



2024 FANATEC GT WORLD CHALLENGE EUROPE POWERED BY AWS – ENDURANCE CUP  
SUPPLEMENTARY REGULATIONS &  
APPENDIX 1 TO THE SPORTING REGULATIONS  
CROWDSTRIKE 24 HOURS OF SPA  
CIRCUIT OF SPA-FRANCORCHAMPS  
25/06/2024 – 30/06/2024

## SCHEDULE

The official timetable for the event will be signed by the Stewards of the Meeting and will be the only valid version.

## CHAPTER I – GENERAL INFORMATION

### ART. 1 – INFORMATION CONCERNING THE EVENT

#### 1.1. **Official Name of the Event**

“CrowdStrike 24 Hours of Spa”

#### 1.2. **Honour Committee**

François CORNELIS  
Roland BRUYNSERAEDE  
Frédéric MAEYENS  
Philippe SPEECKAERT  
President of Honour: Baron de FIERLANT DORMER †

#### 1.3. **Organising Committee**

Stéphane RATEL  
Patricia KIEFER  
Laurent GAUDIN  
Sophie PEYRAT

#### 1.4. **RACB Sport**

Presidents:

Yves BACQUELAINE  
Roland BRUYNSERAEDE  
Xavier SCHENE

General Manager:

#### 1.5. **Promoter FANATEC GT WORLD CHALLENGE EUROPE POWERED BY AWS**

President:

Stéphane RATEL

General Manager:

Laurent GAUDIN

COO:

Patricia KIEFER

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**1.6. Sporting Board for the Event**

- Luis ROBY (Lic. FPAK PT 24/0610)
- Alain ADAM (Lic. RACB 1632)
- Laurent GAUDIN (Lic. FFSA 136816)
- Claude SURMONT (Lic. RACB 2774)
- Antonio CAZZAGO (Lic. RACB 4245)
- Xavier SCHENE (Lic. RACB 2731)

**ART. 2 – PRINCIPAL OFFICIALS**

**1. Stewards of the 24 Hours: Unit 1 – 1<sup>st</sup> floor – room 127 Bis – Office of the Panel of Stewards**

Chairman	Yves BACQUELAINE	(RACB 0001)
Chairman	Luis ROBY	(FPAK PT24-0610)
Steward	Edith VIERA DA SILVA	(FFSA 213883)
Steward	Jordi PARRO	(CD-992-ESP/CAT)
Steward	Pierre PELOSI	(FFSA 136305)
Steward	Francesco Maria MAFFEZZONI	(ACI Sport 229201)
Driver Advisor to the Stewards	Mika SALO	(RACB 4360)
Secretary to the Stewards	Murielle POUPIER	(RACB 3515)
Sporting Secretary in charge of communication	Murielle POUPIER	(RACB 3515)

The Stewards will work in rotating panels of three Stewards during the Event. Only three Stewards will be on duty at any time and decisions will be signed by these three Stewards; a signature from any single Steward is sufficient for a summons.

**2. Race Director: Unit 1 – 1<sup>st</sup> floor – room 122 – Office of the Race Director**

Race Director	Alain ADAM	(RACB 1632)
	Joel DOVALE	(FFSA 7681)
Deputy Race Director	John MAESKY	(ACCUS 0533-U-24)
	Abi HAY	(RACB 3839)
	William WATTE	(RACB 2651)
Incident Manager	Dino Aldo LODOLA	(ACISPORT 398865)
	Julian CANIVENQ	(RACB 3839)
	Guy CLAIRAY	(RACB 3591)
Driver Advisor	Mika SALO	(RACB 4360)
Track Limits – Judges of Fact	Neus SANTAMARIA	(DC/I-0058-ESP)
	Marta SANTAMARIA	(DC/I-0089-ESP)
	Matthieu MOREAU	(FFSA 170275)
	Wim COOLS	(RACB 3481)
	Andy WITKOWSKI	(DMSB SPA1042082)
Deputy Race Director in charge of paddock and timetable	William WATTE	(RACB 2651)



Sporting Director	Jacquie GROOM	(RACB 3057)
Sporting Manager	Antonio CAZZAGO	(RACB 4245)

Pit Lane Supervisor	Ghislain VERRIEST	(RACB 3021)
Pit Lane	Eric GILSON	(RACB 2751)
Pit Lane	Lucas BOEVER	(RACB 3884)
Pit Lane	tbc	

**3. Clerk of the Course:** Unit 1 – 1<sup>st</sup> floor – room 121 - Office of the Clerk of the Course

Clerk of the Course	Roland BRUYNSERAEDE	(RACB 0046)
Deputy Clerk of the Course	Philippe GODET	(RACB 2411)
Deputy Clerk of the Course	Jean-Yves MUNSTERS	(RACB 1705)

**4. Secretariat of the Meeting:** Unit 1 – room 119 – 1<sup>st</sup> floor – Office of the Secretary of the Meeting

Secretary of the Meeting:	Robby WUYTS	(RACB 2553)
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**5. Technical Commission:** F1 Paddock – Box 1&2

Technical Director	Claude SURMONT	(RACB 2774)
Technical Delegate	Alain MARQUET	(RACB 2265)
Chief Scrutineer	Adriano D'ANIELLO	(RACB 3341)
Chief Scrutineer	Fabrice CARTENSTADT	(RACB 3690)

**6. Medical Service:** Surgical Unit – Blanchimont

Delegate	Dr. Christian WAHLEN	(RACB 1047)
Delegate	Dr. Koen ENGELBORGHES	(RACB 3873)

**7. Office of the Track Marshals:** Endurance building – 1<sup>st</sup> floor

Chief Track Marshal:	Jean-Marie BINET	(RACB 4351)
Deputy:	Xavier HENNAU	(RACB 4288)

**8. Pit Marshal's Office:** Uniroyal Tower – Ground Floor – 'Pit Lane'-side

Chief Pit Marshal:	Bernard DENOLF	(RACB 3497)
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**9. Safety Direction:** F1 Paddock – Unit 1 – 1<sup>st</sup> floor – Race Control

