editions of the BTCS or extensions of homologations for the 2010 season must be introduced at the same time towards Speedworld Promotion and RACB Sport. The person introducing the demand must communicate the written agreement of the holder of the rights on the drawing of the original bodyworks, or its legal representative, of which the Silhouette was copied or inspired on.

▪ DIVISION GUESTS

Guest cars are cars not completely complying with the BTCS 2010 technical regulations, but, on base of a technical dossier, can be exceptionally accepted for one meeting by RACB Sport and the promoter. If qualifications are required to determine the maximum number of cars allowed to start the race (Art. 2.1.1), the Guest cars will be divided in the Division to which it would belong if it was completely conform to the technical regulations BTCS 2010. These cars and their drivers will score no points for the different titles.

5.2 Supercharged engines

Handicaps for engines :

- Supercharged engine fuel : cylinder capacity x 1.7
- Supercharged engine diesel : cylinder capacity x 1.5
- Supercharges engine < 1600cc : cylinder capacity x 1.2
- Alternative piston or rotary engines : (volume determined between the maximum and minimum capacity of the combustion chamber) x 1.5.

ART. 6: THE SERIES

6.1 Titles

- 6.1.1 The title of **Belgian Touring Car Driver Champion 2010** will be awarded to the driver who has scored the highest number of points. All obtained results during the meetings that have taken place (except one *) will be added up.
- 6.1.2 The title of **Junior Trophy 2010** will be awarded to the driver who has scored the highest number of points in function of a specific classification < 2 litres, restricted to T1, T2 and S3. All obtained results during the meetings that have taken place (except one *) will be added up.
- 6.1.3 The title of **Belgian Touring Car Class winners 2010** (per category, 8 in total) will be awarded to the drivers that have scored the highest number of points in their respective category. All obtained results during the meetings that have taken place (except one *) will be added up.
- 6.1.4 The title of **Makes Trophy** . All results will be taken into consideration for this title.
- 6.1.5 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 Category will be drawn up.

Points for the title of **Belgian Touring Car Driver Champion 2010** (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 **Junior Trophy 2010** and **Belgian Touring Car Class winners 2010** (as described in Art. 6.1.32 & 6.1.3) 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		

For the title **Makes Trophy** only the points of the general official result will be taken into consideration : 10, 17, 15, 13, 11, 10, 9, 8, 7, 6, 5, 4, 3, 2 and 1. Only the first car of each make, all models together, adds up points. If make Z is first, she'll be awarded 20 points. If make Y is third, she'll be awarded 15 points.

Points for the "12 Hours of Spa-Francorchamps" meeting:

The "12 Hours of Spa-Francorchamps" meeting is considered as a single meeting during which intermediate classifications will be drawn up after 3 and 6 hours of racing, giving rise to the allocation of points. Only the classification at the end of the 12 Hours is considered as the official classification of the meeting. The attribution of points at the intermediate classifications after 3 and 6 hours will be given to all drivers of the team, whatever their driving time is.

After 3 hours and 6 hours of racing, double points will be awarded for the titles described in Art. 6.1.1, 6.1.2 and 6.1.3.

Half of the points shall be awarded conform to the classification after 3 hours of racing, half of the points after 6 hours of racing, and the total of the points after the official classification.

At the 12 Hours of Spa-Francorchamps meeting, the double of the points shall we accorded.

Position	After 3 hours	After 6 hours	After 12 hours
1 st	10	10	20
2 nd	8,5	8,5	17
3 rd	7,5	7,5	15
4 th	6,5	6,5	13
5 th	5,5	5,5	11
6 th	5	5	10
7 th	4,5	4,5	9
8 th	4	4	8
9 th	3,5	3,5	7
10 th	3	3	6
11 th	2,5	2,5	5
12 th	2	2	4
13 th	1,5	1,5	3
14 th	1	1	2
15 th	0,5	0,5	1

- 6.2.2 For all cars and drivers running in Division "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 the track has completed less than two laps, half points will be awarded if the driver with the best position on the 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 the track has completed more than 75% of the original race distance (or time).
- If the race "12 Hours of Spa-Francorchamps" is suspended under Art. 35, and cannot be resumed, no points will be awarded if the driver with best position on the track has completed less than two laps. Between 2 laps and 3 hours, half points of the first three hours will be awarded. After the three first hours and before the six first hours, only the points after three hours racing will be accorded. After the six first hours and before the nine first hours, only the points after three hours and six hours racing will be accorded. The total amount of points shall be awarded if the driver with the best position on the track has run the first nine hours of the original envisaged duration of this race.
- 6.4 The winning teams with their drivers must be present at the annual "BTCS Festivity" ceremony of Speedworld, that will take place in January or February 2011 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 drivers finish the season with the same number of points, there will be decided following below criteria, taken in order :
- 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 Series.

