

BELCAR ENDURANCE CHAMPIONSHIP 2026

SPORTING REGULATIONS

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ART. 1: DEFINITIONS – DESCRIPTION

- 1.1 The Belcar Endurance Championship is a national championship with authorized foreign participation. Meetings will be contested following the calendar under article 4.2 of these regulations.
- 1.2 The Belcar Endurance Championship will be contested in conformity with the FIA International Sporting Code and its appendices, with the National Sporting Code, with the present Regulations and the Supplementary Regulations of the Events. Modifications, amendments and/or changes to the present Regulations and Supplementary Regulations will only be announced by means of dated and numerated Bulletins (published by the organizer or the stewards).
- 1.3 These Sporting Regulations were published on 25/03/2026 and will immediately come into force.
- 1.4 The promoter reserves the right to make one or more alterations and amendments to the present regulations, in consultation with RACB Sport. All parties concerned will be informed of these alterations and amendments by means of a note posted on the official bulletin board.
- 1.5 In case of doubt about the interpretation of the present Sporting Regulations, only the English text will be considered.

ART. 2: MODALITIES FOR PARTICIPATION

- 2.1 Right to use the infrastructure

The “Belcar Endurance Championship” is restricted to cars entered by a legitimate competitor and complying with the safety instructions of the Technical Regulations of the Belcar Endurance Championship.

The acceptance of the vehicles will be conditioned by the receipt of a technical dossier, with respect of the following timings:

- Meeting 1 : before 17/04/2026
- Meeting 2 : before 22/05/2026
- Meeting 3 : before 19/06/2026
- Meeting 4 : before 09/08/2026
- Meeting 5 : before 02/10/2026

The request for approval of a technical dossier must contain:

- A photo $\frac{3}{4}$ front and $\frac{3}{4}$ back of the car
- A photo of the chassis number
- A complete copy of the approval certificate of the safety structure of the FIA
- A copy of the certificate of the safety reservoir as well as a photo of the label affixed on the reservoir
- Weight of the car without fuel
- Power and torque of engine (specify on test bank or roll bank)
- All complementary information judged necessary by the competitor



Exceptionally, the organizing committee may admit cars, for one or more events, subject to their conformity with the applicable technical regulations. The organizing committee also has the right to put a car in another class.

- 2.1.1 The maximum number of cars admitted to start in the practices and race is stipulated according to the formula that is found in the FIA International Sporting Code, Appendix O, and/or the Supplementary Regulations.
- 2.1.2 In order to be entitled to participation to the Belcar Endurance Championship, each competitor must pay the user charges for each car entered in acquisition of:
- Entry Belcar Endurance Championship;
 - User charges of the meeting;
 - Lump sum that covers the technical, sportive and organizational costs;
 - Participation to promotional costs of the meeting and the different services provided to the competitors.

The user charges **Belcar Endurance Championship** must be paid into account number :

Bank: BNP Paribas Fortis

IBAN: BE84 0018 8149 5559

BIC: GEBABEBB

of VZW Terlamen/Circuit Zolder – Terlaemen 30 – B-3550 Heusden-Zolder with the communication “Belcar Endurance Championship 2026”.

Fee Belcar Endurance Championship (5 meetings):

Classes 1, 2 & 3: Entry before and payment before April 17th 2026: € 16.025 (VAT excluded)

Classes 4 & 5: Entry before and payment before April 17th 2026: € 12.800 (VAT excluded)

Fee Belcar Endurance Championship – 24 Hours of Zolder:

Classes 1, 2 & 3: Entry and payment before July 15th 2026 : € 9.000 (VAT excluded)

Classes 4 & 5: Entry and payment before July 15th 2026 : € 7.100 (VAT excluded)

- 2.1.3 The user charges will remain property of the promoter, even if the assigned race number does not take the start. No refunds, total or partial, will be made for a race number that is disqualified. The user charges will only be refunded in total if the meeting is cancelled or if the organizer and/or promoter refuses participation. In case of eventual refund, € 100 will be charged as administration fee.
- 2.2 Practical items
- 2.2.1 All additional information regarding the Belcar Endurance Championship will be sent to the mailing address mentioned on the entry form.
- 2.2.2 Possible unpaid accounts towards the promoter must be settled before the documents check, under penalty of disqualification from the meeting.
- 2.2.3 Any damages to the track or to the facilities in which the promoter is involved and to moveable and/or immovable property of or managed by VZW Terlamen, must be reported immediately. The



damages will be invoiced to the person who has caused the damage.

ART. 3: LICENCES

3.1 Competitors

Each competitor must be holder of a valid competitor's license.

3.2 Drivers

The Belcar Endurance Championship is open to:

- Holders of a Belgian National C Circuit license minimum
- Holders of a foreign license of the same level, with authorization by their ASN and in agreement with the RACB Sport

3.3 Check of licenses

During the administrative checks drivers participating at the Belcar Endurance Championship have to present themselves with their license to a representative of RACB Sport. This has to be done at the first entered event. For the next events they are exempted of this check, unless explicit request from the RACB Sport or the promotor. The date and time will be published in the Supplementary Regulations. A driver whose license is suspended by a competent authority cannot take part in an event.

ART. 4: MEETING

4.1 Timed practices

According to the Supplementary Regulations.

4.2 Meetings

Meeting 1: 02-03/05/2026: New Race Festival – Circuit Zolder (BEL) – 180 minutes

Meeting 2: 05-07/06/2026: ADAC Hansa Pokal Racing Days – TT Circuit Assen (NLD) – 180 minutes

Meeting 3: 03-04/07/2026: 25 Hours Fun Cup – Circuit Spa-Francorchamps (BEL) – 240 minutes

Meeting 4: 27-30/08/2026: 24 Hours of Zolder – Circuit Zolder (BEL) – 1.440 minutes

Meeting 5: 17-18/10/2026: American Festival Nascar Finals – Circuit Zolder (BEL) –180 minutes

4.3 Checkered Flag

The checkered flag will be shown to the driver with the best position on the track, when the full race duration is completed, at the moment he crosses the finish line on track.

4.4 Pitstops

During the races, each team has to make a minimum of 2 pitstops. These pitstops have to be made after the first 25 minutes of the race and before the last 25 minutes of the theoretical end time of the race. The interval between the 2 mandatory pitstops must be minimum 25 minutes. For 4-hour



races or longer, a minimum of 3 mandatory pitstops applies.

For Classes 1 & 2, the minimum total pit stop time for the race, from pit in to pit out, will be defined in the Supplementary Regulations. Serving penalties in the pitlane (e.g. Drive Through, Stop & Go, etc.) are not included in the minimal total pit stop time.

As from meeting 2, a success penalty pit stop time will be defined per type of car and will be published in the Supplementary Regulations or through a Bulletin. There will be no success penalty pit stop time for the race for meeting 4. The success penalty pit stop time for meeting 5 will be based on the results of meeting 3.

If the mandatory pit stop times is not carried out within the pitstop window, a penalty of 1 lap will be imposed.

If the minimum total pit stop time is not respected, a time penalty of 30 seconds plus the difference between the minimum total pit stop time and the effective total pit stop time will be imposed. This time penalty will be added to the result after the race.

If the race is stopped prematurely, the time of the unexecuted pit stop time will be added to the result after the race.

ART. 5: CLASSES

See also Belcar Endurance Championship – Technical Regulations

Class 1: Grand Touring Cup

Class 2: Grand Touring Sport

Class 3: Super Sport

Class 4: Club Sport

Class 5: Club Challenge (only if there are at least five season registrations)

Guest Cars

Referring to cars that are not entered annually in the Belcar Endurance Championship 2026. The Guest Cars will be classified in that division, to which they would belong if they were entered as a permanent team. Every guest car must be in conformity with the technical and sporting regulations of the Belcar division they would belong to if they were entered on an annually basis. Guest cars do not score points.

Belcar Trophies

Legends Trophy

Junior Trophy

Ladies Trophy

ART. 6: AWARDING OF POINTS

6.1 For all calculations for the championships or trophies, points nor places will be awarded to guest cars.

Points are awarded to the race number.





Each driver must have driven 25 minutes to be classified. If a driver has not driven, the driver will be disqualified, not the car.

In order to be classified, each car must have covered at least 50% of the number of laps covered by the winner.

If a car has covered more than 50% of the number of laps covered by the winner, but it does not cross the finish line on track, it will be ranked behind the last car that crossed the finish line and by order of the number of laps covered.

At the end of the season a trophy will be provided for the best junior (for all drivers born in 2001 or later), best legend (for all drivers born in 1976 or earlier) and best lady.

To be classified as a driver at the end of the season, the driver has to have participated in at least 3 races with the same race number and in the same class (participation at meeting 4 – 24 Hours of Zolder – counts double).

There is no separate podium after each race for the different Belcar Trophies (see Art. 5).