Delegate:	Sven LEUFGEN	(RACB 3842)
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**10. Competitor Relations Office:** F1 Paddock – Unit 1 – 1<sup>st</sup> floor – Office 127

Team Relations Manager	Maria Giovanna PIVA	(RACB 4246)
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**11. Press Room:** Paddock F1 – Unit 3 – 1<sup>st</sup> floor – Office 133

Press Delegate / PR / Communications	Emma SPEARING	(RACB 4341)
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**12. Timekeeping:** Paddock F1 – Unit 1 – 1<sup>st</sup> floor – Office 120

Chief Timekeeper  
Chief Timekeeper

Steffen RUHL  
Daniel SCHULZE

(DMSB SPA1144260)  
(RACB 3722)

**13. Safety Car Drivers & Co-Drivers :** F1 Paddock – Unit 1 – 1<sup>st</sup> floor – Office 136

Safety Car Drivers

Christopher CAMPBELL (RACB 4256)

Marc DUEZ (RACB 2515)

Julien BRICHE (FFSA 48073)

Safety Car Co-drivers

Théo SURSON (RACB 908017)

François JEUKENNE (RACB 906477)

Jonathan LEMAIRE (RACB 906021)

**ART. 3 – FINES, PROTESTS & APPEALS**

See Article 18 of the Sporting Regulations of the 2024 Fanatec GT World Challenge Europe powered by AWS.

**3.1. Fines**

To be paid to the SRO Motorsports Group Fund

**3.2. Protest Fees**

The amount of the Protest Fee, fixed by the ASN, is € 500.00 (payable in cash).

**3.3. National Appeal Fee**

The amount of the National Appeal Fee, fixed by the ASN, is € 2,000.00 (by bank transfer to the RACB – IBAN: BE54 3100 2286 4097 – BIC: BBREBEBB). See also Art. 18 of the 2023 Fanatec GT World Challenge Europe by AWS Sporting Regulations.

**3.4. Petition of review**

The amount of the petition of review is € 2,500.00 (two thousand five hundred euros) which should be paid by bank transfer to the RACB (IBAN: BE54 3100 2286 4097 – BIC: BBRUBEBB)

**3.5. International Appeal Fee**

The amount of the International Appeal Fee is € 6,000.00, payable to the FIA through the competitor's ASN.

**CHAPTER II – GENERAL CONDITIONS**

**ART. 1 – SPECIFIC SPORTING REGULATIONS**

All Sporting Notes, Bulletins and Clarifications issued by the Stewards or the Sporting Board during the 2024 Fanatec GT World Challenge Europe powered by AWS will apply unless otherwise notified.

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## ART. 2 – ADVERTISING – RACE NUMBERS – ADVERTISING IMPOSED BY THE ORGANISER

### 2.1. Livery and Advertising

Each car will adhere to the specific information for the CrowdStrike 24 Hours of Spa included in the latest edition of the Graphical Charter available on the series website, as well as to any amendments given in these Supplementary Regulations. Any car or driver failing to abide by this Charter will be summoned to the Stewards and a fine or other suitable penalty may be imposed in accordance with article 16.4 of the 2024 Sporting Regulations.

Article 30.1.1 j) “Aero devices cannot be covered by tape or paint” is further clarified as follows:

Aero devices must remain in accordance with the homologation documentation with the following exceptions:

The rear wing may be decorated with lettering and logos. These must be individually cut out and applied to the carbon fibre. A full-length vinyl decal is not authorized. The end plates may be covered with series logos in accordance with the Graphical Charter of the Championship.

Note that no covering of any sort on the splitter or dive plane will be allowed.

### 2.2 All cars must have all stickers in place, in accordance with article 2.1 above, from the start of the first track activity session onwards (including the Bronze Test or Paid Test). Any car failing to be in conformity will be reported to the Stewards who may impose a fine.

## ART. 3 – GENERAL SAFETY DISCIPLINE

### 3.1. In addition to the two fire extinguishers provided by the Organiser (Article 33.7) of the 2024 Fanatec GT World Challenge Europe powered by AWS Sporting Regulations, each team must provide, for each entered car, two supplementary fire extinguishers with a weight of minimum 6KG each.

### 3.2. No one under the age of 18 years old may use the following vehicles: two-wheeled, three-wheeled, or four-wheeled vehicles, similar to motorcycles. Persons over 18 years old must be in possession of a “Moto Pass”. In all circumstances, these vehicles are strictly limited at all times to the “Paddock” enclosures, to the Paddock / Driver Parking route and to the Paddock / Refuelling route. In the case of a breach of this rule, the vehicle will be impounded until 30/06/2024 at 18h00.

Any team contravening this rule will be summoned to the Stewards who will determine the penalty that will be given.

Cars are strictly forbidden in the public area (Fan Village, security roads around the track, etc.)

### 3.3. Use of radio communication equipment:

The frequency band between 146 MHz and 174 MHz is reserved for the Organisers of the event, for obvious safety reasons. Any use of equipment operating in this frequency band, within Francorchamps, must be authorised beforehand by the Organiser and must satisfy the requirements of the Belgian law in this field.

Any competitor or team wishing to use radio apparatus other than CB (27 MHz), to establish communication between the pits and the competing cars, is obliged to submit its application to the IBPT. See documents in Appendix 2.

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- 3.4. Use of drones:  
 With the exception of the Organiser, the use of drones or similar remote-controlled equipment is strictly forbidden at the Spa Francorchamps circuit.  
 Any person or persons found to be carrying, supplying or operating such equipment on the site without prior permission will be reported to the Stewards of the Meeting and may also be reported to the Security personnel. Equipment will be confiscated.

**ART. 4 – GENERAL REGULATIONS REGARDING THE PIT BOXES, PIT LANE, FUEL, REFUELLING AND REPAIRS**

- 4.1. Garages  
 Set-up and dismantling deadlines can be found under Art. 4.6 of these Supplementary Regulations.

Awnings will not be accepted behind the garages in the F1 paddock, except with specific permission from SRO Motorsports Group.