6.6. Teams

For all meetings with 2 races, please note that :

- One, two, three or four drivers may be part of one team.
- When a driver runs alone, he has to simulate the driver change during the pitstop window, unlock the safety belt, get out of the car, close the door conductor side, reopen it, get behind the wheel putting his safety belt back on.
- When two or three drivers are part of one team, they will be awarded the same amount of points, for as long as each driver has taken part in a stint of at least 2 rounds of a race in meetings of 2 races. Supplementary Regulations for the "12 Hrs of Spa-Francorchamps" meeting.
- When four drivers are part of one team, the two drivers that run the first race of that meeting will be rewarded with points from the first race only, and the two drivers that run the second race of that meeting will be rewarded with the points from the second race only.
- When two, three or four drivers are part of one team, the two starts of the races of that meeting cannot be taken by the same driver. The names of the drivers taking start 1 and the names of the drivers taking start 2, as well as the names of the drivers that will take the second stint of race 1 and the second stint of race 2 must be specified to a representative of SpeedWorld Promotion, at least two hours before the start of race 1.
- When minimum two drivers are part of one team, they are obliged to change during the pitstop window.

For all meetings with 3 races, please refer to the Supplementary Regulations of that meeting.

For the meeting "12 Hrs of Spa-Francorchamps", please note that :

- Two, three or four drivers may be part of one team.

The drivers may relay as much as they want. The maximum duration of consecutive driving of only one driver (stop included) may not exceed three hours and ten minutes.

A driver is not allowed to exceed eight hours of racing of the total duration of the meeting, if they are two drivers, and not more than six hours of racing if they are three drivers (cf. default penalties).

For all meetings, please note that :

Only the teams of the classified cars will score points.

A driver can only be enlisted on one car per meeting. Drivers that have a foreign licence (not national) can score points for the several titles.

6.7 Modalities

- 6.7.1 In case of technical non-conformity of a car at the end of a meeting, the decision of the Panel of the Stewards of the Meeting shall be immediately applicable on the results of one or more races taking into account for the attribution of points of that meeting.
- 6.7.2 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.
- 6.7.3 Not in any way shall a result being annulled by RACB Sport, exclusion or other, be considered as the worst result, but a 0-result.
- 6.7.4 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. However, the Clerk of the Course may give a CODE 60 and this until 30 minutes of the end of a race of minimum 90 minutes and until 60 minutes of the end of the "12 Hrs of Spa-Francorchamps" meeting.
- 6.7.5 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.
- 6.7.6 A car entered in the BTCS 2010 cannot participate to other practices, warm-up, 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.

6.8 Classification

The official classifications will contain a BTCS classifications (general of the meeting) and classifications per categories.

- 6.8.1 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. The last lap of the leader must be accomplished in less than 15 minutes.
- 6.8.2 In order to be classified, each car must have covered at least 60% (rounded-off towards the closest full number) of the distance covered by the winner of its Category and at least 50% of the number of laps covered by the first car of the overall ranking. Moreover, in order to be classified, each driver must have completed three full laps during one race of a meeting, or at least has done a stint of 45 minutes in the "12 Hrs of Spa-Francorchamps" meeting.
- 6.8.3 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.
- 6.8.4 (*) The worst result shall be annulled, or a meeting, or half of the total of awarded points at the "12 Hrs of Spa-Francorchamps" meeting.

- 6.8.5 If a car, during a race, runs more than 2 (two) seconds per lap faster than the reference time, the drivers of concerned car (in all classifications) and the concerned car (Make Trophy) will receive a penalty of 5 points (first infraction), of 10 points (second infraction), of 15 points (third infraction), and so on. Several infractions can take place during the same race. These points will be transformed in seconds that will be added up to the classifications of concerned meeting, for drivers and cars that do not run the entire Series.

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, except if they take the place of the cars that are not conform to Art. 11.1.

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 first 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 races of the concerned meeting from the pitlane.

ART. 9: ORGANISATION

9.1 Clerks of the Meeting (permanent)

Clerk of the Course :	Laurent Voogt	: Lic. n° 1426
Secretary of the Championship :	Valérie De Backer	: Lic. n° 1991
Promoter :	Christian Lahaye	: Lic. n° 2211

9.2 Reference Time

There will be two reference times, one for the official timed practices and one for the race.

The reference time for the races for Circuit Zolder is fixed at 1'34"00 for the official timed practices and 1'35"00 for the races.

For Spa-Francorchamps it is fixed respectively at 2'27"00 and 2'28"50.

The reference time for other circuits will be communicated in time.

If during the official timed practices, a car, is faster than the reference time, each breach will be penalised by a drop of 20 places on the starting grid and its times will be annulled. It shall be the best set time above the reference time that shall be taken into account of the new starting grid in the case of a breach (+ 20 places per breach).

Please note that there will be no reference time during the 15 minutes of the official timed practices reserved to S1, S2, T4 and T3. Supplementary Regulations for the "12 Hrs of Spa-Francorchamps" meeting.

If during a race, a car, is faster than the reference time, each breach will be penalised by a "Drive Through" penalty.