6.2 Races except 24 Hours of Zolder

Points Overall Classification:

Place	Points
1	25
2	18
3	15
4	12
5	10
6	8
7	6
8	4
9	2
10	1
All further places	1

Points per class:

Place	Points
1	25
2	18
3	15
4	12
5	10
6	8
7	6

8	4
9	2
10	1
All further places	1

Qualifying practice: after the qualifying practice 1 point will be awarded to the car that has set the fastest lap time per class.

Race: after the race 1 point will be awarded to the cars that have set the fastest lap time in their class.

6.3 24 Hours of Zolder

Points overall classification:

Place	After 6 hours	After 12 hours	After the finish
1	12,5	12,5	25
2	9	9	18
3	7,5	7,5	15
4	6	6	12
5	5	5	10
6	4	4	8
7	3	3	6
8	2	2	4
9	1	1	2
10	0,5	0,5	1
All further places	0,5	0,5	1

Points per division :

Place	After 6 hours	After 12 hours	After the finish
1	12,5	12,5	25
2	9	9	18
3	7,5	7,5	15
4	6	6	12
5	5	5	10
6	4	4	8
7	3	3	6
8	2	2	4
9	1	1	2
10	0,5	0,5	1
All further places	0,5	0,5	1

6.4 For the final general classification the points obtained in the overall classification and the points obtained in the class are added together. For the final classification in the different classes only the points obtained in the respective class are added together.

ART. 7: CARS AND DRIVERS ADMITTED TO THE PRACTICES

7.1 At least one hour before the start of the first timed session of a meeting, the list “Cars and drivers admitted to the practices” will be published on the official notice board.

7.2 Scrutineering

Every car entered has to be presented to scrutineering during the hours mentioned on the time schedule. On every car, the compulsory publicity and the race numbers (with lighting as stipulated in art. 35) must be applied before the car is presented for scrutineering. Presenting the car late at scrutineering can imply a penalty of € 250. Exceptions to this rule are only possible after written demand to the Race Director and after approval of the technical commission and the Stewards of the Meeting.

Drivers must mandatory have a valid IDD Sport-account. If their safety equipment is completely uploaded and valid (global status green or blue) at the time of initial scrutineering, they are exempted from presenting their equipment (see also www.iddsport.com). Drivers not having a valid IDD Sport-account or where the safety equipment is invalid (global status red) can be subject to a penalty of € 150 and must present their safety equipment at the initial scrutineering.

When presenting the car at scrutineering, all numbers and the mandatory publicity must be put on the car. If the car does not meet these requirements it will be refused for scrutineering.

Item	Obliged	See Sporting Reg.	Remark
Start numbers	Yes	Art 15	
Sun strip	Yes	Art 14	
Mandatory publicity	Yes	Art.14	
ID Transponder *	Yes	Art. 24.4	

On the cars that comply with scrutineering a sticker ‘approved’ will be put. This ‘approved’ sticker is valid for one event. Cars without this ‘approved’ sticker will not be allowed on the track.

During the administrative checks the stickers for the helmets will be handed over. Each team is responsible for the correct application of these stickers.

- A sticker “1” will be affixed to the left-hand side of each helmet of the first driver.
- A sticker “2” will be affixed to the left-hand side of each helmet of the second driver.
- A sticker “3” will be affixed to the left-hand side of each helmet of the third driver.
- A sticker “4” will be affixed to the left-hand side of each helmet of the fourth driver.
- A sticker “5” will be affixed to the left-hand side of each helmet of the fifth driver. It is forbidden to take part in any session of the meeting without an unlabeled helmet.

ART. 8: CHANGING CARS

If a competitor wants to change cars during a meeting, he must submit a written request to the Stewards. The new car has to be of the same division and class as the car that is replaced. After eventual approval by the Stewards of the Meeting, the car must be approved by the Technical



Committee and will take the start from the back of the grid.

ART. 9: ORGANISATION

The final timing of a meeting will be mentioned in the Supplementary Regulations.

ART. 10: INSURANCES

The organizer takes the required provisions as prescribed in the Sporting Code of RACB Sport. Every team manager and driver can consult this insurance policy at the race secretariat.

The drivers participating at the meeting take waiver of recourse with respect to each other and the organization.

ART. 11: GENERALITIES

Function of the team manager

Each competitor must designate in written and per race number a team manager and grant powers to him/her for all hereafter-mentioned transactions with regard to the Belcar Endurance Championship. The details of the team manager have to be transferred at latest 2 hours before the start of the first timed session.

The team manager cannot have the capacity of driver, even of another car in the Belcar Endurance Championship. He/She is severally and jointly with the competitor responsible for ensuring that all conditions of the present regulations are always fulfilled and observed.

The task of the team manager includes, amongst others, the following items:

- Duly completing the entry form before the deadline;
- Passing on the name of the team manager at the latest 2 hours before qualifying;
- Ensuring that his/her drivers and himself/herself, presents himself/herself to the administrative checks;
- Ensuring that his/her car and/or drivers comply with the present regulations throughout the meeting;
- Before the end of the administrative check, communicating the composition of the team that will participate to the meeting to the organizer, when this has changed in report to the entry form;
- Taking receipt of the compulsory advertising;
- Taking receipt of the Belcar communication method;
- Checking that the transponder is in the right position after a change of driver;
- Accepting and signing instructions or communications of the officials;
- Being at the Race Director's, the Stewards's and the Technical Commission's disposal throughout the meeting;
- Pay attention that team members/mechanics and drivers comply with the present regulations; especially articles 18-19-20.
- Present the car to scrutineering, with clothing, helmet and obligatory publicity.

ART. 12: PENALTIES

- 12.1 The Race Director, in concertation with a member of the Panel of Stewards, can impose the penalties foreseen in these regulations (Appendix 1 – Penalty Table).

For each infraction that is not mentioned in these regulations, the Race Director will report to the Panel of Stewards, who will apply the regulations as foreseen in the International or National Sporting Code.

- 12.2 Offences during the race:
- 1/ overtaking when the yellow flag is deployed
 - 2/ offence against the Safety Car-procedure
 - 3/ offence against the FCY-procedure
 - 4/ neglecting the maximum speed limit of 50 km/h in the pitlane
 - 5/ neglecting the red light at the end of the pitlane
 - 6/ overtaking during the formation lap
 - 7/ crossing the white line leaving the pitlane

See also : Appendix 1 – Penalty Table

In case of a next eventual identical offence, the Panel of Stewards decides which sanction will be imposed.

The sanctions “Drive Through” and “Stop&Go” cannot be executed during Safety Car or Full Course Yellow procedure.

The pitlane is the part located between the signals “Entry Pitlane” and “Exit Pitlane”; the pitlane is subdivided in three parts: the part against the pit wall is the signalization area, the part against the pit wall is the working zone, i.e. the only zone where interventions on the car are allowed and the part in between these two is the driving zone (the shaded or colored part between the inner zone and the driving zone is a buffer and does not belong to the inner zone).

The acceleration track is the part located between the signal or pictogram “Exit pitlane” and the track.

When the car is immobilized in the "Stop and go area", apart from the officials of the race, no one is allowed to touch the car.

Offences are only related to the concerned Competition (race-weekend).

- 12.3 When committed during the last 15 minutes of the race, the above-mentioned offences will result in a deduction of one race lap.
- 12.4 When a car receives a "Drive Through" or "Stop and Go" penalty, the sign "Drive Through" or "Stop and Go" will be shown together with the starting number at the start/finish line.

It is recommended that the car in question also receives a signal from its own team if possible. At "Drive Through", the car will drive through the pitlane in compliance with the speed limit, without

stopping at its garage/box and then continue the race. At "Stop and Go", the car will stop at the provided place for the penalty time, and then drive through the pitlane in compliance with the speed limit, without stopping at his garage/box and then continue his race.

If the signal "Drive Through" or "Stop and Go" is ignored within the three passages, the race director will show the black flag to the car. Derogation to this rule is only possible during Safety Car or Full Course Yellow procedure.

Unless the driver had already entered the pit-entry for the purpose of serving his penalty, the penalty cannot be carried out during Safety Car or Full Course Yellow procedure. The number of times the car crosses the line during this procedure will be added to the maximum number of times the car can cross the line before it has to serve its penalty.