Teams are reminded that in accordance with article 34.9 of the 2024 Fanatec GT World Challenge Europe powered by AWS sporting regulations, the doors on the pit lane side must remain open during the sessions of the support races and Teams must keep the pit lane clear during the support race sessions. This applies in both the F1 and Endurance pit lanes.

All vehicles which will be parked inside the Paddock area must provide waterproof protection under the fuel tank and engine to prevent any possible leak of oil/fuel or any other dangerous liquid into the environment. Should a team/supplier fail to abide by this rule, a financial sanction will be imposed after the Event.

- 4.2. Pit Lane  
 Access to the Pit Lane is prohibited for persons under the age of 16.

A maximum speed limit of 50.0 km/h will be enforced in the Pit Lane, during all practice/pre-qualifying/qualifying sessions and the race. Radar controls will be in permanent use. The speed limit is valid from 'pit in' in the F1 pit lane until 'pit out' at the bottom of the Endurance pit lane, including in the section between the F1 and Endurance pit lanes.

Entry to the Pit Lane is exclusively through the F1 Pit Lane, both for the race and for the practice/ pre-qualifying / qualifying sessions. The Pit Lane may be exited only at the top of the Raidillon Hill (after T4). There is no exit or entrance to the pit lane between the F1 and Endurance pits, and any car entering or exiting through this area will be reported to the Stewards.

During the race, the green and red lights at the exit of the Pit Lane will be used only to stop cars when the Safety Car is deployed. The lights at the exit of the F1 Pit Lane will be red only in case of an incident between the two pit lane sections. At all other times they will be switched off.

The final garages in the Endurance pit lane, which are situated beyond the lights, are subject to the same light restrictions as all other competitors and a pit-lane marshal will control their access to the pit lane exit.

Any car stopping in the pit lane may be pushed by a maximum of four mechanics from the team.

For safety reasons, in the Endurance pit lane only, an additional mechanic may help to push the car into the garage. This mechanic is not authorised to do anything else during that period. The team is also allowed to use a chock of wood to block the car.

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During all sessions, as well as after any red flags, cars should be parked in their working zone at 45 degrees, nose towards the pit exit, except for cars in the Endurance pit lane which may be parked parallel if space allows. Only work mentioned in article 39.1 may take place in the working lane during free practice, all other work must take place in the garage. Specific rules for the Endurance pit lane may be given by Bulletin from the Stewards.

#### Rain Lights

Once the race has been declared Wet, it remains Wet for the remainder of the Race. However, instructions will be issued from Race Control to inform teams when lights can be switched off.

#### Flashing Lights

When lights are mandatory (in wet conditions and in the mandatory night period) main beams must be switched on at all times that the car is moving. However, the additional lights may be flashed if needed.

### 4.3. Fuel and Refuelling

#### a) General

The refuelling area will be located in the Overflow Parking

#### b) Distribution

Pumps or metallic drums with a maximum capacity of 60 litres

c) Administration: The administration formalities concerning the purchase of the fuel shall be conducted with the fuel supplier of the 2024 Fanatec GT World Challenge Europe powered by AWS.

#### Opening hours of the fuel pumps:

Monday	24 <sup>th</sup> June 2024	from 17.00-20.00
Tuesday	25 <sup>th</sup> June 2024	from 08.00-12.00 and 13.30-18.30
Wednesday	26 <sup>th</sup> June 2024	from 10.00-12.00 and 13.30-16.00
Thursday	27 <sup>th</sup> June 2024	from 08.00-12.00 and 13.30-00.30
Friday	28 <sup>th</sup> June 2024	from 08.00-12.00 and 13.00-22.30
Saturday	29 <sup>th</sup> June 2024	from 08.45-12.00 and 16.30-00.00
Sunday	30 <sup>th</sup> June 2024	from 00.00 until 17.00

#### d) Transport

Transport must be held in conformity with the prevailing European laws and the paddock prescriptions of the safety agreement of the Circuit. Within the paddock and pit enclosure, fuel may only be transported in metallic jerrycans or in metal drums, with a capacity of maximum 60 litres and with a maximum of 240 litres being transported at any one time. The people responsible for transporting the fuel must be equipped with a powder or foam-type extinguisher, with a weight of 6KG minimum, during the entire operation. This extinguisher must be in working order and must be stamped by a technician from the extinguisher company. The transported jerrycans and / or drums must be separately firmly attached to the transporting vehicle. The towing vehicle, generally a quad bike or mini pick-up (e.g. John Deere, Golf Buggy, etc.), must be adapted to be able to tow the load and be provided with a coupling system backed up by a safety device (chain, strap, etc.).

The transporting vehicle must take the following route: TotalEnergies Station or Tanker Truck – Endurance Pit (lower situated area) - Uniroyal Tower – Endurance Pit (higher situated area) - Old Technical Center (=Coca-Cola Tower) - "La Source"-bend – F1 Paddock. The return trip with the empty and closed jerrycans and / or drums must be via the F1 Paddock and down the slope again towards the exit from the paddocks.

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Any team contravening this rule will be summoned to the Stewards of the Meeting who will determine the penalty that will be given.

e) Storage – Refuelling Tower

Maximum quantity of 2 metal drums of 60 litres per car, in each pit box (refuelling tower NOT included). Any potential source of sparks or fire is forbidden within five metres of the rear wall of the pits.

During each refuelling operation, it is compulsory for the refuelling officials to wear fire-resistant clothing over their entire body, including the head and the feet.

The refuelling towers must comply with Article 257A - 6 of Appendix J to the International Sporting Code and with article 35 of the 2024 Fanatec GT World Challenge Europe powered by AWS Sporting Regulations. The jerrycans and / or metallic drums, whether empty or full, must always be hermetically sealed.

All trace of fuel, in the pit box or in the working area, must be removed immediately. The use of water is prohibited.

