



STEWARDS  
LOG NR 01



2022 FANATEC GT WORLD CHALLENGE EUROPE POWERED BY AWS – ENDURANCE CUP  
SUPPLEMENTARY REGULATIONS &  
APPENDIX 1 TO THE SPORTING REGULATIONS  
TotalEnergies 24 Hours of Spa 2022  
CIRCUIT OF SPA-FRANCORCHAMPS  
26/07/2022 – 31/07/2022  
(available on the website [www.TotalEnergies24hours.com](http://www.TotalEnergies24hours.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**

“TotalEnergies 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  
General Director of RACB Sport: Xavier SCHENE





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

President:	Stéphane RATEL
General Manager:	Laurent GAUDIN
COO:	Patricia KIEFER

### 1.6 Sporting Board for the Event

Richard NORBURY (Lic. MSA 60288)  
 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 – 1<sup>st</sup> floor – room 123 – Office of the Panel of Stewards

Chairman	Yves BACQUELAINE	(RACB 0001)
Steward	Greg MASTERS	(MS UK 140818)
Steward	Richard NORBURY	(MS UK 60288)
Steward	Steve BURNS	(MS UK 85348)
Steward	Francesco Maria MAFFEZZONI	(ACI Sport 229201)
Steward	Pierre PELOSI	(FFSA 136305)
Driver Advisor to the Stewards	Guy CLAIRAY	(RACB 3592)
Secretary to the Stewards	Murielle POUPIER	(RACB 3515)
Sporting Secretary in charge of communication	Murielle POUPIER	(RACB 3515)
	Emily GROOM	(RACB 3414)

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.

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

Race Director:	Alain ADAM	(RACB 1632)
Deputy Race Director	Joel DOVALE	(FFSA 7681)
Deputy Race Director	Peter ROBERTS	(MS UK 140949)
Deputy Race Director	Abi HAY	(RACB 3839)
Race Control	Philippe GODET	(RACB 2411)
	Jean-Yves MUNSTERS	(RACB 1705)
Track Limits	Neus SANTAMARIA	(DC/I-0058-ESP)
	Valerie DIEBOLT	(FFSA 12431)
	Pascal VANHULLEBUSCH	(RACB 2681)
	Marta SANTAMARIA	(DC/I-0089-ESP)
	Roger GUILLEMIN	(FFSA 66508)
	Sergio GUZMAN	(RACB 3845)
	Nadia SOYEZ	(RACB 3763)
Assistant Race Director in charge of paddock and timetable	William WATTE	(RACB 2651)
Sporting Director	Jacque GROOM	(RACB 3057)
Assistant Sporting Director	Brian HUGHES	(ACCUSTBC)
Pit Lane Supervisor	Ghislain VERRIEST	(RACB 3021)
Pit Lane	Thierry LACOURT	(RACB 3313)
Pit Lane	Jean-Marie BEAULOYE	(RACB 3325)
Pit Lane	Eric GILSON	(RACB 2751)

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)

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)

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	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)

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

Chief Track Marshal:

Christian MONBALLIN (RACB 2415)

Deputy:

Benoît LEJEUNE (RACB 3290)

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

Chief Pit Marshal:

Jean-Marie BROHEE (RACB 2964)

**9. Safety Direction:** F1 Paddock – Unit 1 – 1<sup>st</sup> floor – Race Control

Delegate:

Sven LEUFGEN (RACB 3842)

**10. Competitor Relations Office:** F1 Paddock – Unit 1 – 1<sup>st</sup> floor – Office 115 bis

Team Relations Manager

Nina PFIFFNER (RACB 3542)

**11. Press Room:** Paddock F1 – Unit 3 – 1<sup>st</sup> floor – Office 134

Press Delegate / PR / Communications

Adelheid TERRY (RACB 3376)

**12. Timekeeping:** Paddock F1 – Unit 1 – 1<sup>st</sup> floor – Office 120

Chief Timekeeper

Steffen RUHL (DMSB SPA1144260)

Chief Timekeeper

Daniel SCHULZE (RACB 3722)

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

Safety Car Drivers

Jérôme DOVALE (FFSA 46401)

Kevin ROPARS (RACB 24H-004))

Steve VAN BELLINGEN (RACB 700624)

Christopher CAMPBELL (FFSA 13805)

Julien BRICHE (FFSA 48073)

Markus PALTTALA (AKK 22804873)

Romain BRANDELA (FFSA 90705)

Safety Car Co-drivers

Théo SURSON (RACB 908017)

Frederic VAN RIJCKEVORSEL (RACB 900464)