- 12.5 A "Drive Through" or "Stop & Go" penalty cannot be combined with a pit stop or refueling in the fuel area. In this case, the car may only stop in the pitlane after the explicit authorization of the Race Director and this for safety reasons. Each offence against this rule will be fined by another "Drive Through". No work to the car is allowed during the execution of this penalty.
- 12.6 A driver must go to the deceleration track – the deceleration track is the part located between the track and the pitlane – within three laps:
- When a black flag is deployed together with his/her race number;
 - When a black flag with orange circle is deployed together with his/her race number;
 - When the "Drive Through or Stop and go" signal is deployed together with his/her race number.
- 12.7 If the "Drive Through" or "Stop and Go" signal, the black flag or the black flag with orange circle is neglected, the sanction will be determined by the Panel of Stewards.
- 12.8 For every other irregularity, anti-sporting behavior even outside the practices and the race, the sanctions will be determined by the Panel of Stewards, eventually in consultation with the Race Director.
- 12.9 If a driver is involved in an accident or incident, or if an investigation is ongoing and he was informed of this by the stewards no later than 30 minutes after the end of the race, he cannot leave de site of the track without authorization of the stewards.
- 12.10 Reference Time (Classes 3, 4 and 5)

12.10.1 Definition

For Classes 3, 4 and 5, a reference lap time will be defined and published in the Supplementary Regulations.

A lap will be considered as non-compliant when a car sets a lap time faster than the applicable reference time. Each such lap constitutes one (1) infringement.

12.10.2 Qualifying

If a car sets a lap time faster than the reference time during Qualifying, the following sanctions will apply:

- In case of a one (1) infringement : the two (2) fastest lap times will be deleted;
- In case of more than one (1) infringement : all lap times achieved by the car during that qualifying session will be deleted, the car will be required to start the race from the back of the starting grid;
- If at any time a car sets a lap time which is more than 1,5 seconds faster than the reference time, all lap times achieved by the car during that qualifying session will be deleted, the car will be required to start the race from the back of the starting grid. Upon proposal of the Technical Delegate and with possible concertation of the Promotor, the Panel of Stewards may decide to reassign the car to the appropriate class. This decision is not subject to appeal.

12.10.3 Race

If a car sets a lap time faster than the reference time during the Race, the following sanctions will apply:

- In case of one (1) infringement : a 30 second time penalty to be added to the total race time;
- In case of two (2) to five (5) infringements : a lap penalty will be imposed. The number of laps to be deducted will be equal to the total number of infringements minus one (1);
E.g. in case of two (2) infringements, a penalty of one (1) lap will be imposed; in case of three (3) infringements, a penalty of two (2) laps will be imposed, and so on.
- In case of six (6) or more infringements : the sanction will be determined by the Panel of Stewards, who may impose any penalty deemed appropriate, taking into account the number of infringements and any specific circumstance.

The above sanctions are not cumulative. Only the sanction corresponding to the total number of infringements will be applied. For avoidance of doubt, the sanction applied will correspond exclusively to the final number of infringements recorded during the race, without accumulation of sanctions applicable to lower number of infringements.

12.10.4 Ideal Lap Time

During the Race, the ideal lap time is defined as the sum of the fastest sector times achieved by the car during that Race, as determined by the official timing system.

If a car achieves an ideal lap time which is more than 0,5 seconds faster than the reference time during the race, a penalty of eight (8) championship points will be applied. This penalty must be imposed by the Panel of Stewards. Upon proposal of the Technical Delegate and with possible concertation of the Promotor, the Panel of Stewards may decide to reassign the car to the appropriate class. This decision is not subject to appeal.

12.11 List of offences: see appendix 1.

ART. 13: DRIVERS, CHANGE OF DRIVERS

- 13.1 During the meetings a car can be driven by maximum 4 drivers (meeting 4 – 24 Hours of Zolder: maximum 5 drivers).
- 13.2 After the end of the documents check, the composition of the team participating to the meeting, can be changed until maximum 2 hours before qualifying. If later, the car has to start at the back of the grid. No driver change is allowed unless in case of force majeure and authorized by the Panel of Stewards (see also Art. 7.2)
- 13.3 Each driver must drive the car alone and without help. In case of a disabled driver the tools must be approved by RACB Sport.
- 13.4 A change of drivers may only take place in the designated place for the team, or in the garage/box after a technical intervention. If the driver change is performed inside the box/garage, the pit marshals must be informed. The driver must be able to leave the car by his own forces. The driver leaving the car may be replaced by a third person (member of the team).
- 13.5 The drivers participating in the practices and the race must always wear fireproof cloths (overall, underwear, gloves, balaclava, shoes) and a helmet, and must fasten their seatbelts. The correct use of a Front Head Restraint system is mandatory. Each offence to this rule will be sanctioned. This may go till the disqualification of the driver from the meeting. See also Art. 7.2.

ART. 14: MANDATORY ADVERTISING

- 14.1 Before the event, the promotor will inform the team managers about the mandatory advertising and he will put it at their disposal at the latest during the administrative control.
- 14.2 The advertising must be affixed before the car is presented to the technical check. It must remain on the car throughout the entire meeting.
- 14.3 Space reserved for the promotor (see plans attached)

The following spaces of the car are reserved to the mandatory publicity:

- Sunstrip / The upper edge of the windscreen (Fastlane);
- A strip at the front and the rear, where the license plate is affixed (Krismar). If no plates can be affixed, they may be replaced by a sticker of the same dimensions;
- Each competitor must clear a space of 35 x 35 cm on both front doors and on the roof (Skylimit Events);
- Logo of a sponsor (30 x 10 cm or equivalent size) on each side of the car (Belcar Endurance Championship/during the 24 Hours of Zolder: TBA);
- Logo of a sponsor (30 x 10 cm or equivalent size) on the four edges of the car (TBA);
- Logo of a sponsor (35 x 20 cm), 2x on the front bumper, 2x on the rear bumper (Michelin);
- Logo of a sponsor (height 20 cm) as high as possible above the front wheel (Michelin).

The following space should be reserved on the race overall of the driver:

- A badge with logo "Michelin" (width 12 cm, height 9 cm) on the right chest and a logo



“Michelin” (height 8 cm) on both sleeves.

The following spaces on the teamwear (shirts, polos, sweaters, pullovers, parkas and vests) have to reserved:

- A badge with logo “Michelin” (width 12 cm, height 9 cm) on the right chest and a logo “Michelin” (height 8 cm) on both sleeves.

14.4 The absence (in total or in part) of the compulsory advertising at the described places on the car or the race overall, leads to the following fines:

- During qualifying practices, the practice times will be annulled and the car will have to start from the pitlane;
- During the warm-up, the car will be disqualified from further participation to the warm-up;
- During the race, the car will be irrevocably disqualified from the race.

14.5 On board camera

If the promotor installs on-board cameras for the capture of the race, space must be cleared on the dashboard, in the view of the camera, for the official logo of the promotor, and or a sponsor provided by the promotor.

All on-board cameras must be attached with a screw-down bracket on the roll cage and must be approved by the Technical Commission. Off board cameras and cameras fixed on helmets are forbidden.

Images of on-board cameras can only be distributed with prior explicit approval from the promotor. Images of on-board cameras must be kept available after each session for Race Direction and/or Stewards.

14.6 Conflicting sponsor

In case of sponsors conflicting with the Belcar Endurance Championship sponsors, a competitor can request the promotor a total or partial exception to the above-mentioned spaces. In case of approval, the following redemption fees will be applied for each car and for each sponsor in order to benefit from this exception right:

- Sun strip: (the upper edge of the windscreen) € 1.000 for meetings except 24 Hours of Zolder, € 2.000 for the 24 Hours of Zolder (excl. VAT);
- Start number to the left and to the right and on the roof: € 500 for meetings except 24 Hours of Zolder, € 1.000 for the 24 Hours of Zolder for each sponsor (excl. VAT);
- Licence plates front and rear: € 500 for meetings except 24 Hours of Zolder, € 1.000 for the 24 Hours of Zolder for each sponsor (excl. VAT);
- Rear side windows (or equivalent): € 500 for meetings except 24 Hours of Zolder, € 1.000 for the 24 Hours of Zolder (excl. VAT);
- Four edges of the car: € 500 for meetings except 24 Hours of Zolder, € 1.000 for the 24 Hours of Zolder (excl. VAT).

14.7 The buy-out fees must be paid to the organizer at the latest 72 hours prior to the meeting.

ART. 15: RACE NUMBERS

See also Art. 35

- 15.1 The promotor of the Belcar Endurance Championship awards the race numbers upon the publication of the official list of competitors.
- 15.2 Installation
- 15.2.1 Each competitor must clear a space of 35 x 35 cm on both front doors and on the roof.
- 15.2.2 The organizer will put the numbers as well as the compulsory publicity at disposal. They can be obtained during the administrative check. They must be affixed before the technical check and remain on the car throughout the entire meeting:
- On the doors of the car, perpendicular to the road axis;
 - Centrally on the roof, inclining to the front (readable from the front);
 - Small number on the windscreen (right). Black numbers on a white background, minimum height 10 cm. Only the numbers distributed by the promotor are allowed.

