

2017 BLANCPAIN GT SERIES
SUPPLEMENTARY REGULATIONS &
APPENDIX 1 TO THE SPORTING REGULATIONS
TOTAL 24 HOURS OF SPA 2017
CIRCUIT OF SPA-FRANCORCHAMPS
25/07/2017 – 30/07/2017
(available on the website www.24hoursofspa.com).

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

"TOTAL 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
Olivier DEVOS



1.4. RACB Sport

Presidents:

Yves BACQUELAINE
Roland BRUYNSERAEDE

General Director of RACB Sport:

Xavier SCHENE

1.5. Promoter of the Blancpain GT Series

President:

Stéphane RATEL

General Manager:

Laurent GAUDIN

Event Director:

Olivier DEVOS

1.6 Sporting Board for the Event

Greg MASTERS (Lic. MSA 140818)

Alain ADAM (Lic. RACB 1632)

Laurent GAUDIN (Lic. RACB 3488)

Claude SURMONT (Lic. RACB 2774)

Jacquie GROOM (Lic. RACB 3057)

Xavier SCHENE (Lic. RACB 2731)

ART. 2 – PRINCIPAL OFFICIALS

2.1. Officials

1. Stewards of the 24 Hours: Unit 1 – 1st floor – room 122 – Office of the Panel of Stewards

Chairman

Yves BACQUELAINE (RACB 0001)

Permanent Chairman of the Blancpain GT Series

Greg MASTERS (MSA 140818)

Permanent Steward of the Blancpain GT Series

Richard NORBURY (MSA 60288)

Steward

Marc JANSSEN (RACB 1835)

Steward

Alessandro TIBILETTI (CSAI 48825)

Steward

François DUMONT (RACB 1577)

Driver Advisor to the Stewards

Eric HELARY (FFSA 59795)

Assistant Driver Advisor to the Stewards

TBC

Secretary to the Stewards

Christine CUBILLAS-ROBLES (RACB 2322)

Assistant

TBC

Sporting Secretary to the Stewards
in charge of communication

Murielle POUPIER (RACB 3515)

The Stewards will work in rotating panels of three Stewards during the Event. Signatures from any three Stewards will be needed for a decision; a signature from any single Steward for a summons.



- 2. Race Director: Unit 1 – 1st floor – room 123 – Office of the Race Director**
- | | | |
|--|----------------------|--------------|
| Race Director: | Alain ADAM | (RACB 1632) |
| Deputy Race Director | Joel DOVALE | (FFSA 7681) |
| Assistant Race Director / Event Timing Coordinator | Laurent VOOGT | (RACB 1426) |
| Assistant Race Director | René PASCOU | (FFSA 14181) |
| Assistant Race Director | Pascal VANHULLEBUSCH | (RACB 2681) |
| Assistant to the Race Director/Sporting Director | Jacquie GROOM | (RACB 3057) |
| Deputy Sporting Director | William WATTE | (RACB 2651) |
|
 | | |
| Pit Lane Supervisor | Ghislain VERRIEST | (RACB 3021) |
| Pit Lane Supervisor | Eric GILSON | (RACB 2751) |
- 3. Clerk of the Course: Unit 1 – 1st 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) |
| | Jean-Yves MUNSTERS | (RACB 1705) |
- 4. Secretariat of the Meeting: Unit 1 – room 119 – 1st floor – Office of the Secretary of the Meeting**
- | | | |
|---------------------------|-------------|-------------|
| Secretary of the Meeting: | Robby WUYTS | (RACB 2553) |
|---------------------------|-------------|-------------|
- 5. Technical Commission: F1 Paddock – FIA Unit – FOM – Box 1&2**
- | | | |
|--------------------|-----------------------|-------------|
| Technical Director | Claude SURMONT | (RACB 2774) |
| Technical Delegate | Alain MARQUET | (RACB 2265) |
| Chief Scrutineer | Didier DE RYCKE | (RACB 2570) |
| Chief Scrutineer: | Jean-Pierre DE BACKER | (RACB 1414) |
- 6. Medical Service: Surgical Unit – Blanchimont**
- | | | |
|-----------|--------------------------|-------------|
| Delegate: | Dr. Christian WAHLEN | (RACB 1047) |
| Delegate: | Dr. Jean-Claude TELLINGS | (RACB 1257) |
- 7. Office of the Track Marshals: F1 Paddock – Unit 1 – 1st floor – Office 114**
- | | | |
|----------------------|------------------|-------------|
| Chief Track Marshal: | Jean-Louis LIGOT | (RACB 2518) |
| Deputy: | Georges HEYENEN | (RACB 2517) |
- 8. Pit Marshal's Office: Uniroyal Tower – Ground Floor – 'Pit Lane'-side**
- | | | |
|--------------------|--------------|-------------|
| Chief Pit Marshal: | Michel GUYOT | (RACB 0055) |
|--------------------|--------------|-------------|
- 9. Safety Direction: F1 Paddock – Unit 1 – 1st floor – Race Control**
- | | | |
|-----------|-------------|-------------|
| Delegate: | Johan AERTS | (RACB 1709) |
|-----------|-------------|-------------|