Christophe HOOREMAN (RACB 902064)

François JEUKENNE (RACB 906477)

Steve HOOREMAN (RACB 902063)

Line PIGUET (RACB 24H-003)

**Fanatec Esports GT Pro Series (Fanatec Arena)**

Race Director

Ryan Gill

Officials

Stefano Presenti

Steven Muckley

Steve Burns

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

See Article 18 of the Sporting Regulations of the 2022 Fanatec GT World Challenge Europe powered by AWS

**3.1. Fines**

To be paid to the SRO Motorsports Group Fund

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### 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 2022 Fanatec GT World Challenge Europe powered by AWS 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 information for the TotalEnergies 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 2022 Sporting Regulations.

- 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). 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 2022 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 31/07/2022 at 18h00.

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

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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:

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 2022 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 / 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.

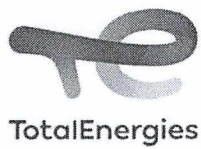
Entry to the Pit Lane is exclusively through the F1 Pit Lane, both for the race and for the practice / qualifying sessions. The Pit Lane may be exited only at the top of the Raidillon Hill (after T4). There is no exit or entrance to the pit lane between the F1 and Endurance pits, and any car entering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

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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, 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 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 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 2022 Fanatec GT World Challenge Europe powered by AWS.

#### Opening hours of the fuel pumps:

Tuesday	26 <sup>th</sup> July 2022	from 08.00 until 18.00
Wednesday	27 <sup>th</sup> July 2022	from 14.00 until 18.30
Thursday	28 <sup>th</sup> July 2022	from 08.30 until 24.00
Friday	29 <sup>th</sup> July 2022	from 10.00 until 19.00
Saturday	30 <sup>th</sup> July 2022	from 08.00 until 11.00 and 14.30 until 24.00
Sunday	31 <sup>st</sup> July 2022	from 00.00 until 16.00

#### 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

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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.

For safety reasons, and by order of the Police, it is forbidden to transport fuel between 11.00 and 14.30 on Saturday, 30<sup>th</sup> July 2022

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 2022 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 obligatory advertising according to the graphic charter in the appendix.

4.5 Pit Installations

Please see article 34 of the 2022 Fanatec GT World Challenge Europe powered by AWS Sporting Regulations

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#### 4.6 Refuelling Sensors

There will be a test of the mandatory refuelling sensors during the Free Practice Session on Thursday July 28<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

- Trucks may access the paddock from 21:00 to 23:00 on Sunday July 24<sup>th</sup>
- Hospitalities may access the paddock from Monday 25<sup>th</sup> July from 08:00 to 23:00.
- Garages: Teams may access the garages from Monday 25<sup>th</sup> July from 08:00 to 23:00
- Trucks must access the paddock via Blanchimont. Motorhomes will access through Blanchimont or La Source. 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 25<sup>th</sup> July from 18:00 to 20:00
- Manufacturer trucks will be authorized to enter the paddock from Monday July 25<sup>th</sup> from 08:00 to 12:00
- Awnings will not be accepted behind the garages in the F1 paddock

All set-up must be completed by Thursday July 29<sup>th</sup> at 10:00

#### 5.2 DISMANTLING DEADLINES

- No movement of trucks is allowed on Saturday July 30<sup>th</sup> from 15:30 and 17:00
- No alleys can be blocked at any time
- No trucks will be able to leave the paddock/circuit on Saturday July 30<sup>th</sup> from 11:00 to 17:00
- Endurance Garages must be vacated by Sunday July 31<sup>st</sup> at 22:00
- F1 Garages must be vacated by Monday August 1<sup>st</sup> at 16:00
- Dismantling can be done after the race, and the paddock must be cleared by Monday August 1<sup>st</sup> by 16:00 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 1000 € will be awarded.

#### 5.4 DELIVERY PASSES

Cars or vans with Delivery passes may be used for a maximum of 30 minutes within the paddock for delivery purposes. After this time, they must return to their correct parking area. Failure to do so may mean the removal of the car as well as being reported to the Stewards, where a minimum fine of 500€ will be awarded.

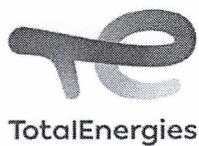
#### 5.5 CIRCULATION ROUTE IN THE PADDOCK

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 2000 € will be awarded

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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 2000 € 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 2500 euros

## 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.

## ART. 6 – 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). 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 2022 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 2021 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.

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

### **7.1 SAFETY CAR**

One safety car will be used during the TotalEnergies 24 Hours of Spa, according to the procedure laid out in article 46 of the 2022 Fanatec GT World Challenge Europe powered by AWS Sporting Regulations.