ART.16: DELIVERANCE OF DOCUMENTS – DOCUMENT CONTROL

- 16.1 The entry form must be fully completed and signed before the closing date. Every change of drivers or competitor must be communicated at the latest before the end of the administrative control.
- 16.2 Following items will be handed over by the promotor:
- Entrance cards and passes for the cars and staff.
 - Three (3) other yellow bracelets. For these bracelets, a € 100 deposit must be paid to get access to the signalization zone. The deposit must be paid with respect of the following timings:
 - Meeting 1: before 17/04/2026
 - Meeting 2: before 22/05/2026
 - Meeting 3: before 19/06/2026
 - Meeting 4: before 09/08/2026
 - Meeting 5: before 02/10/2026

The deposit has to be paid to:

Bank : BNP Paribas Fortis
 IBAN : BE84 0018 8149 5559
 BIC : GEBABEBB

The deposit will be refunded if the bracelets are returned in good condition to the race secretariat, at the latest one hour after the last Belcar 2026 meeting.

- Six (6) green bracelets. For these bracelets, a € 100 deposit must be paid to get access to the working zone. The deposit must be paid with respect of the following timings:
 - Meeting 1: before 17/04/2026
 - Meeting 2: before 22/05/2026
 - Meeting 3: before 19/06/2026
 - Meeting 4: before 09/08/2026
 - Meeting 5: before 02/10/2026

The deposit has to be paid to:

Bank : BNP Paribas Fortis
IBAN : BE84 0018 8149 5559
BIC : GEBABEBB

The deposit will be refunded if the bracelets are returned in good condition to the race secretariat, at the latest one hour after the last Belcar 2026 meeting.

- The big numbers in triplicate and the small numbers to put on the windscreen.
- The compulsory advertising if applicable.

ART. 17: SIGNALISATION BETWEEN DRIVER, PITWALL AND GARAGE/BOX

17.1 Any radio communication system with headphone installed in the helmet is forbidden. A radio communication system with an earplug directly in the ear is admitted.

17.2 At least one month before the start of a Belgian meeting, each competitor, team manager, driver, team member or their agents and representatives, desiring to use equipment with radio transmission in order to establish a communication between the car and the team, must file in an application to:

B.I.P.T. – Licences Department
Eclipse Building C
Koning Albert II Laan, 35/1
B-1030 Brussel
Tel. +32 2 226 88 15
E-mail : info@bipt.be

ART. 18: GENERAL SAFETY

18.1 The drivers will receive official instructions through the signals laid out in the prevailing sporting code. In no way, competitors or their agents and representatives are entitled to use similar flags or signals.

18.2 Except for the driver sitting behind the wheel and the officials of the race, no one may touch a car, unless it is on the start grid, in the pitlane (except when executing a penalty) or in the box, i.e. the garages/boxes adjacent to the pitlane.

18.3 The Race Director, Clerk of the Course and the medical responsible can require a driver to undergo a medical examination at any time during the meeting.

18.4 Behavior on the track

18.4.1 During the period starting 15 minutes before and 5 minutes after every qualifying session and the period between the extinguishing of the red light (Art. 26.3.7) and the moment that the last car enters the parc fermé, no one is allowed on the track, except for:

- Track Marshals or other authorized staff when exercising their duty;
- Drivers when driving or under the directions of the marshals;
- All team staff pushing a car or removing material from the grid after all cars left the grid for the formation lap.

- 18.4.2 During the practices and the race, the drivers may only use the track. They must observe at all times the provisions of the prevailing sporting code related to driving behavior on circuits. FIA Appendix L, chapter 4, article 2.
- 18.4.3 During the practices and the race, the drivers must always wear the outfit prescribed in the International Sporting Code. As of the moment that the car starts moving, and even during an intervention, the driver must have attached the safety belts.
- 18.4.4 If a driver is suffering from a technical problem, he/she must leave the ideal line as soon as possible and park his/her car at a safe place or enter the pits – the pits consists of the pitlane and the stands or garages/boxes, from the moment this can happen in safe manner.
- 18.4.5 If a driver has to stop his/her car during the practices and the race, it will be removed from the track as quickly as possible, so that its presence does not constitute a danger or an obstacle to the other drivers.
- 18.4.6 Throughout the meeting, drivers are strictly forbidden to drive their car in the opposite direction to the races unless this is absolutely necessary to move the car out of a dangerous position. A car can only be pushed to be removed from a dangerous position on indication of the track marshals.
- 18.4.7 If the driver is unable to remove the car out of a dangerous position, it shall be the duty of the marshals to assist him/her. They can also help remove the car with other help provided by race control (e.g. towing truck, crane, ...) and the car can then continue the race. If the driver is able to start the engine and rejoin the race without committing an offence and without gaining an advantage, the car will not be disqualified.
- 18.4.8 A driver intending to leave the track and to go to the pitlane or paddock, must signal his/her intention to do so in time and make sure that he/she can do this without any danger.
- 18.4.9 A driver, who abandons his/her car, must leave it in neutral (if possible) and in unlocked condition, with the steering wheel in position and out of the ideal race line. Each offence can be fined with a € 250 penalty.
- 18.4.10 In no way, the driver may cross the track, except to go to a safe zone, or return by foot to the pitlane, the garages/boxes, the paddock or the public road to subsequently return to the car. Each offence against this article will automatically be considered as an abandon of the car.
- 18.4.11 A driver who causes an avoidable collision will be punished.
- 18.5 Use of lights
- 18.5.1 Upon the decision of the Race Director and depending on the visibility, the drivers must illuminate the car lights, at the latest after deployment of the “LIGHT” or “WET RACE” signal.
- 18.5.2 The Race Director can decide to stop a driver because of a defect in the illumination or a missing rain light. If the car is stopped for this reason, it can rejoin the practices or the races, from the moment the irregularity is repaired.

18.5.3 Only the Race Director can impose the mandatory use of the rain light, or the dimming of these lights.

18.6 Driving slow

A car that is unable to drive at race speed – i.e. significantly slower than its usual speed and significantly slower than the remainder of the field; the decision regarding the interpretation rests with the Race Director in concertation with a member of the Panel of Stewards – is allowed to cover three laps at the most at that lower speed.

If the car does not enter the pits after three laps, a black flag will be deployed. It is forbidden to enter the garage/box several times successively to avoid this procedure. This decision is not subject to legal remedy.

18.7 Restrictions in the pitlane

18.7.1 During the practices, the warm up and the race, a speed limit of 50 km/h is applicable in the pitlane.

18.7.2 Repairs to a car may only and exclusively be carried out in the pitlane, save as provided for in Art. 26.2.2, 26.3.3, 29.4, and save by the driver who was behind the wheel at that moment, provided that the latter only used material on board of the car. Any external help will lead to the immediate disqualification of the car.

18.7.3 At no time, a car may drive backwards in the pitlane under its own power. Each offence against this rule will be fined according Appendix 1 – Penalty Table.

18.7.4 During the practices, the engine may be started with the starter or an external starting device.

During the whole duration of the pitstop, the engine must be switched off. Only for any type of repair, tuning or adjustment, the engine may be restarted, even with an external source of energy.

If the car wants to resume the race after a pitstop, all four wheels must touch the ground before the driver sitting behind the wheel may start or restart the engine without external tools. Each offence will be penalized. See Appendix 1 – Penalty Table.

To facilitate the take-off, a car whose engine is running, may be pushed.

18.7.5 Only the team members, all of them wearing the special ocher yellow bracelet, as well as their drivers in race overall, are allowed in the signalization area during the practices and the race, except for the first lap. During this lap, only the Officials can take place in the signalization area.

Only the team members, all of them wearing a special green bracelet, are allowed in the work area during the practices and the race. The other members of the team must stay in the garage/box, behind the red line indicating “pitlane”.

18.7.6 During the start procedure (“3 minutes” panel) and the first lap of the race, no one, except the Officials of the Meeting, is allowed in the signalization area.

- 18.7.7 People under 16 years of age are not allowed in the pitlane and the signalization area throughout the practices, warm up and the race. Animals, except those expressly authorized for use by security services, are forbidden in the pitlane, the signalization area and on the track.
- 18.8 The team manager of a car involved in an accident has to report to the Panel of Stewards before he leaves the circuit. In the event a car is leaving the circuit site between sessions, the Stewards must be informed and the car has to be resubmitted to scrutineering before participating at a next session.
- 18.9 Failure to comply with the general safety requirements of the prevailing sporting code or the present Sporting Regulations may result in the disqualification of the car and/or the driver from the meeting.
- 18.10 On explicit demand of the FIA, respecting the flags, following the instructions of the track marshals and offences during a Safety Car procedure, will be accurately observed. The non-respect of the red, white, yellow flags will irrevocably be sanctioned with penalties going to disqualification or transmission to the National Sport Court.

