



2025 GT WORLD CHALLENGE POWERED BY AWS
CROWDSTRIKE 24 HOURS OF SPA
 SUPPLEMENTARY REGULATIONS &
 APPENDIX 1 TO THE SPORTING REGULATIONS
 CIRCUIT OF SPA-FRANCORCHAMPS
 24/06/2025 – 29/06/2025

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 BRUYNSERAEDÉ
 Frédéric MAEYENS
 Philippe SPEECKAERT
 President of Honour: Baron de FIERLANT DORMER †

1.3. **Organising Committee**

Stéphane RATEL
 Patricia KIEFER
 Laurent GAUDIN

1.4. **RACB Sport**

Presidents:

Yves BACQUELAINE
 Roland BRUYNSERAEDÉ
 Xavier SCHENE

General Manager:

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

President:
 General Manager:
 COO:

Stéphane RATEL
 Laurent GAUDIN
 Patricia KIEFER

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1.6. Sporting Board for the Event

Luis ROBY (Lic. FPAK PT 24/0610)
 Niels WITTICH (Lic. DMSB SPA1106962)
 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 – 1st 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	(RFEDA CD-992-ESP/CAT)
Steward	Michael SCHWÄGERL	(DMSB SPA1058504)
Steward	Francesco Maria MAFFEZZONI	(ACI 229201)
Trainee	Salomé HERVE-FENAUX	(RACB 4397)

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 – 1st floor – room 122 – Office of the Race Director

Race Director	Niels WITTICH	(DMSB SPA1106962)
Deputy Race Director	Julian CANIVENQ Joel DOVALE Simone OSSOLA	(FFSA 188870) (FFSA 7681) (ACI 72543)
Incident Manager	Ramiro BRITO Matthieu MOREAU Guy CLAIRAY	(FPAK PT25 /0982) (FFSA 170275) (RACB 3591)
Track Limits – Judges of Fact	Neus SANTAMARIA Marta SANTAMARIA Wim COOLS Andy WITKOWSKI	(RFEDA DC/I-0058-ESP) (RFEDA DC/I-0089-ESP) (RACB 3481) (DMSB SPA1042082)
Deputy Race Director in charge of paddock and timetable	Simone OSSOLA	(ACI 72543)
Sporting Director	Jacque 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		

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3. Clerk of the Course: Unit 1 – 1st floor – room 121 - Office of the Clerk of the Course

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

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)
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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	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 – 1st floor

Chief Track Marshal:	Xavier HENNAU	(RACB 4288)
Deputy:	Pierre-Yves MASSARD	(RACB 4379)

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

Chief Pit Marshal:	Bernard DENOLF	(RACB 3497)
Deputy:	Jean-Loup DEMARTEAU	(RACB 0647)

9. Safety Direction: F1 Paddock – Unit 1 – 1st floor – Race Control

Delegate:	Muriel BAUGNÉE	(RACB 4403)
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10. Competitor Relations Office: F1 Paddock – Unit 1 – 1st floor – Office 127

Team Relations Manager GTWC	Maria Giovanna PIVA	(RACB 4246)
Team Relations IGTC	Abi HAY	(RACB 3839)

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

Press Delegate / PR / Communications	Emma SPEARING	(RACB 4341)
Press delegate 24 Hours of spa	Aurelien BAIT	(FFSA 328332)

12. Timekeeping: Paddock F1 – Unit 1 – 1st 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 – 1st floor – Office 136

Safety Car Drivers

Christopher CAMPBELL (RACB 4256)

Marc DUEZ (RACB 2515)

Nicolas CIAMIN (FFSA 244144)

Ethan GIALDINI (FFSA 123053)

Safety Car Co-drivers

Théo SURSON (RACB 908017)

François JEUKENNE (RACB 906477)

Jonathan LEMAIRE (RACB 906021)

ART. 3 – FINES, PROTESTS & APPEALS

See Article 17 of the Sporting Regulations of the 2025 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. 17.1 b) of the 2025 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 2025 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 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 15.4 of the 2025 Sporting Regulations (except with specific permission from SRO Motorsports Group).

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Article 507.2 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 (except with specific permission from SRO Motorsports Group).

ART. 3 – GENERAL SAFETY DISCIPLINE

- 3.1. In addition to the two fire extinguishers provided by the Organiser (Article 27.7) of the 2025 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. 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 29/06/2025 at 18h00.

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

Any team contravening this rule will be summoned to the Stewards 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:

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.