Penalty: by decision of the Panel of the Stewards.

f) Fuel Transfer:

Fuel must be transferred by a mechanic from the stamped jerrycans and / or metallic drums to the container of the refuelling tower by means of a line fitted with a gun, equipped with a valve fed by a mechanical hand pump, firmly fixed to the refuelling tower, or by means of a pneumatic pump or a protected, explosion-proof, electric pump. In the latter case, only the pumps and their accessories that have been specifically approved for the transfer of fuel are accepted with their approval documents. All proper approval and / or certification documents concerning the electric pump and its accessories must be available throughout the event. Refuelling of the tower is prohibited while the car is being refuelled. During the filling operations of the refuelling tower, an attendant must be present to assist at the operation, equipped with a powder or foam-type extinguisher weighing at least 6KG and situated at 2 metres from the refuelling operation. The transfer of fuel between jerrycans and the fuelling tower by a funnel is strictly FORBIDDEN.

4.4. The refuelling tower and the degasification bottle must carry the mandatory advertising according to the Graphical charter of the Event.

4.5. Pit Installations

Please see article 34 of the 2024 Fanatec GT World Challenge Europe powered by AWS Sporting Regulations.

4.6. Refuelling Sensors

There will be a test of the mandatory refuelling sensors during the Free Practice Session on Thursday June 27<sup>th</sup> according to a bulletin issued by the Stewards. See article 10.3 of these supplementary regulations.

## ARTICLE 5 – PADDOCK REGULATIONS / ACCESS

### 5.1. SET-UP

- Hospitalities may access the paddock from 9:00 to 18:00 on Friday June 21<sup>st</sup> early access
- Garages:
  - Endurance Garages: Teams may access the garages from 20:00 on Sunday, June 23<sup>rd</sup> except garages n° 44/45/46 Endurance pit, which will be available on Monday June 24<sup>th</sup> from 19.00 as well as the paddock area behind.

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- F1 Garages: Teams may access the garages from 21:00 on Sunday, June 23<sup>rd</sup>
- Trucks must access the paddock as follow:
  - F1 Garages: stand by at Blanchimont, then in convoy via the track and access through La Source in order of the pit allocation.
  - Endurance Garages: stand by at Blanchimont and access via the normal roads.
- Motorhomes will access through Blanchimont ONLY.
- Hospitalities will access through Blanchimont or La Source.
- Various deliveries are authorised from 09h00 – 19h00 from Monday to Wednesday, and from 08h00 to 12h00 from Thursday to Saturday.
- Pit wall installations may be set up on Monday June 24<sup>th</sup> F1 Paddock all day, and from 18:00 in Endurance Pit Lane.
- In Endurance Pit Lane on Monday June 24<sup>th</sup> pit shutter must be closed until 18.00
- Manufacturer trucks will be authorized to enter the paddock from Monday June 24<sup>th</sup> from 10:00

All set-up must be completed by Thursday June 27<sup>th</sup> at 10:00

## 5.2. DISMANTLING DEADLINES

- No movement of trucks is allowed until Sunday June 30<sup>th</sup> at 17:00
- No alleys can be blocked at any time
- Endurance Garages must be vacated by Sunday June 30<sup>th</sup> at 22:00
- F1 Garages must be vacated by Monday July 1<sup>st</sup> at 16:00
- Dismantling can be done after the race, and the paddock must be cleared by Tuesday July 2<sup>nd</sup> by 12:00 at the latest.

## 5.3. PARKING

Cars may only be parked in the area to which they are assigned and with a valid car pass, including name, affixed to the car. Any cars found in the wrong area or without a car pass will be removed and the Team will be reported to the Stewards, where a minimum fine of € 1,000.00 will be awarded.

## 5.4. DELIVERY PASSES

Cars or vans with Delivery passes may be used for a maximum of 45 minutes within the paddock for delivery purposes. After this time, they must return to their correct parking area. Delivery passes will be delivered after issuing an ID-card in exchange for a maximum of 45 minutes. If the delivery pass is not returned after 45 minutes, the team will be reported to the stewards who may give a fine.

## 5.5. CIRCULATION ROUTE IN THE PADDOCK

It is strictly forbidden to circulate in the paddock in the opposite direction to the paddock route laid out and given to all teams before the start of the event. In particular, it is strictly forbidden to use the F1 ramp in the wrong direction. Any team or person linked to a team (see article 15) who is reported to contravene this rule will be reported to the Stewards where a minimum fine of € 2,000.00 will be awarded. It is recommended to wear a helmet when driving any 4-wheeled vehicles such as quads, as well as when driving scooters, e-bikes etc. Scooters, Golf carts, any four-wheeled vehicles, as well as e-bikes, are forbidden in the fan village.

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## 5.6. PADDOCK SPEED

The speed limit in the Paddock is 30 km/h. Excessive speed in the paddocks is strictly forbidden. Any team or person linked to a team (see article 15) who is reported to contravene this rule will be reported to the Stewards where a minimum fine of € 2,000.00 will be awarded.

## 5.7. ORDERS FROM THE ORGANISATION

At all times, Teams, their personnel and suppliers must obey the instructions given by the Organisation of the Event in terms of the set-up of Sporting, Hospitality or other units in the paddock. Any refusal to follow the instructions given will result in the Team being summoned to the Stewards who will award a minimum fine of € 2,500.00.

## 5.8. SUSTAINABILITY

Teams are reminded of the need for sustainability. In particular, Teams are reminded of the need to conserve water as much as possible. Awnings cannot be cooled by means of water; any leaks must be repaired as soon as possible. Additional measures may be added before or during the Meeting, which will be announced by means of a bulletin. Any infractions will be reported to the Stewards.

## 5.9. GRID BEHAVIOUR

Golf Cars, quad bikes, scooters, e-scooters etc are not allowed on the grid. Only tyre trolleys, pushed by mechanics, are authorised. Any exceptions for the CrowdStrike 24 Hours of Spa will be given in a specific bulletin.

### GT3 STARTING GRID DISPLAY EQUIPMENT

The starting grid display, as detailed in the latest version of the Graphical Charter, available on the Teams section of the Website, is mandatory for all teams. The Graphical Charter is an integral part of the sporting regulations, and any teams lacking this equipment or failing to display it will be summoned to the Stewards.

### GRID BEHAVIOUR

Teams will be informed of the grid access and entry point for the CrowdStrike 24 Hours of Spa. Team guests – which includes parents, friends, coaches and all other such people – may ONLY access the grid by this entry point. Under no conditions may they cross the fast lane from the pit garages.