ART.19: BEHAVIOR IN PITLANE

- 19.1 During the meeting, a pit marshal disposes of a green/red light at the end of the pitlane. Ignoring this light will be sanctioned as described in Articles 12.2 and 12.4. Cars are only allowed to leave the pitlane when the green light is illuminated.
- 19.2 Each competitor, team manager, driver, mechanic and team member must show the required discipline in order not to endanger the general safety.
- It is forbidden to all competitors and teams to paint lines in the pitlane.
 - No equipment or material may be abandoned in the "driving area".
 - The use of any source of heat producing flames is forbidden in the pitlane and in the garages/boxes. Unless EX-proof.
 - All electrical equipment must comply with the prevailing safety standards.
 - Welding is highly forbidden in the pitlane and/or the garages/boxes. During practices/races welding/cutting/grinding can only on request and after approval of the Chief Scrutineer RACB Sport.
 - Smoking is highly forbidden in the pitlane and/or the garages/boxes. At Circuit Zolder it is also forbidden to smoke in the paddock zone behind the garages/boxes.
 - During the practices, warm up and the race, all personal, material such as tires, tools and equipment must remain in the garage/box until the car concerned stands still. Before the departure of the car, all material and/or tires must be removed from the work zone of the pitlane.
 - Each driver must have the correct number (1, 2, 3, 4, 5) on his helmet.
 - NO visitors in the PITLANE (refer to briefing).
 - If many cars are expected in the pitlane (e.g. in free practices or start grid formation), the cars have to be put in an oblique way in front of the garage/box. The exact procedure will be explained in the briefing.
- 19.3 A car may only enter the "FAST LANE" with the driver sitting in normal position behind the wheel with fastened seatbelts and under its own power.

No car should use the "FAST LANE" to wait for the green light at the end of the pitlane. On the decision of the Race Director, the "FAST LANE" is opened up.

- 19.4 During the practices, the warm-up and the races of other series, any material, nor the car itself may be in the pitlane, in order not to disturb the persons of the other series. Each offence will be sanctioned according to appendix 1.
- 19.5 It is the responsibility of the driver sitting behind the wheel, to leave the pits after a pit stop, only when he can do it in a safe way and without dangerous driving. The cars in the driving zone have priority on the cars leaving the work zone.
- 19.6 During the meeting, in the pitlane of each team, only the drivers, the persons with an other yellow bracelet and the team manager/mechanics with a green bracelet, are admitted. The persons with a bracelet are only admitted when their car makes a pitstop and this until the car leaves.

ART. 20: SERVICE IN PITLANE

- 20.1 During the practices, warm up and the race, any supply of oil or other liquids or repair outside of the pitlane or the garage/box is forbidden.
- 20.2 Moving a car
- 20.2.1 For security reasons, it is forbidden to push or pull the car or to have it pushed or pulled in order to reach the pitlane. Unless admitted or executed by the organizer. A car may be pushed to its garage/box, as from the refueling zone up to the "Pit Exit" signal or pictogram.
- 20.2.2 A car can only be moved backwards in the pitlane by pushing.
- 20.2.3 If a driver passes-by his/her garage/box, the car can be brought back to its garage/box by pushing and under the supervision of the pit marshals.
- 20.3 During any pit stop, the engine must be switched off. The car can only be restarted when it is on the point of rejoining the track. If the car is being worked on in the garage/box, the car must be pushed in and out of his garage/box.
- 20.4 Behavior mechanics/team manager
- 20.4.1 The number of mechanics that may simultaneously work on a car is limited to:
- Maximum two for refueling. They must at least wear a fireproof overall, gloves, solid closed shoes, a balaclava and safety glasses or a helmet.
 - During refueling at the garage/box a change of drivers may take place.
 - Any other intervention during refueling is forbidden;
 - During the pit stop, the driver getting out or a mechanic may help the following driver to get into the car. Only one person or the driver getting out may help to fasten his/her seatbelts and to support the FHR-system. The driver getting out may be replaced by a third person.
 - For all other interventions, change of tires included:
 - A maximum of 4 mechanics of the team of the participating car may work on the car every moment (except in cases foreseen in this article).
 - In addition one mechanic may clean the windscreen.

- A maximum of 2 pneumatic or electrical pistols (only battery operated) may be used to detach to fix the wheel nuts. All persons mentioned have to wear the specific green bracelet.
- If a driver executes an intervention on the car, he will be considered as mechanic. A team can be sanctioned for every additional present team member outside the authorized persons. All persons in the working zone must wear at least long trousers, a shirt with long sleeves and solid closed shoes which protects them against heat sources, fire and eventual injuries. Shorts, T-shirts and sandals are forbidden. Offences will be sanctioned according to appendix 1.
- A maximum of two external technicians (for instance tires and brakes) may touch the car for inspection, but they are not allowed to perform any intervention;
- A driver sitting behind the wheel will not be taken into consideration.
- The person who does the data log of the car is considered as a mechanic.

20.4.2 The number of mechanics allowed to work on a car in the garage/box is not limited, when a garage/box is available. In this case, the gate of the garage/box however may not be closed. If the car is ready to join the race, it must be pushed in front of the garage/box, where the driver must start the engine alone.

20.5 If enabled by the width of the pitlane, supporting brackets may be used to facilitate the use of cables and wiring. The length of the supporting brackets may not exceed four meters per garage/box and they must be positioned at least two meters above the ground (measured from the base of the pit wall) and fixed by means of steel cables or chains (belts or forbidden).

ART.21: TIRES

21.1 Only tires of the brand Michelin sold on the event or ordered in advance at the designated representative, being Kronos Racing S.A., Charles-Antoine Hastir, 28 rue des Pieds d'Alouette, B-5100 Naninne, tel. +32 479 97 15 14, fax +32 (0) 81 40 17 25, Company Number BE 0453.920.507, are allowed. Competitors are free to choose the type of tire.

21.2 The use of heating or heat-generating means for tires is allowed, except during the starting procedure on the grid.

ART.22: REFUELING (See also Art. 35)

The articles 6.5 up to and including 6.7.2 of the Technical Regulations 2026 apply and complete this paragraph.

Refueling must comply to the rules of the visited track and mentioned in the Supplementary Regulations of the Event. The equipment must be in conformity with the Technical Regulations.

During refueling the car must remain on its four wheels and no level change is allowed. The driver may remain in his car, but the engine must be shut down.

The team manager must ensure that a team member with a fire extinguisher with a minimum volume of 5 kg is stand-by during refueling. This person must have knowledge of extinguishing a fire. The fire extinguisher must be ready to use and must be kept stand-by during the refueling procedure at a distance of minimum 2 meters of the filling plug. Maximum two especially designated persons,



wearing a fireproof overall, gloves, solid and closed shoes, balaclava and safety glasses or helmet, are carrying out refueling.

During refueling, other interventions than the change of driver are forbidden.

Before and during refueling, the car must be electrically earthed.

ART. 23: BRIEFING

- 23.1 The Race Director will organize a mandatory briefing for team managers before the first timed session. The exact time and place will be communicated in the Supplementary Regulations.
- 23.2 The Race Director will organize a mandatory briefing for team managers and drivers admitted to qualifying before the qualifying session. The exact time and place will be communicated in the Supplementary Regulations.
- 23.3 All drivers and team managers must attend throughout the entire briefing and sign the presence list. In case of an invalid absence of a team manager and/or driver, a penalty of € 250 per absent person will be imposed. The eventual derogation not to attend the briefing for the person in question must be motivated and submitted in writing to the Race Director, at least one hour before the beginning of the briefing. Furthermore, every driver and/or team manager who did not attend to the briefing must report to the Race Director before the car is allowed on the track.

ART. 24: TIMED SESSIONS

- 24.1 The specific planning of practices will be mentioned in the timing of the event, which is part of the Supplementary Regulations.
- 24.2 In order to participate in the race, each driver will have to qualify with the car with which he/she is registered. A minimum of 2 timed laps is mandatory for each driver.
- 24.3 Transponders with driver ID

For the benefit of timekeeping every car must have a MyLaps-transponder with driver ID. Teams not having a MyLaps-transponder can buy one from Timeservice.NL (info@timeservice.nl).

During the whole event the drivers/team are responsible for the functioning of the transponder and the correct position of the driver ID.

If the car is on track with the driver ID in the wrong position, the team must :

- Fix the correct position of the driver ID
 - Immediately inform the Race Director after the moment the car has left the pitlane (time pit out).
- If one of those 2 conditions are not fulfilled in the race, the penalty will be: penalty of 1 lap.

- 24.4 Qualifying time (See also Art. 35)

- 24.4.1 In order to be admitted to a race, each driver must realize a qualifying time within 130% of the fastest

qualifying time. This qualifying time can be set during each timed session.

A driver who is unable to realize this time can be refused to participate at the remainder of the Event. The Sporting Board of the Championship will confirm and publish this decision.

24.4.2 The Race Director, in concertation with the Stewards of the Meeting, can refuse the start to any driver who did not show the required capacities to participate to the race.