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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 28.9 of the 2025 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.

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 33.1 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

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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 2025 GT World Challenge Europe powered by AWS.

Opening hours of the fuel pumps:

Monday	23 rd June 2025	from 17.00-20.00
Tuesday	24 th June 2025	from 08.00-12.00 and 13.30-18.30
Wednesday	25 th June 2025	from 10.00-13.00 and 13.30-16.00
Thursday	26 th June 2025	from 09.00-12.00 and 13.30-00.30
Friday	27 th June 2025	from 09.00-12.00 and 13.00-21.00
Saturday	28 th June 2025	from 08.45-12.00 and 16.30-00.00
Sunday	29 th June 2025	from 00.00 until 17.00

d) Transport

See Appendix.

e) Storage – Refuelling Tower

See also Appendix Regional Fire Department Advice.

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 512 of the 2025 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.

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f) Fuel Transfer:

See Appendix.

- 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 28 of the 2025 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 26th 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 20th (with the early access order form)
- Garages:
 - Endurance Garages: Teams may access the garages from 21:00 on Sunday, June 22nd except garages n° 44/45/46 Endurance pit, which will be available on Monday June 23rd from 19.00 as well as the paddock area behind.
 - F1 Garages: Teams may access the garages from 21:00 on Sunday, June 22nd
- 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 La Source ONLY.
- Hospitalities will access through Blanchimont or La Source.
- Various deliveries are authorised from
 - 08h00 – 19h00 from Monday to Wednesday,
 - 07h00 to 10h00 and 18:00 to 21:00 from Thursday to Sunday
- Pit wall installations may be set up on Monday June 23rd F1 Paddock all day, and from 18:00 in Endurance Pit Lane.
- In Endurance Pit Lane on Monday June 23rd pit shutter must be closed until 18.00
- Manufacturer trucks will be authorized to enter the paddock from Monday June 23rd from 10:00

All set-up must be completed by Thursday June 26th at 10:00

5.2. DISMANTLING DEADLINES

- No movement of trucks is allowed until Sunday June 29th at 17:00
- No alleys can be blocked at any time
- Endurance Garages must be vacated by Sunday June 29th at 22:00
- F1 Garages must be vacated by Monday June 30th at 16:00
- Dismantling can be done after the race, and the all the paddocks and Fan Zone must be cleared by Tuesday July 1st by 12:00 at the latest.

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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.

5.6. PADDOCK SPEED

The speed limit in the Paddock is 10 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.

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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.

Teams are reminded that they are responsible for the people within their entourage, as stated in article 14.1 of the 2025 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 10.2.2 of the Sporting Regulations, and penalties will be given in consequence.

PIT GARAGE DOORS

As stated in article 28.9: "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.

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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 509.1 – 509.5 of the 2025 GT World Challenge Europe powered by AWS Sporting Regulations.

Backlit Panels

In particular, Teams are reminded of the terms laid down in article 20.2 of the 2024 Sporting Regulations, which states that for Competitions with night running, including those run according to Article 4.2 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 39 of the 2025 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 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 41.1 and 241.1 d) of the 2025 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.

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In-car Marshalling Driver Information Display

All cars must carry an in-car marshalling Driver Information Display in accordance with article 502.11 of the 2025 Sporting Regulations. In addition to the information given in article 502.11 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 2025 will be take place on Wednesday June 25th 2025 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 25th at 17.00. Cars will leave the circuit on Wednesday June 25th at 18:00.

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 € 5.000,00 will be awarded and the car will be placed in parc fermé conditions during the time of the parade.

Behaviour during the Parade

Only the race cars entered in the CrowdStrike 24 Hours of Spa 2025 meeting, 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. A document from the promoter will be released and signed by all teams.

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 20:00 on Wednesday, 25th June 2025 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

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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 in the Parc des 7heures at the Galerie Leopold II on Wednesday 25th June from 18.30– 19.45 and Red Paddock on Saturday June from 11.00 to 12.00

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.

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

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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 27.4 and 27.10 of the GT World Challenge Europe powered by AWS Sporting Regulations and article 13.2 of the Supplementary Regulations below.

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. SUPERPOLE, FULL COURSE YELLOW PROCEDURE / WAVE-BY PROCEDURES

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

13.3. DRIVING TIME

Minimum and Maximum driving times are specified on the art. 218.5.2, art. 218.6 of the 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 218.6 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 218.6 c) if two silver drivers are entered on the car, the minimum driving time of 4 hours can be shared between the two drivers.