- 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 message has been given that the SC will come in this lap, 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 articles 47.2 and 47.4 of the 2022 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 2022 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 TotalEnergies 24 Hours of Spa 2022 will be take place on Wednesday July 27th 2022 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

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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.

### Behaviour during the Parade

Only the race cars entered in the TotalEnergies 24 Hours of Spa 2022 meeting, including those from the GT Anniversary, and the official cars designated as such, are authorized to join the parade.

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.

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 19:45 on Wednesday, 27th July 2022 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 an autograph session in the centre of Spa on Wednesday 27th July from 18:00 – 19:30. This will be mandatory for all drivers.

## 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 2000 €.

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

### 9.1 STARTING PROCEDURE

The grid will take place on the grid in front of the Endurance pit lane in accordance with the document which will be published during the Event. The start of the race will be given at the Endurance starting line (in front of the Endurance pit boxes).

A specific Starting Procedure Presentation may be put in place; a detailed note will be distributed and communicated on site.

The start of the formation lap may be given by the Race Director standing in the middle of the track, waving the Green Flag. He will be surrounded with marshals holding flags, the Trophy on a pedestal, and a cameraman behind him. The cars should start carefully, at a speed of no more than 50 km/h (pit lane limiter) and continue on either side of the starter.

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The start of the race will be indicated by the Race Director lowering a national flag. Should the Race Director require an additional formation lap, the national flag will not be dropped although race timing will start in accordance with the provisions of article 45.9 of the 2022 Fanatec GT World Challenge powered by AWS Sporting Regulations.

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

### **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 Pit lane, 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, Pro-am, Silver Cup, Gold Cup and Bronze Cup, 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 organised as follows:

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

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

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 PRO-AM CUP classification and a representative of the winning team

Podium 5 : the first three crews in the IGTC CLASSIFICATION and a representative of the winning manufacturer (if not included in the overall podium)

Podium 6: the first three manufacturers in the COUPE DU ROI according to Appendix 6 of the 2022 Sporting Regulations.

Podium 7: the first three crews in the OVERALL classification and a representative of the winning team

### **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**

A bulletin concerning the respect of track limits will be published by the Stewards at the latest before the Drivers' Briefing.

#### **13.2 FULL COURSE YELLOW PROCEDURE**

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

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### 13.3 REFUELLING SENSORS

#### 13.3.1 – Testing

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

Thursday July 28<sup>th</sup> 11:30 – 11:40 : All even-numbered cars must pit and connect for the minimum refuelling time

Thursday July 28<sup>th</sup> 12:00 – 12:10 : 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.

#### 13.3.2 – 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.

### 13.4 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."

### **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 2022 Fanatec GT World Challenge Europe powered by AWS Sporting Regulations.

### **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 score points. (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.

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## **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.

## **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](mailto: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

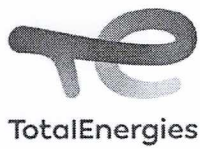
### **Handling fuel within the garage:**

- 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

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**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. 18 – JUDGES OF FACT**

The following are named Judges of Fact for Track Limits

Sylvain Arrighi  
Jane Verriest  
Jacques Verriest  
Herman Bourdiaudhy  
Christine De Prekel  
An ais Verriest  
Yassin Lekraty  
Andr e Poulseur  
Kelly Bats

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

Jean-Marie BROHEE	Godfried MEERT	Peter DE BACKER
Bernard DENOLF	Fran�oise NAMECHE	Erwan JEANDEL
Dominique MAEGERMAN	Michel GUYOT	Daniel LATET
Marcel VAN IPER	Raphael HECK	Edouard LAVAKOR
Roger BRIAMONT	Anastasia IVANOVSKAYA	Olivier MARSON
Pasquale ALLETTO	Damien LAURENT	Didier NOPPE
Jean-Baptiste BARBIER	Mathis LAURENT	Alain PAUWELS
Marc BASTIEN	Christophe LECLERCQ	Pascale SMETS
Michael BASTIEN	Anita BAUDEWIJN	Benoit THUNUS
Christophe CALAY	Michael LOUSBERG	Dominique GAIGEOT
Louis CHALON	Fr�d�ric MATTHYS	Thierry VAN IPER
Yves CHAVEE	Harold NOIRET	Anthony GUILLET
Eric COUNSON	Emmanuel PONCIN	Patrice HAMON
Daniel CUENEN	Andr�e POUSSEUR	Pascale PAILLARD
Wouter DEBAERE	Dorota RAC	Nathanael BLIN
Didier DE GREEF	Michael GERARD	Gaetan HOUSSARD