24.5 Exceptions

24.5.1 Provided that the maximum number of cars admitted to the race is not exceeded, the Panel of Stewards can admit cars and/or drivers to the race, which have not realized the qualification standard, if they:

- Do not exclude already qualified cars;
- Have proven to have the required capacities to realize qualification;
- The drivers are able guaranteeing complete safety (such as knowledge of the track, etc.).

24.5.2 To this end, a written application must be sent to the Panel of Stewards, at the latest three hours before the start of the race.

24.5.3 This car will start from the pitlane.

ART. 25: STARTING GRID (See also Art. 35)

25.1 At the end of the qualifying practices, the fastest time set by each car will be officially published.

25.2 The starting grid will be determined in the order of the fastest times set by the qualified cars in the qualifying session. If two or more cars have set the same time, the first car having set this time will take the pole position.

25.3 The final starting grid of the race will be published at the latest one hour before the race. If a car cannot take his place on the starting grid after the publication of the start grid, this place will be left open. The other cars will keep their positions on the grid.

ART. 26: START PROCEDURE

26.1 The specific start procedure for all races will be explained during the briefing.

26.2 Start grid

26.2.1 The approaching start will be announced by the "10 minutes", "5 minutes", "3 minutes", "1 minute", and "15 seconds" signals, deployed before the start of the formation lap; each one of them will be accompanied by an audible signal.

26.2.2 It is allowed to work on the car at the latest until the "5 minutes" signal is deployed, car must be grounded (wheels on the ground), each offence will be sanctioned with a "Stop and Go" penalty of 1 minute.

Refueling on the start grid is not allowed. Any offence against this rule will be reported to the Stewards which might lead to the disqualification of the car.

Everyone, except the drivers, the Officials and the technical staff of the teams must leave the track.

- 26.2.3 Signal "3 minutes": Grid evacuation except 1 team member and start of countdown till start signal.
- 26.2.4 When the "1 minute" signal is deployed, the engines will be started with the drivers behind the wheel, if necessary using an external battery. All technical staff and the Officials must leave the track.
- 26.3 Formation lap
- 26.3.1 15 Seconds after deployment of the "15 seconds" signal, a green flag at the front of the grid is deployed, whereupon the cars begin a formation lap, with the official car leading, maintaining their start order. During this formation lap, practice starts are forbidden, on penalty of a 'Drive Through' and the formation must be kept as tight as possible.
- 26.3.2 Overtaking during the formation lap is only permitted if a car is delayed when leaving its grid position and cars behind cannot avoid overtaking it without unduly delaying the remainder of the field. In any case, the drivers can only overtake to restore the original order.
- 26.3.3 Every driver who is unable to start the formation lap, must open his door. After all other cars have started the formation lap, his mechanics are allowed to push the car on the track in order to start the engine under control of the track marshals. The car may then start the formation lap but must not overtake any moving car.
- If, after several attempts, the engine refuses to start, it has to be pushed into the pitlane, via the shortest way (will be mentioned during the briefing by the Race Director) where the mechanics can try to start the car.
- 26.3.4 Every car that is not able to maintain his position on the start grid during the formation lap, takes the start of the race at the end of the grid. When several cars are in this condition, their new position at the back of the grid will be determined in function of their position on the start grid when starting the formation lap.
- 26.3.5 During the formation lap, all cars must adjust their speed, so that they are no more than five car lengths apart. Each car that is unable following the tempo or respecting the distance with regard to the preceding car must immediately leave the track and proceed in the grass or another deceleration strip. It may rejoin the track when the entire field has passed. The judges of fact will monitor this procedure. Each offence against this rule will be fined with a "Drive Through".
- 26.3.6 At the end of the formation lap, the official leading car will pull off. The cars will continue on their own with the pole position leading at the speed mentioned in the briefing. A judge of fact will monitor the speed of the car in pole position by radar. Any divergence between the prescribed speeds before the start is given will result in a "Drive Through" penalty. Cars must drive in two lines following each other until the start signal is given (see also briefing).

- 26.3.7 There will be a rolling start. The Race Director will give the start signal by extinguishing the red lights. During the start procedure (“3 minutes” signal) and until completion of the first lap, the pit- wall must remain free of all persons, with the exception of the officials.
- 26.3.8 If a problem arises before or when the cars reach the end of the formation lap, the red light will not be extinguished and the orange flashing lights will be turned on. At the same time the panel “EXTRA FORMATION LAP” will be deployed. Yellow flags will be deployed at all observation posts. The cars will remain in formation with the pole position leading and complete a new formation lap.
- 26.4 Exceptional circumstances
- 26.4.1 If it starts to rain after deployment of the “5 minutes” signal and if the opinion of the Race Director the teams should be given the opportunity to change tires, the start procedure can be modified. At that moment, the “Start Delayed” signal is deployed. The start procedure will restart from the point where the “10 minutes” signal is deployed.
- 26.4.2 Under exceptional circumstances, the race can be started from behind the Safety Car – the Safety Car is marked by the words “Safety Car” in letters having the same dimensions as the race numbers, to the rear and sides. The car will have orange revolving lights on the roof.

ART. 27: SAFETY CAR (see also FIA International Sporting Code, Appendix H, article 2.9)

- 27.1 The Safety Car carries the words “SAFETY CAR”, in letters having the same dimensions as the race numbers, to the rear and sides. The car will have orange revolving lights on the roof. The Safety Car is driven by an experienced circuit driver or a driver with knowledge of the circuit. An observer will be on board who is able to recognize all cars in the race and who will be in permanent radio contact with the Race Management.
- 27.2 At the moment the pitlane is open for the race the Safety Car has to be in place in front of the grid up to and including the 5 minutes signal. At that moment (exception in case of point 27.8) it covers a complete lap before leaving the track.
- 27.3 The Safety Car can be brought into operation to neutralize the race upon the decision of the Race Director. It will be used only if drivers or officials are in immediate physical danger, but the circumstances are not such as to necessitate stopping the race.
- 27.4 Each offence against the Safety Car regulations will be fined by a “Drive Through”.
- 27.5 Procedure
- 27.5.1 When the Race Director gives the order to deploy the Safety Car, all observation posts first will deploy immobile yellow flags and the “SC” signal, which shall be maintained until the intervention of the Safety Car is over. All cars will reduce their speed and overtaking is strictly forbidden.
- 27.5.2 The Safety Car with its orange revolving lights on, starts from the place that was mentioned during the briefing and joins the track, regardless of the position of the race leader.
- 27.5.3 All cars in the race must line up behind the Safety Car in a row at a distance no more than 5 car

lengths apart. Overtaking is strictly forbidden, unless following exceptions, as long as the cars do not cross the line (or the starting point following the Safety Car) after the Safety Car has left the track again.

- when a car is ordered to do so by the Safety Car
- in case of 27.8, hereafter
- each car entering the pitlane may overtake another car or the Safety Car after he has crossed the first line of the Safety Car
- each car leaving the pitlane may be overtaken by another car on the track before he has crossed the second line of the Safety Car
- when returning to the pitlane the Safety Car may be overtaken by cars on the track, from the moment he has crossed the first line of the Safety Car
- when a car slows down owing to a serious problem.

27.5.4 When ordered to do so by the Race Director, the observer of the Safety Car will signal any cars between the Safety Car and the race leader that they should pass by means of the green revolving lights on the roof of the Safety Car. These cars will continue without overtaking until they reach the queue of cars behind the Safety Car.

27.5.5 The Safety Car will be used until the moment that the leading car drives behind the Safety Car (only of application when the leading car is on the track at the moment that the SC procedure begins, when the leading car enters the pitlane during the SC procedure, this rule expires) and the other cars join behind the Safety Car (or, when there are several Safety Cars, all cars in the sector of this Safety Car join).

Once the first car of the line of cars (or the first car of the line of cars in that sector) drives behind the Safety Car, he must keep with no more than 5 car lengths apart from the Safety Car (with exception of point 27.5.7 hereunder). All other cars must stay as close as possible in formation.

27.5.6 While the Safety Car is in action, competing cars may enter the pitlane, but they may only rejoin the track when the light at the pitlane exit is green. The green/red light is green until the moment the Safety Car crosses the finish line. A car rejoining the track must proceed at moderate speed until it reaches the queue of cars behind the Safety Car. The light is red until the Safety Car and the queue of cars behind it passes the exit of the garages/boxes. In some situations the Race Director may ask the Safety Car to use the pitlane. In that case, and on condition that the revolving orange lights of the Safety Car stay on, all cars have to follow the Safety Car throughout the pitlane, without overtaking. Each car that enters the pitlane in those circumstances, may stop at his garage/box or at the allocated place of his team.