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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 26th 11:35– 11:45: All even-numbered cars must pit and connect for the minimum refuelling time.
- Thursday June 26th 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.

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 18.1 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 28.19 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 27.6, 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. TYRES

Clarification on art 223, 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 2025 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.

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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 44.3).

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.

ART. 17 – REGIONAL FIRE DEPARTMENT ADVICE

See Appendix.

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:

Pasquale ALLETTO
Paul APPLEYARD
Marc BASTIEN
Océane BAUDET
Nathalie BAUWENS
Christophe CALAY
Adrien CAUCHIES
Rebecca CERQUETTI
Louis CHALON
Yves CHAVEE
Tryphon DEBAERE
Benjamin DEMARS
Katiana DEMARS
Olivier DEMARS
Jean-Loup DEMARTEAU

Bernard DENOLF
Kris DEWILDE
Vincent DI MARCO
Loris DURENVILLE
Fabien EUCHAMPS
Michel GUYOT
Alexandre HOFMANS
Michel JOBE
Christophe LECLERCQ
Dominique MAEGERMAN
Ralf MASSELT
Frédéric MATTHYS
Françoise NAMECHE
Maxime NOEL
Clara NULLENS

Emmanuel PONCIN
Dorota RAC
Karol RAC
Monique REMACLE
Jo-Anne SCHREINER
Pascale SMETS
Hugo TELLIER
Jean-François TELLIER
Marcel VAN IPER
Thierry VAN IPER
Arnaud VANDAMME
Alisson VANHOVE
Lucas ZRINSKI

The following are named at Technical Scrutineers for the Meeting :

Abdur-Razzaq AL-HADDAD
Arthur BLEUZE
Lucas BOEVER
Elodie BURHENNE

Eric GILSON
Xavier GRANDE
Stany JANSSEN
Amine LEKRATY

Eric SCHOONBROODT
Frédéric STOFFELS
Jérémy VANDERLINDEN
Véra VAN DE VELDE

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José CASSILLAS
Maxime COUTANT
Léa DELIERNEUX
Yves DUTRIEUX
Rémy FOUCART

Sasha MARECHAL
Manon MUSIN
Philippe MUSIN
Laurence RAHIER
Xavier ROUZZEEUW

Henri VAN DE WOUWER
Liam VAN DE WOUWER
Anaïs VERRIEST
Hortense THIBAUT
Patrik WRONECKI

CHAPTER III – CLASSIFICATIONS

Classifications for the 2025 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 2025 Intercontinental GT Challenge.

In accordance with the 2025 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 2025 series.

Cars must comply with the Regulations and Livery information given in the 2025 Sporting Regulations for the Intercontinental GT Challenge as well as that for the 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 28.19 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 7.2 to the 2025 GT World Challenge Europe powered by AWS Sporting Regulations

PART A

- Name and Address of the National Sporting Authority
Royal Automobile Club of Belgium
Boulevard de la Woluwe 46/4
1200 Brussels, Belgium
- Name and Address of the Organiser
SRO Motorsports Promotion
Boulevard de la Woluwe 46/4
1200 Brussels, Belgium
- Date and Place of the Event
24th June – 29th June 2025, Circuit of Spa Francorchamps

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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 24th June : from 08:30 – 10:30

Technical Scrutineering

Monday 23rd June / 13:00 – 20:30

Tuesday 24th June / 08h00 – 15h30

- d) Time and Location of the Briefing
See article 8.2, Chapter II of this document
- e) Date and start of the Race
Saturday 29th 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 minutesLength of one lap : 7.004 km, clockwise
FIA circuit license : Grade 1, expires 4th 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=234
- j) Media Centre : pit building – 1st floor – Unit 3
Press Conferences : Pit building – unit 2 – 1st 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

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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
4. Appeal, Protests and Fines : see chapter I, article 3
5. Digital notice board : https://www.gt-world-challenge-europe.com/noticeboard?meeting_id=234
6. Supplementary Information : the maximum number of cars will be calculated according to Supplement n°2 of Appendix O of the Code. Note that teams must abide by any conditions set by the Promoters in terms of entries.