During each race, each car is entitled to one (1) Joker per meeting. This Joker shall immediately be used by the first breach of the reference time during a race. The use of the Joker shall be reported to the team and noted by the Clerk of the Course. The Joker is not valid if the breach of the reference time is 5 tenth of a second. This rule is also valid for the "12 Hrs of Spa-Francorchamps" meeting, as it is being considered as one and only race.

The reference times for Zolder and Francorchamps and Dijon can be adapted in function of private testing, and will be communicated before the start of the meeting.

There's no reference time during meetings outside the Series (12 Hrs of Zolder, 10 Hrs of Zolder).

9.3 Organisation of the meetings

9.3.1 Practices

- A free practice may be organised
- Each meeting shall have at least two timed practices.

9.3.2 Races

Each race shall have a duration of at least 60 minutes, unless otherwise specified in the Supplementary Regulations.

9.4 The practices and the race(s) can be spread over a total period of three (3) days, unless otherwise specified in the Supplementary Regulations.

9.4 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.

ART. 11: GENERAL CONDITIONS

11.1 Tasks of the Team Principal or the owner of the car

Each team must designate in written and per competition number a team principal (he may be the owner of the car) and grant powers to him/her for all hereafter mentioned transactions with regard to the BTCS 2010.

The team principal can have the capacity of driver.

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 and the Identity card of the car (Appendix 1 or 2 of the Technical regulations BTCS 2010) of his/her car and its drivers before the deadline of enlisting at the first meeting, with a financial fine of € 150 if this is not observed.
- Keeping the technical passport; any loss or inability to produce this document during a BTCS 2010 meeting will be sanctioned with a financial fine of maximum € 150.
- Duly complete the identity card of the car (Appendix 1 or 2 of the Technical regulations BTCS 2010) if any changes are done to the car and/or team.
- At least three weekdays before a meeting (except on allowed written derogation of the promoter at least the day before a meeting) confirm the participation of the car(s). If the participation is not confirmed, the concerned car cannot participate at the meeting. If the participation is confirmed, and the concerned driver did not present him selves or did not cancelled his participation before 10 AM on Friday morning (Thursday for the "12 Hrs of Spa" and 25 Hrs VW Fun Cup") of the meeting, he will be penalised with a financial fine of € 500. All correspondence concerning the meeting will exclusively be handed over to the teams having confirmed their participation before the closing date.
- Ensure, as much as possible, that his/her car and/or drivers comply with the present regulations as well as the Technical regulations BTCS 2010 throughout a meeting.
- 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.
- To pick up the Technical Passport, at least one hour after the end of the meeting, at the Technical Commission.

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 regulations. 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 BTCS 2010, nor have a contractual connection with one of the teams of the BTCS 2010.
- 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 immediately and in writing.

ART. 13: SANCTIONS

- 13.1 The Clerk of the Course must inflict the penalties specifically set out in (or conform to) these 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, in the presence of the Clerk of the Course, 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, 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.
- 13.3 When the above mentioned offences are committed during the timed practices, they will be fined as follows:
- 1st offence : drop of 20 places on the starting grid
 - 2nd offence : start as last car.
 - 3rd offence : possible exclusion of the driver or car
- 13.4 When committed during the last 3 rounds or less of the race, the above mentioned offences will be converted in a time penalty of 1 minute (cf. Art. 14.4.6).
- 13.5 If a « Drive Through » penalty is inflicted to a car, the « Drive Through » signal, along with the concerned competition number, will be presented.

- 13.6 A “Drive Through” penalty or “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 “Drive Through penalty” of 10 seconds.
- 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 Neglecting the “Stop & Go” signal, the black flag or black flag with orange circle will lead to further sportive sanctions.
- 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 become a time penalty of 60 seconds that will be added to the driven time of concerned driver by the Panel of the Stewards of the Meeting.
- 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 Throughout a meeting, maximum four drivers may drive one and the same car (cf. Art. 6.6). For the "12 Hrs Spa-Francorchamps" meeting, the minimum number of drivers is two and the maximum number of drivers is four.
- 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).
- 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. In this last case, it must be approved by RACB Sport.
- 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. Besides, the driver leaving the car, that may be replaced by a person, and one extra person may help 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 BTCS 2010 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.

ART. 17: COMPULSORY PUBLICITY AND PROMOTION

- 17.1 As from April 1st 2010, 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.

17.3 Space reserved to the promoter

The following spaces of the car are reserved :

- The upper border of the windscreen (front or rear)
- A strip at the front and the rear, where the licence plate is affixed. If no plates can be affixed, they may be replaced by stickers with the same measurements.
- A maximum 50 cm large and 10 cm high strip above and below the race numbers, on the doors or an equivalent place.
- The logo of a sponsor, 30cm x 10cm, on each side of the car.
- The logo of a sponsor, 30cm x 10cm, on the four corners of the car.