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Benjamin DEMARS  
Katia DEMARS  
Olivier DEMARS  
Jean-Loup DEMARTEAU  
Jean DE MOL  
Filip DE WITTE  
Fabian EUCHAMPS  
Salvatore GALLINA  
Pavel GUSEV  
Frédéric JEANNE  
Thibaut JOIRIS  
Michel JOBE

Sylvie DECEUNINK  
Alexandre HALOP  
Luc IDOMON  
Yvan DE PLAEN  
Harold NOIRET  
Albert GRANDJEAN  
Yves BOURGEOIS  
Michel CHEVALIER  
Arnaud DEMARTEAU  
Marion GOEDERT  
Clément BROUDEHOUS  
Jérôme CHARLIER

Jérôme LEGROS  
Rebecca CERQUETTI  
Karol RAC  
Monique REMACLE  
Christian SAEYS  
Annie SCUFLAIRE  
Arnaud VAN DAMME  
Patrick VAN MALDEREN  
Kevin VACAVANT  
Michel VANDERMEERSCHEN  
Alisson VANHOVE

The following are named at Technical Scrutineers for the Meeting :

Lucas BOEVER  
Adrien BILLEMONT  
Jacky BILLEMONT  
Dominique CAECKELBERGHS  
Jean-Jacques DELVENNE  
Marlo DIERICK  
Rémy FOUCART  
Eric GILSON  
Sergio GUZMAN

Stany JANSSEN  
Christele LECLAIR  
Emmanuel LECOUVET  
Sasha MARECHAL  
Abdur-Razzaq AL-HADDAD  
Nadia SOYEZ  
Vera VAN DE VELDE  
Liam VAN DE WOUWER  
Mathias VAN HERCK

### **ARTICLE 19 – INVITATIONAL CLASS**

An invitational class may will be included in the TotalEnergies 24 Hours of Spa with the permission of the RACB. Cars will be authorised to take part with permission of the Technical Director. Invitational cars may be driven by three or four drivers. No driver categorisation will be applied.

### **CHAPTER III – CLASSIFICATIONS**

Classifications for the 2022 Fanatec GT World Challenge Europe powered by AWS are as set out in the Sporting Regulations in force

### **CHAPTER IV – INTERCONTINENTAL GT CHALLENGE POWERED BY PIRELLI**

The TotalEnergies 24 Hours of Spa is a round of the 2022 Intercontinental GT Challenge powered by Pirelli.

In accordance with the 2022 Sporting Regulations of the Intercontinental GT Challenge powered by Pirelli, eligible cars are those entered regularly in the Event which have been nominated by the Manufacturers who have entered the 2022 series.

Cars which have not be nominated will be considered invisible in terms of points distribution.

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Cars must comply with the Regulations and Livery information given in the 2022 Sporting Regulations for the Intercontinental GT Challenge powered by Pirelli 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 powered by Pirelli 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 2021 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  
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  
26<sup>th</sup> July – 31<sup>st</sup> July, Circuit of Spa Francorchamps
- d) 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 26<sup>th</sup> July : information from Bronze Test Drivers must be received by 14:00  
Wednesday 27<sup>th</sup> July : information from all other drivers must be received by 18:00  
  
Technical Scrutineering  
Tuesday, 26<sup>th</sup> July : 08:00 – 12:00 and 13:00 – 18:00  
Wednesday, 27<sup>th</sup> July : 08:00 – 12:00
- e) Time and Location of the Briefing  
See article Chapter 1,8.2 of this document
- f) Date and start of the Race  
Saturday 30<sup>th</sup> July at 16:45

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- g) Postal and Email address for enquiries  
SRO Motorsports Group Promotion  
Boulevard d'Avroy 254  
B-4000 Liège, Belgium  
email : [24H@sro-motorsports.com](mailto:24H@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 15<sup>th</sup> July 2023  
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  
Official notice board : not in use. Digital notice board available on the link : [https://www.gt-world-challenge-europe.com/noticeboard?meeting\\_id=189](https://www.gt-world-challenge-europe.com/noticeboard?meeting_id=189)  
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 : Football de Ster, Route de Tiège 30, 4970 Stavelot
- j) List of any supplementary trophies : n/a
- 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 : [https://www.gt-world-challenge-europe.com/noticeboard?meeting\\_id=189](https://www.gt-world-challenge-europe.com/noticeboard?meeting_id=189)

Visa RACB Sport : C-S-THS-GTWC-M49

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