Visa RACB Sport : C-S-CHS-GT3-M051 (20/06/2025)

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THANK YOU FOR CONSIDERING THE ENVIRONMENT BEFORE PRINTING THIS DOCUMENT

CrowdStrike 24 Hours of Spa (Belgium)

2025 GT World Challenge powered by AWS

Round 5 // Endurance Cup - June 26th - 29th, 2025

Provisional timetable - draft 3 - 23/05/2025

Sunrise: 05:29 / Sunset: 21:53

Monday, June 23rd

Start	End	Duration	Category	Session	Int.
09:00	11:55	02:55	AMG Experience Day	Marketing Road Car Activation	00:05
12:00	13:00	01:00	LUNCH BREAK		
13:00	17:55	04:55	AMG Experience Day	Marketing Road Car Activation	

Tuesday, June 24th

Start	End	Duration	Category	Session	Int.
09:00	11:55	02:55	GT4 European Series powered by Rafa Racing Club	Paid Test Session 1	00:05
12:00	13:00	01:00	LUNCH BREAK		
13:00	14:45	01:45	GT4 European Series powered by Rafa Racing Club	Paid Test Session 2	00:10
14:55	17:55	03:00	CrowdStrike 24 Hours of Spa -GT World Challenge powered by AWS	Bronze Test	

Wednesday, June 25th

Start	End	Duration	Category	Session	Int.
09:00	11:55	02:55	Track Day by Curbstone		00:05
12:00	13:00	01:00	LUNCH BREAK		00:05
13:05	16:05	03:00	Track Day by Curbstone		
18:00			CrowdStrike 24 Hours of Spa - GT World Challenge powered by AWS	Parade Start from Circuit to Spa City	

Thursday, June 26th

Start	End	Duration	Category	Session	Int.
09:00	10:00	01:00	McLaren Trophy Europe	Free Practice 1	00:10
10:10	11:10	01:00	GT2 European Series powered by Pirelli	Free Practice	00:10
11:20	12:50	01:30	CrowdStrike 24 Hours of Spa - GT World Challenge powered by AWS	Free Practice	00:10
13:00	14:00	01:00	Lamborghini Super Trofeo	Free Practice 1	00:10
14:10	15:10	01:00	GT4 European Series powered by Rafa Racing Club	Free Practice	00:10
15:20	16:20	01:00	McLaren Trophy Europe	Free Practice 2	00:10
16:30	17:30	01:00	GT2 European Series powered by Pirelli	Pre-Qualifying	00:10
17:40	18:40	01:00	CrowdStrike 24 Hours of Spa - GT World Challenge powered by AWS	Pre-Qualifying	00:10
18:50	19:50	01:00	Lamborghini Super Trofeo	Free Practice 2	00:10
20:00	21:00	01:00	GT4 European Series powered by Rafa Racing Club	Pre-qualifying	00:15
21:15	21:30	00:15	CrowdStrike 24 Hours of Spa - GT World Challenge powered by AWS	Qualifying - Q1	00:07
21:37	21:52	00:15	CrowdStrike 24 Hours of Spa - GT World Challenge powered by AWS	Qualifying - Q2	00:07
21:59	22:14	00:15	CrowdStrike 24 Hours of Spa - GT World Challenge powered by AWS	Qualifying - Q3	00:07
22:21	22:36	00:15	CrowdStrike 24 Hours of Spa - GT World Challenge powered by AWS	Qualifying - Q4	00:29
23:05	00:35	01:30	CrowdStrike 24 Hours of Spa - GT World Challenge powered by AWS	Night Practice	00:10
00:45	01:30	00:45	PIT WALK BY NIGHT		

Friday, June 27th

Start	End	Duration	Category	Session	Int.	
09:30	09:45	00:15	McLaren Trophy Europe	Free Practice 3	00:05	
09:50	10:05	00:15	McLaren Trophy Europe	Qualifying Practice 1	00:10	
	10:15	11:05	00:50	GT2 European Series powered by Pirelli	Qualifying (20'/10'/20')	00:10
	11:15	12:05	00:50	GT4 European Series powered by Rafa Racing Club	Qualifying (20'/10'/20')	00:10
	12:15	13:05	00:50	Lamborghini Super Trofeo	Qualifying (20'/10'/20')	00:30
	13:35	14:25	00:50	McLaren Trophy Europe	Race 1	00:30
	14:55	15:55	01:00	GT2 European Series powered by Pirelli	Race 1	00:15
	16:10	16:40	00:30	CrowdStrike 24 hours of Spa - GT World Challenge powered by AWS	Superpole	00:10
	16:50	17:05	00:15	McLaren Trophy Europe	Free Practice 4	00:05
	17:10	17:25	00:15	McLaren Trophy Europe	Qualifying Practice 2	00:30
	17:55	18:45	00:50	Lamborghini Super Trofeo	Race 1	00:10
	18:55	19:55	01:00	PIT WALK		
	18:55	19:55	01:00	VIP LAPS		00:10
	20:05	20:35	00:30	CrowdStrike 24 Hours of Spa - GT World Challenge powered by AWS	Warm Up	00:35
	21:10	22:10	01:00	GT4 European Series powered by Rafa Racing Club	Race 1	00:10
	22:20	23:20	01:00	PIT WALK & TRACK WALK BY NIGHT		