Guests entering via pit garages will be stopped and reported to the Stewards.

Note that children under the age of 15 are never authorized on the grid.

Guests on the grid must follow the instructions of the SRO personnel, marshals and other officials. They must clear the grid when requested to do so. Any refusal will be reported to the Stewards.

A pass is needed to access the grid, including pit lane, media, driver, full access or organisation passes. Any other people who do not hold one of these passes needs a grid walk wristband delivered or sold by SRO. Any team guests attempting to go on the grid without a valid pass will be reported to the Stewards. Team staff and mechanics need a pit lane pass even if they are wearing fireproof suits.

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Teams are reminded that they are responsible for the people within their entourage, as stated in article 15.1 of the 2024 Sporting Regulations.

### PIT LANE PASSES

Pit Lane Passes, which include Driver Passes, are reserved for those people with an official function in the Race, such as team managers, mechanics, officials, support staff. They are not to be used by guests, family members etc. Any people found with an unjustified pit lane or driver pass will be guided back into the pit garages. Note that this is considered to be a breach of Article 12.2.2 of the Sporting Regulations, and penalties will be given in consequence.

### PIT GARAGE DOORS

As stated in article 34.9 : "Unless otherwise indicated by the Organisers or Stewards, garage doors must be opened before the start of the first track session of each day and left open until the end of that day's track action, in accordance with the Official Timetable." Teams are requested to give access to support event staff to see screens etc. Nevertheless, teams are authorized to use Tensa or other barriers to restrict their access into the rest of the garage.

## ART. 6 – MANDATORY LIGHTING PERIOD

The car's regulatory lighting system must function during the entire meeting.

The mandatory periods of illumination start 30 minutes before the sunset and will be announced by the presentation of the "LIGHT"- panel by the Clerk of the Course, and will end 30 minutes after the sunrise (qualifying and race). These times can be adjusted by the Race Director.

Depending on the weather conditions, the Clerk of the Course can display the "LIGHT"-panel at any time.

The Lights must be in conformity with articles 33.16 – 33.20 of the 2024 Fanatec GT World Challenge Europe powered by AWS Sporting Regulations.

### Backlit Panels

In particular, Teams are reminded of the terms laid down in article 22.2 of the 2024 Sporting Regulations, which states that for Competitions with night running, including those run according to Article 5.2 cases B, numbers on the doors must be backlit. Please note that this means backlit panels only, and no alternative options such as those using LED lights will be authorised.

Cars are requested to fit suitable LED lights in the cockpit to illuminate the driver-facing camera. These should only work when the pit lane speed limiter is engaged.

Teams are reminded that lights facing forward cannot be red, and lights facing towards the rear cannot be white.

## ART. 7 – SAFETY CAR, RED FLAG & FULL COURSE YELLOW PROCEDURES

### 7.1. SAFETY CAR

One safety car will be used during the CrowdStrike 24 Hours of Spa, according to the procedure laid out in article 46 of the 2024 Fanatec GT World Challenge Europe powered by AWS Sporting Regulations.

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- SC will enter the track after T4, top of the 'Raidillon' corner
- SC will extinguish its orange lights at T15
- SC will exit the track at pit entry
- Once the SC will switch off the lights, all panels and flags will be removed. The Green flag will be shown on the line only

## 7.2. RED FLAG

In case of red flag during the race, the procedures laid down in article 47 of the 2024 Fanatec GT World Challenge Europe powered by AWS Sporting Regulations will be followed.

Further information on red flags may be issued via Bulletin from the Stewards.

Should the race be subject to a red flag before the completion of the first lap, the grid for the restart will be as per the original grid.

Should the race be initially placed under Full Course Yellow and/or Safety Car conditions but is then red flagged and does not resume, the results of the race will be determined by the passing of the timing line of the leader and all following cars the lap before the Full Course Yellow / Safety Car procedures were deployed.

### Light Panels

The LED Light panels around the circuit have the same value as the marshals' flags and must be respected by the drivers in the same way.

### In-car Marshalling Driver Information Display

All cars must carry an in-car marshalling Driver Information Display in accordance with article 19.8 of the 2024 Sporting Regulations. In addition to the information given in article 19.8, Competitors are advised that flags, including black-and-white warning flags and blue flags, may be shown on the displays which will have the same value as any flag shown from the gantry.

## **ART. 8 – PARADE, DRIVERS' AND TEAM MANAGERS' BRIEFING**

### 8.1. PARADE

A presentation with all cars entered in the CrowdStrike 24 Hours of Spa 2024 will be take place on Wednesday June 26<sup>th</sup> 2024 according to the official timetable given on site.

All cars and drivers entered must take part. A detailed note will be distributed on site with the procedure.

The cars must be ready for the Parade on Wednesday June 26<sup>th</sup> at 16.00. Cars will leave the circuit on Wednesday June 26<sup>th</sup> at 16:30.

Any car which does not take part in the parade, as well as in any mandatory promotional event included on the official timetable will be reported to the Stewards. Excluding force majeure recognized as such by the Stewards, a fine of € 2,000.00 will be awarded and the car will be placed in parc fermé conditions during the time of the parade.

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### Behaviour during the Parade

Only the race cars entered in the CrowdStrike 24 Hours of Spa 2024 meeting, in the GT4 European Series powered by Rafa Racing Club, Fanatec GT2 European Series powered by Pirelli, McLaren Trophy Europe, Heritage Touring Cup and Endurance Racing Legends, as well as the official cars designated as such, are authorized to join the parade. The road cars will be listed and must carry a specific sticker to join the convoy so that the Police can identify them.

Team and media cars, as well as quads or scooters, are not authorized.

Teams must do their utmost to keep the traffic flowing correctly, without stopping or starting abruptly. Don't overtake and maintain a distance of 10 metres between each car.

If a car breaks down, the driver should keep the vehicle as close as possible to the side of the road so that other cars are able to overtake.

Upon arrival in the city centre, please follow the instructions for parking by the SRO-staff (wearing an SRO armband).