- 17.4 The absence (in part or total) of the compulsory publicity at the described places of the car, leads to following sanctions :
- 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 irrevocably 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. The promoter will deliver this official plate, where space will be left for the partners of the competitor. All presence of team publicity, beside this plate, must be asked for in writing to the promoter before the meeting and can only be affixed with authorisation of the promoter. The Clerk of the Course and/or the Panel of the Stewards of the Meeting have the right to look at or to copy the images taken by the camera's installed by the promoter or the competitor.

17.6 Redemption of compulsory publicity

In case of contradictory publicity between the sponsor of the competitor and the Promoter, 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, for one season, in order to benefit from this exception right :

- Strip screen front or rear : € 4.000
- Start numbers on the left, the right and the roof : € 1.500 for each sponsor
- Licence plates front and rear : € 1.500 for each sponsor
- Logo on the four corners of the car : € 1.500

In case of exception per meeting, 50% of the sums will be taken into account.

- 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 promoter has the right to organise photo or autograph sessions, as other promotional actions. Each driver and each competitor is obliged to participate, as requested by the promoter. Each driver and each competitor is obliged to use the official BTCS logo on all communication (website,

pressbook, press releases, posters, ...). Each website of a competitor or driver, must have a link to the official website of the Series www.btcseries.be.

ART. 18: COMPETITION NUMBERS

18.1 The promoter of the BTCS 2010 allocates the competition numbers per car, after payment of the rights and at the publication of the official list of competitors.

18.2 Reserved numbers

18.2.1 In 2010, the number 1 will be automatically allocated to the previous season's winner of the Belgian Touring Car Driver Champion 2009.

If no driver or competitors participate at the BTCS 2010, the number 1 will be allocated to the team that has entered the winning car.

If this team not longer participates at the BTCS 2010, the number 1 will be allocated to the first and after second driver of the winning car.

If nobody entitled to the number 1 has emerged, the number will be allocated to the second best ranked in the general classifications of the Belgian Touring Car Driver Champion 2009.

18.2.2 If possible, the winners of classes will be allocated a number ending on 1.

18.2.3. The follow-up of the other competition numbers will be allocated in reference to the general classifications of the Belgian Touring Car Driver Champion 2009.

18.3 Installation

18.3.1 Each competitor must clear a space of 50 x 50 cm, on both doors and the roof of the car.

18.3.2 The promoter will provide the numbers, backgrounds as well as the compulsory publicity. They can be obtained from the PRC Group 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

If a competitor wishes to use its own race numbers, they must be perfectly visible.

For evening and night races, the use of luminous backgrounds is recommended.

18.3.3 A space of 10 x 10 cm should be reserved on the right side of the sun strip for a small competition number for timekeeping.

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:

- Access tickets and LP for cars and staff. They will be posted or delivered as soon as the entry form has been correctly filled in.
- Two (2) yellow tabards bearing the BTCS logo. A € 100 warranty must be paid for these tabards (together with arm tabards, see below). 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 BTCS 2010. These tabards are remitted before the first participation of the car. The promoter reserves the right to allocate a third tabard to a team with one car or a fifth to a team with two cars.
- Six (6) green arm tabards giving access to the working zone.
- One (1) arm tabard per driver giving access to the working zone.
- Eight (8) team tickets, which can be used outside practices and races.

19.3 During a race meeting on Zolder or Spa-Francorchamps, tickets and LP shall be at disposal in the Welcome. The opening hours of the Welcome shall be on the timetable of that meeting.

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 Place and time – on convocation - of the scrutineering will be communicated in the timing.
- 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 Each team principal must produce and sign a duly completed technical passport for his/her car – see Appendix 1 or 2, part B of the Technical Regulations of the BTCS 2010 – 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 BTCS 2010) and the “tyre” sheet at least 1 hour before the start of the qualifying sessions (for those enlisted in S1, S2 and T4).
- 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. The team principal will pick up this passport at least one hour after the end of the meeting at the Technical Commission.
- 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, the car will be refused to take the start of the practices or the race, until it is fixed. This rule is not entirely applicable for guest cars.
- In case of non-conformity during checks after a timed qualifying session, all times of that qualifying session will be annulled and the driver(s) shall take the start of that race at the end of the starting grid.
- In case of non-conformity during checks after a race, the drivers enlisted on that number shall be disqualified and will receive a 0 result for concerned meeting.
- 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.

ART. 21: SPORTING CHECKS

- 21.1 Place and time of the sporting checks will be communicated in the timing. 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. The RACB Sport sticker can be obtained during scrutineering (art. 20.4).
- 21.4 During the sporting checks at the first meeting of the BTCS 2010, each driver will be submitted to a licence check and must be present in person.

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 Brussels
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 - chosen after an invitation to tender procedure – will supply the types of tyres (dry & wet weather tyres) that are compulsory to be used by each driver. 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 The tyre manufacturer is responsible of the keeping of the homologated (admitted) tyres in the assistance park. The tyre manufacturer will deliver two specifications of dry weather tyres “slicks” and only one specification of wet weather tyres.

The brand chose after the invitation to tender procedure for 2010 and 2011 is **“Michelin”**.