10. Competitor Relations Office: F1 Paddock – Unit 1 – 1st floor

Responsible:

Member:

Member:

Member:

Member:

Member:

Anisa BOUBNAN (RACB 971123)
Caroline CAMUS (RACB 3310)
Pierre DEFOSSEZ (RACB 3383)
Ivan LEGRAND (RACB 3573)
Aurore LUMAYE (RACB 3414)
Isabelle WAHALTERE (RACB 3359)

11. Press Room: Paddock F1 – Unit 3 – 1st floor – Office 133

Press Delegate / PR / Communications
Press Delegate / PR / Communications

Bettina EICHHAMMER (RACB 3614)
Marion ENGLERT (RACB 3676)

12. Timekeeping: Paddock F1 – Unit 1 – 1st floor – Office 120

Chief Timekeeper
Chief Timekeeper

Steffen RUHL (DMSB SPA1144260)
Daniel SCHULZE (DMSB SPM1152574)

13. Safety Car Drivers & Co-Drivers : F1 Paddock – Unit 1 – 1st floor – Office 131

Safety Car Drivers

Guy CLAIRAY (RACB 3591)
Max BRAAMS (KNAF 33646)
Jean-Michel BAERT (RACB 910016)
Christian COURTINE (FFSA 10665)

Safety Car Co-drivers

Théo SURSON (RACB 908017)
Alexandre MAGIS (RACB 3206)
Jonathan LEMAIRE (RACB 906021)
Georges BARBIERE (RACB 1954)

ART. 3 – FINES, PROTESTS & APPEALS

See Articles 51 and 55 of the Sporting Regulations of the 2017 Blancpain GT Series.

3.1. Fines

To be paid to the SRO Motorsports Fund

3.2. Protest Fees

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

3.2. National Appeal Fee

The amount of the National Appeal Fee, fixed by the ASN, is € 2,000.00 (payable in cash).

3.3 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

- 1.1 All Sporting Notes, Bulletins and Clarifications issued by the Stewards or the Sporting Board during the 2017 Blancpain GT Series will apply unless otherwise notified.

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

- 2.1. Livery and Advertising
Each car will adhere to the specific Graphical Charter issued for the Total 24 Hours of Spa, as given in Appendix 3 to the 2017 Sporting Regulations, as well as to any amendments given in the Appendix to 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 65 of the 2017 Sporting Regulations.

ART. 3 – GENERAL SAFETY DISCIPLINE

- 3.1. In addition to the two fire extinguishers provided by the Organiser (Article 108) of the 2017 Blancpain GT Series 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 30/07/2017 at 18h00.

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

- 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.
- 3.4. Use of drones:
The use of drones or similar remote controlled equipment is forbidden at the Spa Francorchamps circuit. Any person or persons found to be carrying, supplying or operating such equipment on the site 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 in the F1 pitlane are reminded that in accordance with article 130 of the 2017 Blancpain GT Series sporting regulations, the doors on the pit lane side must remain open during the sessions of the support races so that the teams can access the timing screens. Teams must keep the pit lane clear during the support race sessions

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 km/h will be enforced in the Pit Lane, during all practice / 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 / 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.