27.5.7 When the Race Director calls in the Safety Car, it will extinguish the revolving orange lights; this will be the signal to the drivers that it will leave the track at the end of this lap. At that moment, the first car of the line of cars behind the Safety Car can indicate the speed, and if necessary, be at no more than 5 car lengths apart. When the Safety Car pulls off the track, the track is released and the yellow flags and 'SC'-signals at the posts will be removed and will be replaced by green flags. At the start grid the green light will be on. At the end of the Safety Car procedure, the overtaking of another car is prohibited until the start/finish line is exceeded. The green flag will be deployed during one lap.

27.6 Each lap completed behind the Safety Car will be considered as a race lap.

- 27.7 If the race has to end when the Safety Car is still on the track, the Safety Car will join the pitlane at the end of the last lap and the cars will have the black/white checkered flag according to the normal procedure (on the track), but without being allowed to overtake.
- 27.8 In exceptional circumstances the start of the race can be given behind the Safety Car. In that case, the revolving orange lights of the Safety Car will be on for the one minute signal. This is the sign for the drivers that the start of the race will be given behind the Safety Car. As soon as the green starting lights are on, the Safety Car will leave the start grid followed by all cars in starting order with no more than 5 car lengths apart. There will be no formation lap and the race will begin when the starting light is switched to green.

Overtaking during the first lap is only allowed when a car gets behind when leaving his position on the start grid and the cars that follow have to overtake not to slow down the other cars. In that case overtaking is only allowed to restore the original order. A driver who fell behind when leaving the grid may not overtake if he stood still at the moment all other cars crossed the start line. He must take place at the end of the row of cars behind the Safety Car. If more drivers are concerned, they must join the row in the order they left the grid. A "Stop and Go penalty" of 10 seconds will be imposed to each driver who, according to the Race Director, has unnecessary overtaken another car during the first lap.

- 27.9 On the tracks where the Safety Car procedures have to be applied, two continuous "lines of the Safety Car" have to be painted with non-skid paint. The lines are 20cm wide and go from one side of the track to the other side and the entry and exit of the pitlane, perpendicular to the longitudinal axis of the track, and on following places :
- Line 1 of the Safety Car : the point where it is allowed to overtake the Safety Car or any other race car, that stayed on the track, by a car entering the pitlane. It also concerns the point where race cars can overtake the Safety car when it leaves the track at the end of an intervention.
 - Line 2 of the Safety Car : the point where the cars leaving the pitlane, are supposed to drive at a speed that is comparable with the cars on the track. A car that is on the track may overtake a car leaving the pitlane, before reaching this line, after that overtaking is forbidden.

ART. 28: FULL COURSE YELLOW

- 28.1 In case the drivers or officials are in immediate physical danger, the Race Director or his representative can decide to apply a FCY to neutralize the race.
- 28.2 When the order for a FCY is given during the race, all observation posts show a waved yellow flag together with a panel "FCY" and this until the end of the intervention. All cars immediately reduce their speed till maximum 60 km/h without overtaking. The rules at the exit of the pitlane are the same as during the race.
- 28.3 A "Drive Through" will be imposed to each driver/car that, according to the Race Director, unnecessary overtook another car during the FCY.
- 28.4 Furthermore all abandoned cars on the track will be removed and placed at a secure place.
- 28.5 The FCY ends and the race is released when the Race Director or his representative gives the order to remove the panels FCY and the yellow flags and then replace them by green flags, at the start grid

the light is turned green. The green flag will be shown during maximum 1 lap. Each lap covered during the FCY will be considered as a race lap.

ART 29: SUSPENDING THE RACE

- 29.1 Should it become necessary to suspend the race because of an obstacle on the track as result of an accident or because of the weather- or other conditions making it too dangerous to continue, the Race Director or his representative will deploy a red flag at the finish line. Simultaneously, red flags will be deployed at all observation posts and the light at the start line is turned to red.
- 29.2 When the signal to stop is given, all cars must reduce their speed and overtaking is strictly forbidden. Any driver must be able to stop at all times.
- 29.3 All cars follow their way with reduced speed and gather behind each other on one line at the red flag line, with the leading car in first position. When the leading car on the track is not in first position, all cars between the red flag line and the leading car, receive the instruction to cover an extra lap after the "3 minutes signal" prior to resuming the race.

The entry and exit of the pitlane will be closed. Anyone who enters the pitlane, or whose car is pushed into the pitlane, will be fined with a "Drive Through penalty" as soon as the race is resumed, unless he/she is authorized to do so by the Race Director.

Notwithstanding, each car that was located at the entry of the pitlane or in the pitlane during the resuming of the race, will be admitted to leave the pitlane without risking a penalty.

- 29.4 During red flag, no intervention whatsoever is allowed on the cars (except those mentioned in this article) throughout the entire time of suspension of the race, except if authorized by the Race Director. This also means that any interventions in the pitlane and/or garages/boxes must be ceased upon deployment of the red flag until the race is resumed.

Only the team members and Officials are admitted on the grid.

- 29.5 The Safety Car will line up in front of the red flag line.
- 29.6 The time registration will continue throughout the time of suspension of the race.
- 29.7 At all times the drivers must follow the orders of the Stewards.

ART. 30: RESUMING THE RACE

- 30.1 The interruption will be as short as possible and as soon as the time of resuming is known, the teams will be informed by the time registration screens or by the Competitor's Liaison Officer.
- 30.2 10 minutes before the restart, the "10 minutes" signal is deployed at the red flag line. This is accompanied by an audible warning. This signal is repeated upon deployment of the "5 minutes", "3 minutes", "1 minute" and "15 seconds" signals.
- 30.3 Under deployment of the "1 minute" signal, the engines are started, possibly by means of an external

battery. The technical staff and officials immediately must leave the track, before the deployment of the “15 seconds” signal.

Any driver suffering from problems after the deployment of the “15 seconds” signal, must communicate this to the track marshals by opening the door of his car. When all cars have left the grid, the track marshals will push the car into the pitlane.

In this case track marshals will deploy a yellow flag at the position of this car to notify the other drivers.

- 30.4 As soon as this minute has expired, the race is resumed behind the Safety Car, from the moment the starting lights are turned to green.

The Safety Car leaves the grid followed by all cars driving in order in which they were after the panel “3 minutes”, at no more than 5 lengths apart.

As soon as the final car of the continuous queue behind the Safety Car is at the “PIT EXIT” panel, the light at the pitlane exit will be turned to green. Any car that is still in the pitlane, now may rejoin the track and line up at the back of the queue behind the Safety Car.

Overtaking during this lap is forbidden, unless a car was delayed when leaving the red flag line, and the cars behind cannot avoid overtaking it without unduly delaying the remainder of the field. In this case, the drivers may only overtake to restore the order from before the suspending of the race.

A driver who was delayed when leaving the red flag line, may not overtake another car if he stood still the moment all the other cars have passed the red flag line. He must take place at the end of the queue of cars behind the Safety Car. If more drivers are concerned, they must join the queue of cars in the order they have left the grid.

- 30.5 A “Drive Through” will be imposed to every driver who, according to the Race Director, unnecessary overtook another car during this lap.
- 30.6 On Race Director’s decision, the Safety Car pulls off the track. If there are any divergences here, the Safety Car procedure will be resumed as described in art. 27.5.
- 30.7 If the race is not resumed, it will be deemed to have finished from the moment when the race leader crossed the finish line in the lap prior to the lap in which the race was suspended.

ART 31: FINISH

- 31.1 The end-of-race signal is deployed at the finish line to the leader on the track, as soon as the full race duration is expired. Simultaneously, the light at the end of the pitlane is turned to red. As of that moment, leaving the pitlane is forbidden.
- 31.2 If for any other reason than the one described in art. 31.1 the end-of-race signal is deployed before the leading car has completed the full race duration, the race will be deemed to have finished at the moment when the leading car crossed the finish line for the last time before the black and white flag was deployed. Should the deployment of the black and white checkered flag be delayed for any reason

whatsoever, the race will be deemed to be finished at the moment when it should have finished normally.

- 31.3 After deployment of the end-of-race signal, all driving cars must immediately proceed to the parc fermé, without stopping, without receiving any object whatsoever and without any assistance, except from the marshals if necessary. It is forbidden to overtake a car, on pain of reduction of 2 race laps.
- 31.4 Any classified car, which cannot reach the parc fermé under its own power, will be placed under the exclusive control of the marshals, who will take the car to the parc fermé if possible.
- 31.5 For every car that gets the end-of-race signal it is forbidden to overtake after the checkered flag.

ART 32: PARC FERME

- 32.1 Only the designated officials and the person designated to collect the Data Acquisition System information may enter the parc fermé. No intervention of any kind is allowed, unless explicitly authorized by such officials.
- 32.2 The regulations of the parc fermé will apply in the area between the finish line and the entrance of the parc fermé.
- 32.3 The parc fermé shall be sufficiently large and safe, so that no unauthorized persons can gain access to it.
- 32.4 The cars will remain in the parc fermé for at least 30 minutes after the publication of the provisional classification.