23.2 Distribution

- 23.2.1 The distribution of the tyres will only take place in the assistance park, by exchange of a Coupon of the Tyre Manufacturer / supplier of the brand of tyres. The Coupon must be purchased at the Tyre Manufacturer / Supplier of the brand of tyres at least 14 working days before the start of the meeting.

- 23.2.2 The distribution of the tyres of S1, S2 and T4 must take place before the scrutineering check of the car. Place and timing of distribution on convocation of the tyres will be communicated through the timing of the meeting.
- 23.2.3 After “at chance” distribution, the dry-weather tyres “slicks” in S1, S2 and T4 will be “coded” and marked per meeting, by the Tyre Manufacturer / supplier of the tyres in the eventually presence of a Technical delegate of RACB Sport. The marking must stay on the tyres throughout the meeting, except in case of *force majeure*.
- 23.2.4 After the coding, the team principal or his representative will receive its “tyre sheet” (S1, S2 and T4). This sheet will be produced in three copies, signed by the team principal or his representative, of which one copy will go to the Tyre Manufacturer, one to the team and one is to be handed over to the Technical Commission at scrutineering at least one hour before the start of the qualifying sessions.
- 23.2.5 Tyres can be put on the rim by the Tyre Manufacturer / supplier or by the driver and/or his mechanic, at his own responsibility and risk.
- 23.2.6 The keeping or storing of the granted tyres is at the own and full responsibility of its receiver.
- 23.2.7 Used and coded tyres may be used again for a next meeting, for the same competition number, with approval and allowance of the technical delegate of the Tyre Manufacturer. The new tyres, already marked and coded, but that haven’t run, may be used again for a next meeting. These tyres must be re-encoded or marked during the next meeting.

23.3 Maximum number of tyres

- 23.3.1 During a meeting, a maximum of eight (8) dry-weather (slicks) tyres may be used for qualifying practices and the races.

Besides these authorised 8 tyres for each meeting, each competitor is allowed to use two (2) « Joker » tyres under the following conditions :

- Definition of a « Joker » tyre : a « Joker » tyre is an extra already used tyre in a previous meeting or during free practices additional to his permitted number of tyres and already marked for that meeting. These “Joker” tyres are only to be used as a replacement of a damaged tyre after a Race or Qualifying Incident.
- Condition for use :
The use of a “Joker” tyre must be authorised by the technical commission of RACB Sport.
- Marking of “Joker” Tyres :
The « Joker » Tyres are marked by the Manufacturer and/or the Technical Commission of RACB Sport in a specific way.

For the “12 Hrs of Spa-Francorchamps” meeting, the number of tyres of the **Michelin** brand is free.

The quality of the rubber (soft or hard) will be determined for cars running in S1, S2 and T4. Cars of other Classes may see the quality of rubber obligated.
An official note with the Tyre List 2010 will be send out in time.

- 23.3.2 The wet-weather tyres – tyres designed for use on a wet track and grooved more than 25% symmetrically around the tyre centre-line - of the brand of the unique Tyre Manufacturer will not be marked. The number of wet-weather tyres throughout a meeting is free.

23.4 Modalities

- 23.4.1 During the qualifying practices, each car can be stopped at the end of the pit lane to have the marks checked.
- 23.4.2 Own tyre markings may only be of a white colour.
- 23.4.3 The use of non coded and non marked dry-weather (slicks) tyres in S1, S2 and T4 is forbidden, except during free practices (i.e. practice without timekeeping), being part of a meeting.

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.

The use of heating or heat-retaining devices for the tyres is forbidden on the starting grid, in the paddocks, boxes, etc....

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

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

23.4.4 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.

ART. 24: WEIGHING, WEIGHT AND HANDICAP BALLAST.

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 Technical Regulations 2010, 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 Technical Regulations 2010).
- 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, normally in box 1 and/or 2 of the pitlane.
- 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, until exclusion of the meeting and eventually 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 Technical Regulations 2010 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 **Handicap Ballast**

A handicap ballast will be allocated to drivers/cars of S1, T2, T3, T4/S1, T2, T3, T4 ending in the top three places of the general ranking of a race of the BTCS 2010 Series. Any resulting increase in weight will take effect from the following meeting in the Series in which he/she will participate. If the driver is not present during two meetings, following on the one he/she

participated, the handicap ballast of the driver shall be cancelled. The weight carried on board the car will correspond to the weight applied to the car or the driver(s), whichever is the greater.

24.2.1 Each race will result in allocating a handicap ballast, cumulated per meeting and added to the reference weight of the car.

	S1	T2, T3, T4
1 st :	+ 45 kg	+ 30 kg
2 nd :	+ 30 kg	+ 20 kg
3 rd :	+ 15 kg	+ 10 kg

The reference weight only concerns car running in Class S1, T2, T3 and T4.

24.2.2 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.

24.2.3 The maximum handicap weight that can normally be attributed is 90 kg per meeting. If the car wins another race in the next meeting, the promoter and RACB Sport together will take additional measures.

24.2.4 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.