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. Only work mentioned in article 148 may take place in the working lane during free practice and pre-qualifying, 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 for 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 technical area will be located in the Overflow Parking

- Distribution: Pumps or metallic drums with a maximum capacity of 60 litres.
- Storage: Maximum quantity of 100 litres per car, in each pit box (refuelling tower NOT included).

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.

b) Distribution

Administration: The administration formalities concerning the purchase of the fuel shall be conducted with the fuel supplier of the 2017 Blancpain GT Series.

Opening hours of the fuel pumps:

Tuesday	25th July 2017	from 10.00 until 18.00
Wednesday	26th July 2017	from 14.00 until 18.30
Thursday	27th July 2017	from 08.30 until 24.00
Friday	28th July 2017	from 10.00 until 19.00
Saturday	29th July 2017	from 08.00 until 11.00 and 14.30 until 24.00
Sunday	30th July 2017	from 00.00 until 16.00

c) 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 technicians 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: TOTAL 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.

For safety reasons, and by order of the Police, it is forbidden to transport fuel between 11.00 and 14.30 on Saturday, July 29th 2017.

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

d) Storage – Refuelling Tower

Maximum quantity of 100 litres per car, in each garage (refuelling tower NOT included). All other fuel storage is prohibited, whether inside or outside the pit box.

Any potential source of sparks or fire is forbidden within 5 metres of the rear wall of the pits.

The refuelling towers must comply with Article 257A - 6 of Appendix J to the International Sporting Code and with article 144 of the 2017 Blancpain GT Series 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 of the Meeting.

e) 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 fuelling tower and the degasification bottle must carry the obligatory advertising according to the graphic charter in the appendix.

4.5 Pit Installations

Please see article 127 – 131 of the Blancpain GT Series Sporting Regulations

4.6 Set-up and Dismantling deadlines for paddock and hospitalities

SET-UP

- Hospitalities may access the paddock on Sunday July 23rd 2017 from 21h00 to 24h00
- Teams may access the paddock from Monday July 24th 2017 at 08h00
- Outside installations must be finished by Thursday 27th 2017 at 09h00





- Various deliveries are authorised from 09h00 – 19h00 from Monday to Wednesday, and from 08h00 to 12h00 from Thursday to Sunday.
- Pit wall installations may only be set up on Monday July 24th 2017, from 10h00 on the F1 pit lane and from 18h00 for the Endurance pit lane.
- Garages will be available from Monday July 24th at 08:00

DISMANTLING DEADLINES

- Endurance garages: Sunday July 30th 2017 by 22h00 at the latest
- F1 garages: Monday July 31st 2017 by 12:00 at the latest

ART. 5 – LIGHTING INSTRUCTION

5.1 Obligatory Lighting Period

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

The obligatory periods of illumination start at 22.00, and will be announced by the presentation of the "LIGHT"- panel by the Clerk of the Course, and will end at 06.00 (qualifying and race).

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 116 – 118 of the 2017 Blancpain GT Series Sporting Regulations.

5.2 Article 118 concerning identification lights is clarified as follows :

It is authorised to equip the car with a maximum of 2 identification lights (An assembly of LED Lights will count as a single light unit), with a maximum power of 25 watts or equivalent, which must be approved by the scrutineers. These will be placed on the roof, on the rear view mirrors, on the windscreen pillar, behind the passenger side of the windscreen or in another location such as the radiator grille, as long as this does not distract the driver or the other competitors. Any assembly must be carried out before the car undergoes Scrutineering. The use of flashing or revolving lights as identification lights is forbidden.

White lights may not face the rear and red lights may not face the front.

ART. 6 – SAFETY CAR, RED FLAG AND FULL COURSE YELLOW PROCEDURES

One safety car will be used during the Total 24 Hours of Spa, according to the procedure laid out in article 192 - 195 of the 2017 Blancpain GT Series Sporting Regulations.