Saturday, June 28th

Start	End	Duration	Category	Session	Int.
09:20	10:20	01:00	GT2 European Series powered by Pirelli	Race 2	00:30
10:50	11:40	00:50	McLaren Trophy Europe	Race 2	00:30
12:10	13:10	01:00	GT4 European Series powered by Rafa Racing Club	Race 2	00:30
13:40	14:30	00:50	Lamborghini Super Trofeo	Race 2	00:10
14:40	16:25	01:45	START CEREMONY		00:05
16:30	-		CrowdStrike 24 Hours of Spa - GT World Challenge powered by AWS	Race	
18:00	02:00	08:00	Concert - DJ Set (Kungs, Vicky Kristine, Konfluence, Loulou Players, Kid noize) in the Fan zone		
22:30			Fireworks at T1, T4 & T9 (subject to weather condition)		

Sunday, June 29th

Start	End	Duration	Category	Session	Int.
-	16:30	CrowdStrike 24 Hours of Spa - GT World Challenge powered by AWS			Race

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Police n° 730.261.439

Timestamp : 202503209732

ATTESTATION D'ASSURANCE

La Compagnie AXA Belgium SA, soussignée confirme par la présente que :

les organisateurs : Sro Motorsports Promotion
Rue De Trèves 84, 1040 Bruxelles

de la manifestation : CrowdStrike 24 Hours of Spa

ayant lieu à : Circuit de Spa-Francorchamps

en date du : 23-29 Juin 2025

- a (ont) assuré en responsabilité civile tous les véhicules automoteurs engagés dans ladite course de vitesse, de régularité ou d'adresse, par un contrat conclu conformément à l'article 8 de la loi du 21 novembre 1989 relative à l'assurance obligatoire de la responsabilité civile en matière de véhicules automoteurs.
- a (ont) assuré la Responsabilité Civile des organisateurs pour les dommages causés aux tiers conformément aux dispositions reprises dans le contrat précité.

Tout dommage causé par les véhicules automoteurs participants pendant les étapes de liaison et qui est assuré dans le cadre d'une police d'assurance obligatoire de la responsabilité civile en matière de véhicules automoteurs n'est pas couvert.

Il est précisé que la présente attestation ne saurait engager la compagnie au-delà des clauses et limites du contrat auquel elle se réfère.

Fait à Bruxelles, le 20/03/2025

L'(les) organisateur(s)

Pour la Compagnie

Audrey Amiot
Chief P&C Corporate Officer



Safety measures to prevent fire – Rules linked to:

- **Temporary service stations and depots for carburants (liquid and gaseous)**
- **Transport of liquid carburants**

Updated: **MAY 2024**

1. Temporary service station and carburant (liquid & gaseous) depots:

Measures will be implemented before the connection and start of refuelling service

- 1.1 Accessibility to the site for emergency services in the event of an incident in the area concerned must be ensured.
- 1.2 The area of supply (groups, combustibles, depot, pumps, etc.) must be closed off by means of a Heras-type barrier between them, with the help of fixed steel loops. An access area is to be put in place for the entrance and exit of vehicles. An **interior free space 5 metres in size must separate the facilities concerned from the area boundary.**
- 1.3 The aforesaid area is solely intended for the storage of carburants and operations linked to refuelling; it must be out of bounds for the public and cannot be located closer than 5 metres away from any other building or structure.
- 1.4 Areas intended for storage and supply of liquid carburants must be separated from areas reserved for gaseous products.
- 1.5 The site must be constantly monitored (guard, technician).
- 1.6 A speed limit of 25 km/hr must be imposed within the area.
- 1.7 Storage of combustibles and distributors must be protected from vehicles to avoid accidental shock (Jersey barrier).
- 1.8 Only anti-explosive hand pumps, (pneumatic or electric), are authorised.
- 1.9 The various facilities will be set up on a stable flat surface with a maximum slope of 5%.
- 1.10 Connection and disconnection of the reservoirs feeding the supply and refuelling are carried out by trained operators, capable of using this facility.
- 1.11 Mobile carburant reservoirs intended for supplying the pumps are placed on retention trays.
- 1.12 Maintenance of the mobile reservoirs is carried out under the supervision of the operators.