ART. 33 : CLASSIFICATION

- 33.1 An overall classification and a classification per class will be published.
- 33.2 In order to be classified, each car must have covered at least 50% of the number of laps covered by the winner.

If a car has covered more than 50% of the number of laps covered by the winner, but it does not cross the finish line on track, it will be ranked by order of the number of laps covered.

ART. 34 : FINAL CEREMONY

- 34.1 All drivers having finished in the first 3 positions in the general classification must attend to the podium ceremony.
- 34.2 All drivers of the cars having finished in the first 3 positions in all classes must attend to the podium ceremony (see also Art. 6.1).

ART. 35 : SPECIFIC REGULATIONS 24 HOURS OF ZOLDER

35.1 Lighting of start numbers

The lighting of the start numbers on the doors must be used. The lighting system must work together with the ignition of the headlights. The lighting of the race numbers happens with additional lights and a reflective background or with the use of illuminated numbers. At no moment, a white light should shine behind, even not the lights that illuminate the race numbers, nor the lights meant for the identification of the car.

At no moment, a red light should shine forward, even not the lights that illuminate the race numbers, nor the lights meant for the identification of the car.

It is forbidden to equip the race car with blinkers or flashing lights.

35.2 Refueling

The promotor will hand over three (3) special passes for access to the refueling area.

For the use of fuel during the 24 Hours of Zolder an advance of € 2.750 must be paid by bank transfer before July 31st 2026, with reference : "24 Hours 2026 – Fuel – race number x".

Bank details VZW Terlamen

Bank : BNP Paribas Fortis

IBAN : BE84 0018 8149 5559

BIC : GEBABEBB

The final settlement will be made in the week following the race.

During the race no fuel should be present in the garages/boxes, at the dock behind the garages/boxes or in the pitlane. During the race, each car is obliged to use the fuel delivered by the organizer.

Refueling during the night practice, the warm-up and the race can only take place in the refueling zone (this is the place in the pitlane where the fuel pumps are located) and this by the representative of the organizer, through the provided fuel pumps. The fuel pumps will be in operation during the compulsory night practice, the warm-up and the race.

A team member must refuel the car. In the refueling zone, each car that wants to refuel can be assisted by maximum three (3) team members, driver not included, of which 1 person must be designated to handle the fire extinguisher. All staff in the refueling zone must wear the appropriate pass and must wear the following fire-resisting equipment : overall, gloves, balaclava, closed shoes, helmet with visor or safety glasses.

Each team (driver and crew) is responsible for the safe refueling and clearance of the refueling zone. If the safety belts of the driver are loosened during refueling, these must be re-attached before restarting the car or before pushing the car out of the refueling zone.

In case of a problem whatsoever in the refueling zone, the Promotor and/or Organizer will do his best to solve the situation. A (temporary) solution can be a manual refueling of the cars.



Time lost in the refueling zone due to force majeure cannot be compensated.

Only unleaded petrol (98 octane) is available at the fuel pumps. Additives may be added, with a maximum recipient of 1 liter.

By means of a green light, it will be indicated when there is a possibility to refuel in the refueling zone. The red light goes on when all pumps are occupied.

This red/green light is placed upon entering the deceleration track.

The refueling happens with one fuel tap directly in the car, eventually with the use of an empty tool. Maximum capacity of fuel that is delivered at the fuel pumps is 120 liters. It is the responsibility of the team members to check that the fuel capacity doesn't exceed the indicated maximum amount of liters.

At a standstill position of the car in the refueling zone, the driver has to switch off the engine. Every reservation and thus blocking of a fuel pump or a place in the refueling zone is forbidden (i.e. that the team members of a car in the waiting zone, at the refueling zone, can only leave their position when their car stands still at the fuel pump).

At a standstill position of the car in the refueling zone these persons have to open the fill opening. They must place the eventual accessories (for filling and/or venting) and add eventual additives.

Furthermore, they must earth the car.

One team member must be stand-by with a ready to use fire extinguisher, delivered by the organizer of the event (at a distance of approximately 2 meters of the filler plug).

Only when the above-mentioned items are complied with, a team member can refuel the car. The fuel tap can only be operated by this team member.

The responsible of each team receives, after each refueling operation, a refuel receipt (the refuel receipt will be binding for the final settlement of the fuel costs and for the control of the volume of delivered fuel).

Immediately after the departure of his/her car, all team members of the concerning car must leave the refueling zone.

Indicating at which fuel pump a car must refuel, and giving the signal when a car can leave the refueling zone, happens by a representative of the organizer. These orders must be strictly observed.

Cars running on diesel or any other fuel, must refuel in the provided zone with the help of their own team members and this with a system composed of a tank of 60L with UN-certification, an enhanced cart, a manual running pump at low pressure, a supply pipe of maximum 4 meters and an automatic turning-off pistol, all mounted on a closing manner is allowed. The system must be controlled and marked by the RACB before use.

During the refueling procedure, other interventions onto the car than those specified in this article, are forbidden. By no means, an intervention at the car can be carried out in the refueling zone, nor a control of the car or a part of it can take place, nor a change of drivers can take place. During the refueling procedure, it is allowed to detach the safety belts and to give beverages to the driver (replacing the drinking bottle is not allowed).

As from the refueling zone the car can be pushed to the garage/box.

A driver change is prohibited in the refueling area.

35.3 Super Pole

35.3.1 In order to be admitted to the 24 Hours of Zolder race, each driver must cover at least three timed laps during the qualifying evening practice on board of the car with which he/she is entered and that will participate to the race. Unless deviation allowed by the Panel of Stewards.

35.3.2 Eligible cars for the Super Pole: all cars in the combined qualifying classification after the pre-qualifying.

Cars which do not participate in the Super Pole will be classified in the final positions after the last qualified cars, in the same order than the classification of the qualifying.

The final classification of the Super Pole will be drawn up according to the best times and will serve to determine the places on the grid.

30 Minutes after pre-qualifying, the team manager has to communicate the name of the driver who will drive the Super Pole and also the name of the driver who will take the start of the race.

35.3.3 The result of the pre-qualifying will determine the order of the Super Pole. The cars will start in reverse order of the results of the pre-qualifying.

35.3.4 Should the race director request it, a specific briefing can be organized. This briefing is mandatory for all team managers and/or drivers taking part in the Super Pole.

35.3.5 At the start of the session, all cars taking part in the Super Pole will be ready in their working area, including garages/boxes (up to 10' before the ideal exit time). Each car will be given a pit exit time starting with the car having set the slowest time in the pre-qualifying.

35.3.6 The driver will start from the pit exit, completing one out-lap, one timed lap and one in-lap. The timed lap will start from the first crossing of the timing line. All cars must have their headlights on. No car may go through or stop in the pits during the timed lap. After having finished the timed lap during the Super Pole, parc fermé conditions will apply in the garages/boxes.

35.4 Starting Grid

The starting grid will be determined in the order of the fastest times set in the Super Pole. If two or more cars have set the same time, the position will be determined by the result of the pre-qualifying.

35.5 Driving Time

Each driver is allowed to sit behind the wheel for three (3) consecutive hours maximum. After every driver change, a driver has to rest a least one (1) hour before taking over the wheel again.

If a driver exceeds the above-mentioned driving time, a “Stop & Go” penalty will be imposed. The execution of the penalty is the responsibility of the Entrant before its own garage/box. The time the car must be stopped is equal to the exceedance of the driving time.

If a driver exceeds the above-mentioned resting time, a “Stop & Go” penalty will be imposed. The execution of the penalty is the responsibility of the Entrant before its own garage/box. The time the car must be stopped is equal to the exceedance of the resting time.

ART. 36 : GENERAL INFORMATION

36.1 Sporting Authority :

Royal Automobile Club of Belgium – RACB Sport
Woluwedal 46/4
1200 Sint-Lambrechts-Woluwe
Belgium
Tel : + 32 2 287 09 11
Email : sport@racb.com

36.2 Promoter :

VZW Terlamen/Circuit Zolder
Terlaemen 30
3550 Heusden-Zolder
Belgium
Tel. +32 11 85 88 88

36.3 Sporting & Technical Board :

Composition Sporting Board:
Race Director
1 Steward
Promotor
RACB Representative

Composition Technical Board:

Chief Scrutineer
1 Steward
Promotor
RACB Representative

36.4 Entries :

Through <http://www.belcarseries.com>

36.5 It is recommended to each team to provide a power generator per car. During the race the use of an external battery in the refueling zone is forbidden.



36.6 Trucks and vans may not leave the paddock before the end of the meeting. When you leave the garage/box, you have to close it. The team is responsible for controlling the rear side of the garage/box. Only the control on access to the pitlane is performed by the employees of the organizer. During the meeting, only officials and holders of a bracelet, recognized by the organizer, have access to the pitlane.

ART. 37 : APPROVAL

Regulations approved by RACB Sport: S02-BECH/B26