Safety Car

- 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





Red Flag

In case of red flag during the race, the procedures laid down in articles 196 and 199 of the 2017 Blancpain GT Series Sporting Regulations will be followed. For the restart, the cars will be arranged in the order they occupied before the race was suspended. The line used for the restart will be that based 236 m before the line (finish line). If the race cannot be restarted, the final result will be deemed to be the result at the end of the penultimate lap before the red flag.

Time spent in the pits during any red flag period between the 12th and 15th hours does not constitute a technical pit stop. Should the red flag period start before the end of the 15th hour of the race and extend over the end of the 15th hour then the time for the technical pit stop will be extended from the resumption of the race by a period calculated as the time between the red flag and the end of the 15th hour in order to allow all teams to make their stop, with a maximum extension time of one hour.

Any teams in the pits for the purpose of serving a drive-through or stop-and-go penalty at the moment that a red flag is declared will be deemed to have served their penalty.

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

In the case of a red flag, all stints will be deemed to have finished when the car crosses the pit lane entry loop. The time spent in the pit lane under red flag will not be counted towards the driving time of any driver. The Stewards of the Meeting will take any further decisions about specific driving times as stipulated in article 62 Case B depending on the circumstances.

Full Course Yellow

The procedures outlined in article 191 of the 2017 Blancpain GT Series Sporting Regulations will be followed with the following changes: a 20 second countdown will be given on the Team Radio before the start the Full Course Yellow period. At 10, the FCY boards will be shown around the circuit and drivers must start to slow. At 0, the flags will be shown, all cars must be at 80 km/h. There will be no countdown before the signal goes green.

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.

ART. 7 – PARADE, DRIVERS' AND TEAM MANAGERS' BRIEFING

7.1. A presentation with all cars entered in the TOTAL 24 Hours of Spa 2017 will be take place on Wednesday July 26th 2017 according to the official timetable given on site.

All cars and drivers entered must take part.

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 2000 € will be awarded and the car will be placed in parc ferme conditions during the time of the parade.





The maximum speed of any car during the parade is 90 km/h, with a speed limit of 50 km/h in the towns. This applies both from the track to Spa and on the return journey. The cars may only be driven by one of the drivers entered on that car for the Event, or by the Team Manager. Further instructions for the Parade will be given during the Event and must be strictly followed.

7.2. Drivers' and Team Managers' Briefing:

A briefing will take place at 17h15 on Wednesday, 26th July 2017 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 who will decide on the penalty to be giving, up to and including exclusion from the Event.

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. All 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.

ART. 8 – EVENT FORMAT, DRIVERS' PRESENTATION AND STARTING PROCEDURE

8.1 Warm-Up

The Warm-up, as referred to in article 157 of the Sporting Regulations, will take place on Friday July 28th. All other regulations concerning the warm-up are unchanged.

8.2 Drivers' Presentation

All drivers must be present in the pit lane in front of their garage from 13h25 to 14h25 on Saturday July 29th 2017, for the Driver Presentation, pit walk and Autograph Session.

Attendance is mandatory, and any drivers not attending will be reported to the Stewards. Excluding force majeure recognized as such by the stewards, a fine of 2000 € will be awarded.

8.3 Starting Procedure

The pit lane will be open for 10 minutes from 15h40 to 15h50 to allow all cars to take their place on the starting grid. A signal will be given with two minutes remaining. No installation laps will be authorised and cars must proceed straight to the grid after leaving the pit lane. Any cars which have not left the pit lane by that time, or which return to the pit lane after leaving it, must start the race from the pit lane following the standard procedure.

The grid will take place on the grid in front of the Endurance pit lane. The start of the race will be given at the Line (F1 pit lane).

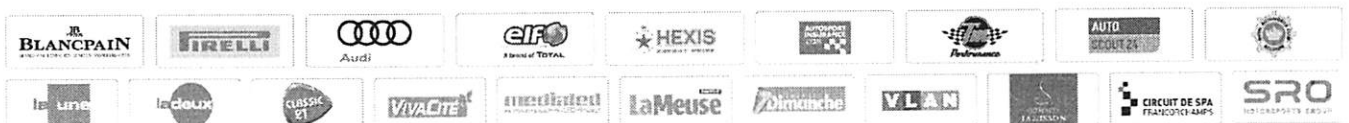
The exact timings will always be those on the final version of the official timetable signed by the Stewards of the Meeting.