24.2.5 The handicap ballast of the previous meeting is not valid for the "12 Hrs of Spa-Francorchamps" meeting, but it (handicap ballast of previous meeting) shall be in application of the next meeting. The "12 Hrs of Spa-Francorchamps" meeting will not deliver handicap ballasts.

24.2.6 The list of handicap ballast shall be announced on the website of RACB Sport. On top, this list will be officialised on the official notice board at least two hours before the start of the first qualifying sessions.

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

24.2.8 A driver with handicap ballast changing of category, will take this handicap ballast to its new category.

ART. 25: GENERAL SAFETY

25.1 Official instructions will be given to drivers by means of the signals set out in the applicable Sporting Code. Competitors must not use flags similar in any way whatsoever to these.

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 BTCS 2010. 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 than 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 Clerk 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 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, except in case of art. 6.7.4.
- 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 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 practices, 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 offence will be fined by a 10 seconds "Stop and Go" Penalty.

Any external source of energy may be installed in the car as long as art. 8.1 of the Technical Regulations of the NTCS 2010 is respected.

In order to facilitate the start from the pits, a car, with the engine on, may be pushed.

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

Only the team members, that all were the special arm brassard, are allowed in the working lane during practices and the race(s). 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 and the race(s). Animals, except those which may have been expressly authorised by the FIA for use by security services, are forbidden in the pit area, signalisation 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.

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 and the race(s), all material such a tyres, tools and equipment must remain in the box (if provided), 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 BTCS 2010, 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 and the race(s), any refuelling in oil or other fluids or repairs outside the pit lane or the box is forbidden.

27.2 Moving a car

27.2.1 It is forbidden to push or pull the car, or to have it pushed in order to reach the pit lane, except under art. 6.7.4 or out of safety concerns. Offenders will be excluded from the concerned race. A car may be pushed to its box, as of the moment that the four wheels have crossed the “Pit Entry” signal, up to 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, closed shoes, a balaclava and safety glasses or a helmet.
 - During refuelling at the box, a change of driver is permitted.
 - Any other intervention during refuelling is forbidden.
- During the pit stop of his car, the driver being replaced or one mechanic may help the replacement driver to install himself in the car. Only one person and the driver leaving the car, 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 (4) mechanics from the team of the participating car may work on the car at any time (except for the cases provided in this article).
 - On top, one (other) mechanic may clean the windscreen.
 - A maximum of two (2) air guns (hydraulic or electric – only on battery) for the wheel nuts may be used.
 - All the persons mentioned above must wear the arm 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 be 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 – wearing the arm brassard - (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).
- 27.6 During tyre change, the tyres must be laid down and not dropped down. The mechanics must enter the tyres in the box immediately after the pitstop.

ART. 28: REFUELLING

28.1 Refuelling is only allowed in front of the box or on a designated per team place in the pit lane.

28.2 Prescriptions

- 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 must shut down the engine.
- The team principal must ensure that a team member with the team extinguisher with a minimum volume of 5 kg is standby during refuelling at a range of minimum 2 meters from the fuel opening of the car, and that two especially designated persons, wearing a fireproof overall, gloves, closed and safe shoes balaclava and safety glasses or helmet are carrying out refuelling.
- During the refuelling procedure, other interventions onto the car than those specified in Art. 27.4.1 are forbidden.
- Before and during refuelling by means of a fuel tower, the car must be electrically earthed.

28.3 Refuelling during the race(s) is only allowed following next procedure :

- a) An autonomic fuel tower per box, as described in the Technical Regulations 2010. "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 and weather proof jerry can with a maximum capacity of 20L., provided with an opener (type 1/4 and a maximum diameter of 1 inch), marked by RACB Sport (and this only for those who still use an old fuel tank with a propeller capsule)

28.4 Refuelling the fuel tower is forbidden while the car is being refuelled.

28.5 All fuel containers located in the box must be closed.

28.6 Only the fuel delivered or sold by the organiser at the pumps in the circuit may be used during the meeting. Only DIESEL may be delivered by a pump free of choice. Transport of fuel containers in the paddock is only allowed with the presence of a person carrying a fire extinguisher.

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

ART. 29: BRIEFING

29.1 Before the first qualifying practice and at each meeting, the Clerk of the Course organises a briefing for all to the practice admitted drivers and team principals. The exact time and place will be communicated in the timing.

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 each team indicates on the presence list which driver will take the start of the first race. 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 30 minutes before the start of the race.

ART. 30: PRACTICES

30.1 Private Practices

Private Practices are not limited.

30.2 Free Practices (non timed practices)

During free practices, all cars and drivers allowed to the practices run together.

30.3 Qualifying practices

During qualifying practices, the cars are divided in 2 groups :

- Group 1 consisting of cars of class T3, T4, S1 and S2
- Group 2 consisting of cars of class T1, T2, D and S3.

30.3.1 One participates as follows at the qualifying practices :

- 15 minutes for Group 2
- 15 or 30 minutes for Groups 2 and 1
- 15 minutes for Group 1

The cars of Group 1 stay before their boxes until the 15th or 30th minute that shall be indicated by a green flag at the end of the pitlane.