Any behaviour deemed unsafe, as well as any non-authorized cars, will be reported to the Stewards.

## 8.2. BRIEFING

The Driver and Team Managers' briefing will take place at 20:15 on Wednesday, 26<sup>th</sup> June 2024 at the Petit Théâtre – Casino de Spa.

All team managers (or their representatives) and the drivers of the cars eligible to take part in the event, must be present throughout the briefing. Any team managers or drivers who do not attend will be reported to the Stewards of the Meeting.

The drivers of each car and their team representative must sign the attendance sheet at the location and time specified on the specific timetable for the briefing. If so requested, drivers of the same car must attend together, and make themselves available for interviews and photographs. Failure to comply with this instruction will be reported to the Stewards of the Meeting.

## 8.3. AUTOGRAPH SESSION

There will be a mandatory autograph session for all drivers in the center of Spa on Wednesday 26<sup>th</sup> June from 17.45–19.45.

## 8.4. MEDIA AND PROMOTIONAL ACTIVITIES

Any driver who fails to attend any scheduled, mandatory Media and Promotional events including Driver Presentation, Group Photos, Driver Photo Sessions or Interviews, to which they have been summoned, will be reported to the Stewards who may impose a fine of a minimum of € 2,000.00.

## ART. 9 – DRIVERS' PRESENTATION AND STARTING PROCEDURE

There will be a specific procedure for the driver presentation. A note will be distributed to all teams. The exact timings will always be those on the final version of the official timetable signed by the Stewards of the Meeting.

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## ART. 10 – CEREMONIAL FINISH

The finish of the race will be given at the Line. However, the cars will continue to the line in front of the podium in the Endurance Pitlane, where a chequered flag will be shown for ceremonial purposes.

Overtaking is not allowed between the Line and the ceremonial flag.

Cars will then continue for a lap of honour at slow pace with the track marshals waving flags.

## ART. 11 – PODIUM CEREMONY AND PRESS CONFERENCE

A specific podium procedure note will be distributed and communicated on site.

The Podium will take place on the Concert Stage, in the Fan Zone. The winning cars will proceed to the Raidillon gate on the left (see picture attached the email) and park the car in front of the stage.

The cars will be separated into those for the podium parc fermé (the winners of the five categories, Overall, Gold Cup, Silver Cup, Bronze Cup, and Pro-am, as well as the cars finishing second and third overall, and the leading IGTC car) and those which continue to the main parc fermé, which will be located by the Eau Rouge gates.

The podium ceremony will be organized as follows:

Podium 1: the first three crews in the OVERALL classification and a representative of the winning team

Podium 2: the first three crews in the IGTC CLASSIFICATION and a representative of the winning manufacturer (if not included in the overall podium)

Podium 3: the first three crews in the GOLD CUP classification and a representative of the winning team

Podium 4: the first three crews in the SILVER CUP classification and a representative of the winning team

Podium 5: the first three crews in the BRONZE CUP classification and a representative of the winning team

Podium 6: the first three crews in the IGTC INDEPENDENT CUP CLASSIFICATION

Podium 7: the first three crews in the PRO-AM CUP classification and a representative of the winning team

Podium 8: the fastest lap of the race

Podium 9: the first three manufacturers in the COUPE DU ROI according to Appendix 6 of the 2024 Sporting Regulations plus the first classified Belgian driver in the Paul Frere Trophy

After the Superpole, there will be a ROWE Pole Position Award.

## ART. 12 – APPLICATION OF THE REGULATIONS

The English version of this document is considered definitive in the event of any difference of opinion regarding its interpretation.

## ART. 13 – SPORTING

### 13.1. TRACK LIMITS

The Stewards of the Event authorise the Race Director (or his deputies) to impose penalties up to and including stop-and-go penalties during practice sessions and time penalties during the race for breaches of Appendix L Chapter IV Article 2 c) of the International Sporting Code, articles 33.4 and 33.10 of the Fanatec GT World Challenge Europe powered by AWS Sporting Regulations and article 13.2 of the Supplementary Regulations below.

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Cameras will be placed at strategic points to report on drivers who do not respect the track limits in accordance with the Sporting Regulations. Judges of fact will be stationed at additional corners.

The points at which judges of fact will report cars for breaching Track Limits during the Event will be as defined by the Stewards before the Briefing.

This procedure will be clarified by Bulletin from the Stewards.

### 13.2. FULL COURSE YELLOW PROCEDURE / WAVE-BY PROCEDURES

A Bulletin will be published by the Stewards concerning any amendments to the Full Course Yellow or Wave By procedure for this event.

### 13.3. DRIVING TIME

Minimum and Maximum driving times are specified on the art. 20.3.2, art. 20.3.5 of the Fanatec GT World Challenge Europe powered by AWS Sporting Regulations.

The maximum driving stint time (MDS) from any driver will be confirmed in a Bulletin from the Stewards, as well as the extended driving stint time (EDS) which will only apply if a Full Course Yellow / Safety Car procedure has taken place during a driver's stint. Please note that the EDS does not apply in the case of a short FCY (as such announced by Race Control). The stint time will be rounded down to the nearest minute.

In Bronze Cup, art 23.3.5 b) the Pro driver is to be considered the Platinum or the Gold driver, the Silver drivers will share the driving times, except in case of a Silver driver marked as being "Under Review" or "Provisional" on the FIA categorization List, who may have further restriction on their maximum driving time.

In Gold Cup, art 23.3.5 c) if two silver drivers are entered on the car, the minimum driving time of 4 hours can be shared between the two drivers.

### 13.4. REFUELLING SENSORS

#### 13.4.1 – Testing

A test will be carried out of the refuelling sensors during the Free Practice session during the CrowdStrike 24 Hours of Spa. This will take place as follows :

- Thursday June 27<sup>th</sup> 11:35– 11:45: All even-numbered cars must pit and connect for the minimum refuelling time.
- Thursday June 27<sup>th</sup> 12:15– 12:25 All odd-numbered cars must pit and connect for the minimum refuelling time.

Please note that it is not necessary to refuel, but to be connected so that it can be checked that the sensors are working correctly.