ART. 9 – 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 Pit lane, where a chequered flag will be shown for ceremonial purposes.

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





ART. 10 – PODIUM CEREMONY AND PRESS CONFERENCE

At the end of the slowing-down lap, cars will be met by marshals at la Source and will proceed at a slow pace. Parc Fermé will be installed between la Source and the Endurance start line, in front of the grandstands, and cars will be placed at an angle on the right.

The winners of the four categories, overall, pro-am, am and national, as well as the cars finishing second and third overall, will be placed in a separate area for the podium parc fermé on the left.

The podium ceremony will be organised as follows:

Podium 1: the first three crews in the NATIONAL CLASS and a representative of the winning team

Podium 2: the first three crews in the AM CUP classification and a representative of the winning team

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

Podium 4: the first three manufacturers in the COUPE DU ROI according to Appendix 6 of the 2017 Sporting Regulations.

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

During this ceremony, which will take place at the podium on the Endurance pit lane, the competitor's national anthem will be played.

After the finishing ceremony, the winners are obliged to proceed as quickly as possible, to the place where the Press Conference will be held in the Press Room.

ART. 11 – 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. 12 – TRACK LIMITS

Judges of fact will be stationed at strategic points to report on drivers who do not respect the track limits and who have more than two wheels outside the white lines.

In Free Practice, cars reported for track limits may receive the following warnings and penalties for subsequent infractions

- screen/radio warning
- black and white warning flag
- stop and go penalty of a time set by the Stewards of the Meeting.

In qualifying, additionally cars which improve their time by not respecting track limits may lose that time.

In the race, cars reported for track limits may receive the following warnings and penalties for infractions

- screen/radio warning
- black and white warning flag
- final warning
- drive-through penalty
- stop and go penalty of a time set by the Stewards of the Meeting.





Additionally, in accordance with Sporting Note 2, at the absolute discretion of the race director, a driver may be given the opportunity to give back the whole of any advantage he gained by leaving the track.

The Stewards of the Meeting may apply any penalty in addition to those marked above depending on the advantage taken.

Teams are reminded that both warnings and penalties are given to the Car and not to the Driver.

ART. 13 – TIMEKEEPING

According to article 57, competitors are responsible for obtaining a transponder and ensuring it works correctly to show the correct driver at all times.

Transponders must be only changed when the car is stationary during the pit stop. Should a transponder be changed on the way in to the pits, the whole previous stint will be credited to the next driver, which will give mistakes in driver time calculations; the team would be responsible for any resulting penalties.

In case of issues with a transponder during the race, team managers must inform the Race Director of the correct driver and must complete the Timing Correction Form.

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 2017 Blancpain GT Series Sporting Regulations.

ART. 14 – 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 score points. (article 209)

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. 15 – 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.





ART. 16 – 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 devise 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
- 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. 17 – JUDGES OF FACT