30.3.2 The (above) minutes are indicative. It is necessary to consult the Supplementary Regulations of the meeting and/or the notes of the Clerk of the Course.

30.3.3 At the end of the common part of Groups 1 and 2, the Clerk of the Course, or his deputy, shall deploy a red/white chequered flag in order to indicate that the concerned group needs to enter at the next lap.

30.3.4 If a driver ignores this order and/or if a driver participates in the wrong group, the times realised by this car of concerned session will be cancelled. The driver will be stopped by means of a black flag.

30.3.5 For the "12 Hrs of Spa-Francorchamps" meeting, the minuting of the qualifying will be in the Supplementary Regulations.

30.4 Modalities

30.4.1 No driver may participate to the race(s) without having participated to the qualifying practices in the car to which he/she is entered, except after admittance by the Panel of the Stewards of the Meeting, in presence of the Clerk of the Course.

30.4.2 Zigzagging on the track during the practices is strictly forbidden, as simulating starts.

30.4.3 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.

30.4.4 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.

- 30.4.5 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.
- 30.4.6 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.

30.5 Stopping the practices

- 30.5.1 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.

30.6 Time Registration

All laps covered during all 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.

30.7 Qualification standard

- 30.7.1 The minimum qualifying time for a competition number amounts up to maximum 130% of the average of the three best times per class during the qualifying session, unless a lower percentage is granted by the Panel of the Stewards of the Meeting.
- 30.7.2 In order to be admitted to the race, each driver must cover at least one timed lap of the qualifying sessions on board of the car to which he is entered and that will participate to the race, unless otherwise granted by the Panel of the Stewards of the Meeting.
- 30.7.3 The Clerk of the Course may refuse the start to any driver who did not show the required capacities to participate to the race.
- 30.7.4 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.

30.8 Exceptions

- 30.8.1 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.).
- 30.8.2 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.

ART. 31: THE GRID

- 31.1 At the end of qualifying practice sessions, the fastest time achieved by each car will be published officially.
- 31.2 The times of the first qualifying session will determine the grid of race 1.
- 31.3 The times of the second qualifying session will determine the grid of race 2.

- 31.4 For the "12 Hrs of Spa-Francorchamps" meeting, the grid will be drawn up in the order of the fastest time achieved by each car during all qualifying practice sessions.
- 31.5 The qualification times are valid for the cars and so for the one, two, three or four drivers, if they have all participated at the qualifying session (at least one qualification lap per driver), unless otherwise granted by the Panel of the Stewards of the Meeting.
- Should two or more cars have set identical times, priority will be given to the one, which set if first.
- 31.6 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.
The starting grid is composed of 2 lines of cars next to each other and on equal distance.
- 31.7 Each competitor that is not capable to participate, for any reason whatsoever, must inform the Competitor's Relation at least one hour before the start of the race. If he was qualified, he can participate at another race(s) of the meeting.
- 31.8 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.

ART. 32A: STARTING PROCEDURE

(all meetings, except "12 Hrs of Spa-Francorchamps")

32.1 Leaving the pit lane

- 32.1.1 A maximum of 15 minutes before the time for the start of the race, the cars will leave the pit lane or the paddock and take their positions in the dummy grid.
- 32.1.2 The cars cover a reconnaissance lap or a part of a reconnaissance lap with the Clerk of the Course's car leading. At the end of the lap, they go through the pit lane or they stop on the grid with their engines stopped.

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 "10 minutes" before the start, a signal is deployed and the audible signal is given, the access to the track will be closed. Each car that is still in the pit lane or the paddock at that moment, may take the start from that point, but only after authorisation of an official and when the entire field has passed the pit lane exit after the definitive start.

The panel of the Steward of the Meeting may grant exceptions to this procedure, depending on the configuration of the track, the location of the paddocks and the timing of the meeting.

- 32.2.3 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. The concerned car will take the last place on the starting grid.

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 During the start, the starting procedure remains the same.

Each car that is unable to keep its 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 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 and the cars will take their place on the starting grid.

32.3.6 As from the moment that all cars are standing still on the starting grid, the Clerk of the Course will show a 5" signal and put on the red lights.

32.3.7 There will be a **standing start**. The starting signal will be given by means of putting on the starting lights (green) under the supervision of the Clerk of the Course at any time between 4 and 7 seconds after having put on the red lights.

During the start of the race, the pit wall must remain free of all persons, with the exception of the officials.

32.3.8 If a problem arises during the formation lap or when the cars arrive again at the starting grid, following procedure will be applied :

The Clerk of the Course shall deploy a red flag and a sign "Start Delayed". All engines must be stopped and the new formation lap shall start at least 5 minutes later. The next signal should be the 3 minutes signal.