Any team whose sensor does not work will be notified so that they can rectify the problem before the race.

For those cars which are notified that the sensor is not working, it is mandatory to do a second test during the night practice.

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### 13.4.2 – Penalties

A Bulletin will be published by the Stewards concerning the penalty scale to be applied in the case of cars failing to abide by the minimum and maximum refuelling times as described in article 20.1 and given in the Balance of Performance document for the Event.

### 13.5. RECOVERY OF CARS

Competitors are specifically reminded of the terms of article 34.19 h), which states that a car which does not reach the pit lane by its own means will not be allowed to rejoin the race.

In terms of this article Competitors are informed that ‘authorised external assistance’ may include transporting a car to a suitable location around the track, from which the driver will be allowed to attempt to rejoin the race safely. A reminder is hereby given of the terms of article 33.6, which states that “A driver who manages to repair the car after it has been pushed to a place of safety, with or without remote assistance from their Team, may rejoin the session.”

### 13.6. PAID TEST SESSION

On Tuesday June 25<sup>th</sup> an official Paid Test Session may be organized, open to all cars entered to the CrowdStrike 24h of Spa. The number of tyres will be according to the Art. 29.14. If so organised, this will replace the Bronze Test.

Clarification on art 29.8, the S5 to be used for pre-qualifying session is part of the 30 sets of tyres for the event and can be used any time after the pre-qualifying session is finished.

### ART. 14 – TIMEKEEPING

Teams who have problems or mistakes with their transponder or driver ID during the event must complete a Timing Form available in Race Control or the Timing room to provide an accurate record of the driver behind the wheel for the purposes of adhering to the driving time provisions in the 2024 Fanatec GT World Challenge Europe powered by AWS Sporting Regulations. Any misinformation in the completion of the timing form will be reported to the Stewards and may be subject to a penalty up to and including disqualification from the Event.

### ART. 15 – RETIREMENTS

If a car will not continue in the race, further to an accident or technical issue, the team must inform the Race Director and the Stewards of the Meeting by completing a Retirement Form available in Race Control or the Timing room which will be signed and logged.

Should the car have completed 70% of the total number of race laps by the end of the race, the car will still be classified and may score points if eligible (article 50.3).

Teams wishing to access or retrieve a car which has been placed in parc fermé during the Race may only do so with a signed release document from the Race Director.

### ART. 16 – INSURANCE FOR THE MEETING

The Organiser has subscribed an insurance following the instruction of the law. The insurance policy can be consulted at the race secretariat.

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## ART. 17 – REGIONAL FIRE DEPARTMENT ADVICE

Major Luc Burette  
Commandant de zone de secours  
ZS5 W.A.L. (Warche Amblève Lienne)  
GSM +32 495 500 923  
Tel. : +32 4 228 78 32  
luc.burette@zs5wal.be

Subject: Fire safety - paddock requirements

### Transportation and transferral of flammable materials:

- the total quantity transported cannot exceed 240l per unit of transportation
- use securely closed metal containers with a maximum capacity of 60 litres
- compulsory presence of an assistant equipped with an extinguisher (6 kg powder or 6 l foam)
- no combustible items within proximity of transported hydrocarbon (eg. tyres)
- no smoking or naked flames; keep away from ignited items, sparks, welding, etc.
- containers must be kept closed at all times whether empty or full
- transportation must be made in a utility vehicle designed for carrying loads
- correct electrical connection between the metallic container and earth before filling or emptying; during these operations the containers must be unloaded from the vehicle in advance
- it is prohibited to enter the loading area of a covered vehicle transporting flammable liquids with mobile lighting equipment other than designed and built to avoid igniting flammable vapours which may have been released within the interior

Where the transportation is made by towing:

- the towing vehicle must be capable of towing and braking the load
- the tyres of the trailer must be suited to the type of ground in question and to the speeds reached by the towing vehicle
- the towing hook and trailer attachment must be CE approved
- a safety cable or chain secured to the trailing arm must be used to connect the towing hook
- each barrel must be individually secured
- a technical steward or judge of fact shall be present while the pumps are opened to ensure that these safety regulations are observed and to sanction those in breach.
- In no case may the towing vehicle be fitted with fixed or moving castors. These are reserved for manual chariots, and the maximum speed for this kind of device is 4 km/h

### Handling fuel within the garage:

- hand pumps, pneumatic pumps or explosion-proof electrical pumps. NO batteries
- compulsory presence of a supervisor equipped with an extinguisher and located 2 metres from the refuelling point
- fire-resistant clothing to be worn by all persons located within 2 metres
- ensure stability and earthing of refuelling towers
- compulsory presence of absorbent product in the stand - never water
- compulsory presence of 2 extinguishers (6 kg powder or 6 l foam) in each stand

### No smoking or naked flames:

- in the entire area around the tanker lorry
- in the pit lane, in the stands, and within 5 metres of the back of the stands

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- above the stands (lodges, mezzanines)

**No LPG cylinders:**

- in the pit lane, in the stands, and within 5 metres of the back of the stands
- in any vehicle (authorised in tents and under awnings)

**No occupation of clearances:**

- all paddock road clearances
- a one-metre clearance behind the stands
- N.B. authorised behind stands: lorry platform if lowered
- barriers marking the limits of the stand if easily crossed

**Conformity of electrical or gas installations:**

- obligation to meet standards
- protection of electrical or gas supply lines.

**ART. 18 – JUDGES OF FACT**

Judges of Fact for Track Limits will be nominated with a Bulletin.