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



A617	ALLETTO Pasquale	C879	DEWILDE Sven	S875	LEKEU Yves
S947	APPLEYARD Paul	C713	DEWITTE Guy	S708	LEMMENS Thierry
A566	BARBIER Jean-Baptiste	S960	DORMAL Thierry	S963	LIEKENS Ivo
C881	BAUDET Patrick	C935	DUBIEL Sophie	B641	MAEGERMAN Dominique
C821	BAUDEWIJN Anita	S921	DUCARNE Christophe	A510	MARCHAL Joseph
S966	BEBERMANS Julien	B832	ÉTIENNE Jean-Marie	C938	MARECHAL Sasha
S701	BERTOUILLE Paula	S954	ETIENNE Kathleen	B652	MARSON Olivier
C574	BERTRAND Thierry	C883	FROGER François	A626	MATTHYS Frédéric
A315	BERVOETS André	S931	GAGLIARDO Fabian	A503	MEERT Godfried
B519	BLAISE Christophe	S930	GAGLIARDO Lionel	C483	MEGANCK Jean-Claude
C728	BODSON André	C579	GALLEZ Eddy	A90	NOIRET Harold
C645	BOSMANS Patrick	A598	GALLINA Salvatore	A662	NOPPE Didier
C955	BOSMANS Arnaud	S874	GASPARD Jean-Louis	C901	OURY Odile
B815	BOURDOUX Joffrey	A480	GITS Werner	C649	PLUYMAEKERS Henri
S925	BOURGOIS Yves	A594	GODEFROIT Matthieu	C910	RAC Karol
A317	BRASSEUR Jean	B704	GOEDERT Marion	C907	RAC Dorota
S939	BREARD Pascal	C653	GOEMAERE Dirk	S507	RAQUET Paul
A10	BRIAMONT Paul	C832	GRBIC Milowan	C308	RICHARD Philippe
11	BRIAMONT Roger	C860	GUILLAUME Jacques	C715	ROELENS Paul
S863	BROCA Brigitte	A142	GUTKIN Francis	C914	ROUPAIN Xavier
2964	BROHÉE Jean-Marie	55	GUYOT Michel	B603	SAEYS Christian
S862	BROUNS Henri	A56	HAINAUX Francis	C823	SAJBEN Tamas
B513	CAUBERGS Min	B842	HAUTCOURT Éric	S965	SALMON Jean-Marc
S911	CHALON Louis	A529	HECK Raphaël	A310	SCHIERVEL Patricia
S871	CHEVALIER Michel	C936	HENNEN Els	C894	SCHOEFS Guido
S959	COLART Sarah	C903	HENNEN Luc	S923	SCHREINER Jo-Anne
S872	COUNSON Eric	C905	HENNEN Pieter-Jan	S957	SMETS Olivier
S716	CUENEN Daniel	C904	HENNEN Wouter	C828	SMETS Pascale
S909	DAMSEAUX Alain	C581	HERMANS Yves	A9855	STOQUART Alex
A578	DE BACKER Peter	S953	HERTAY Vincent	C608	SWENNE Marie-Paule
S929	DE BAILLIE Johnny	C845	HEYVAERT Frédéric	B355	SYLOS Éric
B282	DE CLERCK Dominique	C657	IDOMON Luc	A266	THYS Jean-Louis
S873	DE GREEF Didier	A284	JACOBS Pascale	B575	TRATSAERT Virginie
C663	DE PELSMAEKER Johan	B512	JACOBS Pierre-Marie	C830	TROOSTERS Claude
C514	DE SCHRYVER Annette	66	JACOBS Thierry	C833	VAN DAMME Arnaud
C869	DE WITTE Filip	C646	JACQUEMOTTE Philippe	1798	VAN IPER Marcel
C644	DEFRAIGNE Jean-Franç.	B711	JANSEN Micheline	B106	VAN IPER Thierry
C864	DELFOSSÉ Alexia	B720	JEANNE Frédéric	C841	VAN MALDEREN Patrick
C897	DELFOSSÉ Jean-Claude	B595	JOBÉ Michel	A380	VANDENBROUCKE Arnaud
A647	DEMARTEAU Jean-Loup	S956	KEGELEIRS Renaud	B379	VANDERMEERSCHEN Mic.
C2612	DEVERCHIN Jean	C918	LEBOUCHER Bertrand	A103	VANDEVELDE Gustaaf
S952	DEVRIESE Eric	B820	LECLERCQ Christophe	C844	VERSCHUEREN Nathalie
135	DEWILDE Kris	C900	LEJOLY Benoît	A580	WIRTZ Guido

The following are named at Technical Scrutineers for the Meeting :