The only allowed variations of the starting procedures depend of next cases :

a) 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 lights are put on at the starting line. The start procedure will restart from the point where the "10 minutes" signal is deployed.

b) if in the opinion of the Clerk of the Course the amount of water is too big on the track at the start, and the race cannot take place in safe circumstances, even with rain tyres, the lights are put on at the starting line. Further information concerning the delay will be put on the time monitors. Once the hour known of the new start, there will be a warning at least 10 minutes before.

c) if the race is started behind the Safety Car, the procedure in Art. 34.8. will be applied.

Any breach on the prescriptions of the Code or present regulations concerning the start procedure can lead to the exclusion of involved driver(s) and/or concerned car(s) for the race.

ART. 32B: STARTING PROCEDURE

(meeting "12 Hrs of Spa-Francorchamps)

32.1 Leaving the pit lane

32.1.1 40 minutes before the start of the formation lap, the cars will leave the pit lane or the paddock and take their positions in the dummy grid.

32.1.3 The cars cover a reconnaissance lap or a part of a reconnaissance lap with the Clerk of the Course's car leading. At the end of the lap, they go through the pit lane or they stop on the grid with their engines stopped.

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 "20 minutes" before the start, a signal is deployed and the audible signal is given, the pit exit will be closed in 5 minutes. When the signal "13 minutes" is shown and the audible signal is given, the access to the track will be closed. Each car that is still in the pit lane or the paddock at that moment, may take the start from that point, but only after authorisation of an official and when the entire field has passed the pit lane exit after the definitive start.

When the signal "10 minutes" is deployed and the audible signal is given, everyone, apart from the drivers, officials and technical staff of the teams, everyone must leave the track.

The panel of the Steward of the Meeting may grant exceptions to this procedure, depending on the configuration of the track, the location of the paddocks and the timing of the meeting.

32.2.3 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.

32.2.4 Signal "3 minutes" : start count down to start signal and evacuation of the starting grid.

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. The concerned car will take the last place on the starting grid.

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 its 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 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. 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 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.

32.3.6 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.

32.3.7 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.

32.3.8 The only allowed variations of the starting procedures depend of next cases :

a) 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 lights are put on at the starting line. The start procedure will restart from the point where the "10 minutes" signal is deployed.

b) if in the opinion of the Clerk of the Course the amount of water is too big on the track at the start, and the race cannot take place in safe circumstances, even with rain tyres, the lights are put on at the starting line. Further information concerning the delay will be put on the time monitors. Once the hour known of the new start, there will be a warning at least 10 minutes before.

c) if the race is started behind the Safety Car, the procedure in Art. 34.8. will be applied.

Any breach on the prescriptions of the Code or present regulations concerning the start procedure can lead to the exclusion of involved driver(s) and/or concerned car(s) for the race.

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.

The races can immediately succeed or not.

If the races immediately succeed. After the first race, the drivers have the choice to rejoin immediately the starting grid (refuelling is forbidden) or join the pitlane (where refuelling is allowed). None intervention is allowed before the signal "20" minutes is given. At the signal "10" minutes, all cars must have left the pitlane in order to rejoin the starting grid. At the signal "5" minutes, all interventions must have stopped.

If the races not immediately succeed (for example one race before noon, the second in the afternoon, or one race on Saturday and one on Sunday). Normal procedures.

An obligatory pitstop needs to be done between the 20th and the 40th minute of the race, for races of 1 hour duration. For races with 90 minutes duration, the stop needs to be done between the

35th and 55th minute. If more than one driver participates on the same car, a driver change is obligatory during this pitstop window. If a driver participates alone on the car, the driver needs to leave his car, close the door, open it again, fasten its seatbelt, etc during this pitstop window. During a refuelling only a driver change is allowed.

For races with 45 minutes duration, please refer to the Supplementary Regulations of that meeting.

ART. 34: 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. The pitlane exit rules 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.
- 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. Only 1 intervention (brining in of the car) during the Code 60 procedure is allowed per car, except as mentioned otherwise in the supplementary regulations.

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.

All refuelling is forbidden, unless a car was already at the entrance of the pitlane, or in the pitlane, at the moment the signal was given to suspend the race.

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 as soon as the leading car has completed the full race 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.

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 During the “12 Hrs of Spa-Francorchamps” meeting, a car that stops or gives up on the track or in the box after the 3rd or 6th hour, must, in order to be classified, been taken as quickly as possible, to the 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 BTCS 2010.

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 BTCS 2010.

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 FIA 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 of RACB Sport.

ART. 40: PODIUM CEREMONIES

- 40.1 The results of each race will lead to a podium ceremony. All drivers of the cars having finished in first, second and third position in the general ranking and of each class must attend to the podium ceremony. The ceremony will take place on the podium or the hospitality unit of the promoter.
- 40.2 15 minutes after the podium ceremony, all drivers must be for 30 minutes at the disposal of journalists for questions in the hospitality unit of the promoter or the press room.

ART. 41: APPROVAL

Regulations approved by RACB Sport on February 3rd, 2010.
Visa number : S01-BTCS/B10

Appendix 1 – Entry Form
Appendix 2 – Default penalties 2010