- 1.13 If the storage area is separated from the supply area and/or the quantity of flammable liquid is higher than 250 litres or is composed of combustible gas (H2, LPG, etc.), maintenance must be carried out under the supervision of a trained operator experienced in using this facility, in a timeslot when the public is absent, and with the help of an appropriate hoisting machine.
- 1.14 Safety signposting must be provided warning people of the prohibitions, in particular, of smoking, using a mobile phone, as well as dangers linked to gas and the precautions that must be taken (ATEX) in the proximity of the area.
- 1.15 A reserve of absorbent product must be available to the right of each supply unit.
- 1.16 When a pneumatic and/or electric pump is being used, a 50kg polyvalent powder extinguisher is placed in the proximity of **each** supply point. A minimum of two polyvalent powder 6 kg extinguishers is mandatory for hand pumps.
- 1.17 The depot is equipped with a 6 kg polyvalent powder extinguisher **per 5,000 litres** of carburant.
- 1.18 The supply towers (pneumatic or electric) as well as connected casks are put on the ground with the help of equipotential couplings; equipotential clamp connections are not authorised.
- 1.19 Technical facilities (electric, gas, distributor, etc.) must be compliant and approved by an authorising body. Possible temporary facilities must also be subject to monitoring.
- 1.20 Mechanical protection is put in place to protect electric lines and carburant (liquid & gaseous) pipes from all types of degradation or accidental disconnections.
- 1.21 Refuelling is carried out by trained operators, capable of using the facility and equipped with fireproof clothing. Each pump includes an attendant for the refuelling distribution and a teammate for first-intervention response.
- 1.22 The vehicle engine is switched off and **put on the ground (as the case may require)** during refuelling manoeuvres.
- 1.23 When the interim refuelling device is installed within the 24-hour Paddocks, the party and facing garages (including upper terraces) to the device will be unoccupied, except for the safety and refuelling personnel. The electric facility will be neutralised before installation of the device and put back into service one hour after its complete dismantling. The garages will be widely ventilated. Only vehicles fuelled by liquid carburants are authorised to be refuelled there.

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2. Transport of liquid carburant:

- 2.1 The total quantity transported must not exceed 240 litres per transport unit.
- 2.2 Metal containers with a maximum capacity of 60 litres and solidly tied up and wedged to avoid any displacement and friction in a specially-arranged frame for this purpose.
- 2.3 Labels warning of dangers represented by the material must be affixed on the packaging.
- 2.4 Containers that have previously contained other material cannot, in any event, be used for the transport of carburants.
- 2.5 Transport is solely reserved for mobile carburant reservoirs.
- 2.6 There must be an accompanying person equipped with an extinguisher (6 kg powder or 6 litres foam).
- 2.7 Containers, whether empty or full, must always be closed.
- 2.8 There is a speed limit of 25 km/hr on displacement transport.
- 2.9 Transport will be carried out with the help of a utility vehicle designed for loading or via the intermediary of a tow intended for this purpose.
- 2.10 The tractor must be capable both to tow and brake on the load. Tractors equipped with pivoting or fixed wheels are prohibited. This type is reserved for manual carts or forklifts and maximum speed authorised for this type of wheel is 4 km/hr.
- 2.11 The hitching hook and the tractor attachment must be EU approved.
- 2.12 A safety chain or cable solidly attached to the tractor's governor will connect the hitching hook.
- 2.13 Smoking is prohibited, as is producing any type of flame during transport.
- 2.14 The vehicle engine must be turned off during maintenance operations.
- 2.15 Containers will be unloaded from a vehicle prior to any transferring operations.
- 2.16 There is a prohibition on penetrating into the loading part of a closed vehicle transporting flammable liquids, with portable lighting apparatus, except for those designed and made in a way that cannot ignite the flammable vapours that could spread inside.
- 2.17 A technical supervisor or an assessor will be present during the refuelling to monitor respect for these safety rules and impose sanctions in the event they are not respected.

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