1414	DE BACKER Jean-Pierre
3678	AL-HADAD Abd-Ur-Razzaq



3445	BACH Cédric
3325	BEAULOYE Jean-Marie
3677	BERTRAND Christian
3184	DELIERNEUX Eric
3509	DUBRAY Alain
2495	GEILENKIRCHEN Noël
2751	GILSON Eric
3097	GOEMAN Chris
1732	HILLEN Philippe
1749	JANSSEN Stany
3446	KREBS Frédéric
3313	LACOURT Thierry
3412	MOSBEUX Jean-Guy
3635	RAHIER Laurence
3632	VANHOUTTE Willy

CHAPTER III – CLASSIFICATIONS

Classifications for the 2017 Blancpain GT Series are as set out in the Sporting Regulations in force

CHAPTER IV – INTERCONTINENTAL GT CHALLENGE

The Total 24 Hours of Spa is a round of the 2017 Intercontinental GT Challenge.

In accordance with the 2017 Sporting Regulations of the Intercontinental GT Challenge, all cars entered in the GT3 class at each race counting towards the Intercontinental GT Challenge are automatically eligible to score points towards the Intercontinental GT Challenge Manufacturer and Driver titles as long as they comply with the following eligibility rules :

Eligible cars are GT3 cars with an FIA homologation as defined by the applicable technical regulations (Article 257A of Appendix J), G3 cars in RACB homologation, which are entered regularly in each qualifying Event in accordance with the specific Sporting and Technical Regulations applying to that Event.

Eligible teams and drivers are those holding an international license issued by their ASN. Teams and drivers entered in the event who do not hold an international licence will not score points towards the IGTC titles and will be considered invisible.

There are no entry fees and no entry forms. Cars must comply with the Regulations and Livery information given in the 2017 Sporting Regulations for the Intercontinental GT Challenge.





CHAPTER V – APPENDIX 1 TO THE SPORTING REGULATIONS

Please find below the information required under Article 26 to the 2017 Blancpain GT Series Sporting Regulations

PART A

- a) Name and Address of the National Sporting Authority
Royal Automobile Club of Belgium
Rue d'Arlon 53/3
B-1040 Brussels, Belgium
- b) Name and Address of the Organiser
RACB Events S.A.
Boulevard d'Avroy 254
B-4000 Liège, Belgium
- c) Date and Place of the Event
25th – 30th July 2017, Circuit of Spa Francorchamps
- d) Start of the Sporting Checks and Scrutineering
Administrative Checks and Driver Equipment Checks (F1 Paddock – Unit 1 – 1st floor – Office 132)
Tuesday July 25th : 08:00 – 12:00 and 13:00 – 20:00
Wednesday July 26th : 08:00 – 12:00
Technical Scrutineering
Tuesday July 25th : 08:00 – 12:00 and 13:00 – 20:00
Wednesday July 26th : 08:00 – 12:00
- e) Time and Location of the Briefing
Wednesday July 26th – 17:15
Casino de Spa – 'le Petit Théâtre'
- f) Date and start of the Race
Saturday July 29th at 16:30
- g) Postal and Email address for enquiries
SRO Motorsports Group Promotion
Boulevard d'Avroy 254
B-4000 Liège, Belgium
email : info@sro-motorsports.com
- h) 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 22nd August 2019
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 : Petit Théâtre, Casino de Spa
Official notice board : pit building, paddock side between boxes 1 & 2, and digital notice board available on the link :
http://www.blancpain-gt-series.com/noticeboard?meeting_id=82
Media Centre : pit building – 1st floor – Unit 3
Press Conferences : Pit building – unit 2 – 1st floor - Press room
Media Accreditation Centre : station 32 – 4845 Jalhay

- j) List of the any supplementary trophies : cheques presented on the podium by SRO Motorsports Group
k) Amount of the protest fee : see chapter 1, article 3
l) The names of the Officials : see chapter 1, article 2

PART B

- 1: Organisation and management of the Event : see chapter 1, article 1
2: List of Officials : see chapter 1, article 2 and article 17
3: Composition of the Sporting Board : see chapter 1, article 1.6
4: Appeal, Protests and Fines : see chapter 1, article 3
5: Digital notice board : http://www.blancpain-gt-series.com/noticeboard?meeting_id=82

Visa RACB : C-S-THS-BGT-018