The following are named Judges of Fact for the event for pitlane infringements:

Bernard DENOLF  
Pasquale ALLETTO  
Paul APPLEYARD  
Simon ARREDONDAS  
Marc BASTIEN  
Roger BRIAMONT  
Christophe GALAY  
Louis CHALON  
Yves CHAVÉE  
Michel CHEVALIER  
Eric COUNSON  
Didier DE GREEF  
Olivier DEMARS

Jean-Loup DEMARTEAU  
Christine ERNST  
Fabian EUCHAMPS  
Antoine GODARD  
Celya GODFROID  
Michel GUYOT  
Raphaël HECK  
Luc IDOMON  
Frédéric JEANNE  
Michel JOBÉ  
Christophe LECLERCQ  
Dominique MAEGERMAN  
Arthur MARLIER

Françoise NAMECHE  
Emmanuel PONCIN  
Monique REMACLE  
Jo-Anne SCHREINER  
Alex SLANGEN  
Hugo TELLIER  
Jean-François TELLIER  
Alisson VANHOVE  
Arnaud VAN DAMME  
Marcel VAN IPER  
Thierry VAN IPER

The following are named at Technical Scrutineers for the Meeting :

Lucas BOEVER  
Abdur-Razzaq AL-HADDAD  
Alexandre AREVIAN  
Dominique CAECKELBERGHS  
Marlo DIERICK  
Rémy FOUCART  
Eric GILSON  
Xavier GRANDE  
Sergio GUZMAN-OBEJO  
Stany JANSSEN

Cedric KESTELEYN  
Ameer Ali KHAN  
Emmanuel LECOUVET  
Amine LEKRATI  
Yassine LEKRATI  
KyliaN MAGIS  
Mihai MAIER  
Sasha MARECHAL  
Manon MUSIN  
Philippe MUSIN

Sirine PULINCKX  
Roan MARREEL  
Xavier ROUZEEUW  
Eric SCHOONBROODT  
Vera VAN DE VELDE  
Henri VAN DE WOUWER  
Liam VAN DE WOUWER  
Anaïs VERRIEST  
Bernard VONËCHE  
Patryk WRONECKI



### CHAPTER III – CLASSIFICATIONS

Classifications for the 2024 Fanatec GT World Challenge Europe powered by AWS are as set out in the Sporting Regulations in force.

### CHAPTER IV – INTERCONTINENTAL GT CHALLENGE

The CrowdStrike 24 Hours of Spa is a round of the 2024 Intercontinental GT Challenge.

In accordance with the 2024 Sporting Regulations of the Intercontinental GT Challenge, eligible cars are those entered regularly in the Event with models of FIA GT3 cars from the Manufacturers who have entered the 2024 series.

Cars must comply with the Regulations and Livery information given in the 2024 Sporting Regulations for the Intercontinental GT Challenge as well as that for the Fanatec GT World Challenge Europe powered by AWS.

A separate entry list will be published. Points will be published after the event.

There may be a separate podium for the top three IGTC finishing cars and drivers.

Intercontinental GT Challenge entrants are specifically reminded of the terms of article 34.19 h), which means that a car which does not reach the pit lane by its own means during the race will not be allowed to rejoin the race.

### CHAPTER V – APPENDIX 1 TO THE SPORTING REGULATIONS

Please find below the information required under Article 8.2 to the 2024 Fanatec GT World Challenge Europe powered by AWS Sporting Regulations

#### PART A

- a) Name and Address of the National Sporting Authority  
Royal Automobile Club of Belgium  
Boulevard de la Woluwe 46/4  
1200 Brussels, Belgium
- b) Name and Address of the Organiser  
SRO Motorsports Promotion  
Boulevard de la Woluwe 46/4  
1200 Brussels, Belgium
- c) Date and Place of the Event  
27<sup>th</sup> June – 30<sup>th</sup> June 2024, Circuit of Spa Francorchamps

#### Checks and Scrutineering

##### Administrative Checks and Driver Equipment Checks

These will take place remotely and all documentation must be sent in advance. In case of questions or problems, teams or drivers will be summoned individually.

Tuesday 25<sup>th</sup> June : from 10:00 – 11:00

##### Technical Scrutineering

Monday 24<sup>th</sup> June / 13:00 – 20:00

Tuesday 25<sup>th</sup> June / 08h00 – 14h30

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- d) Time and Location of the Briefing  
See article 8.2, Chapter II of this document
- e) Date and start of the Race  
Saturday 29<sup>th</sup> June at 16:30
- f) Postal and Email address for enquiries  
SRO Motorsports Promotion  
Boulevard de la Woluwe 46/4  
1200 Brussels, Belgium  
email : 24H@sro-motorsports.com
- g) Details of the circuit  
Location and Access : Circuit de Spa-Francorchamps, Route du Circuit 55, B-4970 Francorchamps  
Nearest Airports :  
- Brussels National Airport – 145 km, 80 minutes  
- Liège Bierset Airport – 60 km, 45 minutes  
- Brussels South Airport – 135 km, 95 minutes  
- Maastricht Airport – 75 km, 60 minutes  
Length of one lap : 7.004 km, clockwise  
FIA circuit license : Grade 1, expires 4<sup>th</sup> May 2025
- h) Location of pit exit : after turn 4 – top of the Raidillon curve
- i) Location of the following locations  
Offices : please see Chapter 1, article 2  
Scrutineering, flat area and weighing : F1 pit building, boxes 1 & 2  
Parc fermé : after qualifying: F1 pit lane, after the race : Endurance track  
Briefing room : Le Petit Theatre, Spa  
Digital notice board available on the link : [https://www.gt-world-challenge-europe.com/noticeboard?meeting\\_id=221](https://www.gt-world-challenge-europe.com/noticeboard?meeting_id=221)
- j) Media Centre : pit building – 1<sup>st</sup> floor – Unit 3  
Press Conferences : Pit building – unit 2 – 1<sup>st</sup> floor – Press room  
Media Accreditation Centre : Tero Lodge – Route de Hockai 25 – 4845 Jalhay
- k) List of any supplementary trophies : n/a
- l) Amount of the protest fee : see chapter I, article 3
- m) The names of the Officials : see chapter I, article 2

## PART B

1. Organisation and management of the Event : see chapter I, article 1
2. List of Officials : see chapter I, article 2 and chapter II, article 18
3. Composition of the Sporting Board : see chapter I, article 1.6

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4. Appeal, Protests and Fines : see chapter I, article 3
5. Digital notice board : [https://www.gt-world-challenge-europe.com/noticeboard?meeting\\_id=221](https://www.gt-world-challenge-europe.com/noticeboard?meeting_id=221)

Visa RACB Sport : C-S-CHS-GT3-M46 (14/06/2024)

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