

BENELUX RACING SERIES

Part 1 - Sporting Regulations 2021

Name of the Series:	Benelux Racing Series
Status of the Events:	Benelux Zone Series
Series organiser:	Cup Challenge Benelux B.V., is hosting the Benelux Racing Series for 2021.
Parent ASN	The Benelux Racing Series is a by the KNAF (ASN) approved series.
Promoter/Organisation:	Cup Challenge Benelux B.V. Maastricht Randwyck Robert Schumandomein 2 6229 ES Maastricht The Netherlands T +31 (0)43 790 1000
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1. INTRODUCTION

The Benelux Racing Series (BRS) is a series where we focus on the gentlemen driver and young talents straight from karting. The series gives the opportunity to the competitors to compete with Porsche 911 GT3 Cup, Porsche Cayman GT4 Clubsport and BMW M2 CS models built in the years as specified in the Technical regulations.

The Benelux Racing Series is organised in accordance with the provisions of the International Sporting Code and its appendices (the Code), the FIA General Prescriptions on circuits and the National Sporting Regulations of the KNAF. It will be run in conformity with the Series Sporting and Technical Regulations, the latter being in conformity with the safety prescriptions of FIA Appendix J (Article 277), the code of driving conduct on circuits of FIA Appendix L (Chapter IV) and the general prescriptions on signalling of FIA Appendix H (Article 2.5). The Benelux Racing Series 2021 consists of 5 Events of 3 races each, 15 races in total. The competitions will be run according to the KNAF Reglementen Boek 2021, Autorensport Reglement Nationaal 2021, Benelux Zone Reglement and General Regulations for Series Run on Circuits, and these regulations the 'Benelux Racing Series' will be referred with the abbreviation 'BRS'.

The series is supported by the following companies:

Michelin

Petrolheaddays

2. ACCEPTANCE OF THE REGULATIONS

With the signature on the "Application for Permanent Entry" or the "Application for Guest Entry" each entrant and driver of the BRS confirms the acceptance of these Regulations as a whole, including the KNAF provisions and the FIA International Sporting Code and appendices. The entrant and drivers are responsible that all persons connected to their entry will observe and follow the conditions and rules of these Regulations.

If required during the season, the BRS Regulations and the corresponding rules of participation can be supplemented and/or changed, after obtaining authorisation by the KNAF. This information is to be provided in writing, for example in a Series- or Event bulletin(s) and published on the website of the KNAF.

3. ORGANISATION

3.1. Series Organiser

Cup Challenge Benelux B.V., hereinafter called the Series organiser, is hosting the BRS for 2021.

Cup Challenge Benelux B.V.

Robert Schumandomein 2

6229 ES MAASTRICHT

The Netherlands

Contact:

Mr. Olivier AERTS

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3.2. Name of the parent ASN

KNAF – Knac Nationale Autosport Federatie

3.3. ASN Permit/Registration Number

The Series based on these Sporting and Technical Regulations has been approved by the KNAF on the date with permit number indicated in the footnote of this document.

3.4. List of Permanent Officials (see also relevant Supplementary Regularions for each Event)

Mr. Pierre Delettre Race Director (RACB579)

Mr. Pascal Nelissen Grade Sporting Delegate (RACB2283)

3.4.1. The Organising Committee for the BRS at each Series Event:

(unless amended in the relevant Event Supplementary Regulations)

Olivier Aerts,	Series Manager – Cup Challenge Benelux BV
Lars Plato,	Operations Manager – Cup Challenge Benelux BV
Armand Broekmans,	Technical Manager – Cup Challenge Benelux BV
Dominik Quosdorf,	Technical Support Delegate – Dr. Ing. h.c. F. Porsche AG

Members of the Organising Committee may delegate functions and responsibilities where appropriate to other employees of Dr. Ing. h.c. F.Porsche AG, and Dr. Ing. h.c. F.Porsche AG may nominate additional members of the Organising Committee where necessary.

The address of the Organising Committee is that of the Series Organiser (see article 3.1).

4. REGULATIONS AND LEGAL BASIS OF THE SERIES

The Series is governed by the following regulations and documents:

- FIA International Sporting Code (ISC) and its appendices
- FIA General Prescriptions on circuits
- KNAF Reglementen Boek 2021
- These Sporting and Technical Regulations of this Series and the KNAF approved modifications and supplements (Series- or Event bulletins)
- Supplementary Regulations
- The "Application for Entry" or the "Application for Guest Entry" signed by the entrant/driver
- Drivers Briefing notes

5. OFFICIAL LANGUAGE

Only the English text approved by the KNAF is binding. In case of interpretation, the KNAF jurisdiction is the responsible authority.

6. RESPONSIBILITY, CHANGES TO THE RULES OF PARTICIPATION, CANCELLATION OF THE EVENT

- (1) The participants (competitors, team members, drivers, passengers, vehicle owners and registered keepers) take part in the Event at their own risk. They are solely responsible under civil and criminal law for any and all damage caused by them – or for damage to the vehicles used by them, as far as no exclusion of liability has been concluded. It is recommended that the participants take out an insurance for any and all damage caused by them.
- (2) The Supplementary Regulations may only be changed by the KNAF. Once the Event starts, changes in the form of Series or Event bulletins may only be made by the Stewards of the Event.
- (3) The Series organiser reserve the right to cancel, change or relocate the Event or individual race(s), subject to approval by the KNAF concerned and the FIA where the calendar is affected. Claims for damages or performance shall be excluded in such cases.

7. GENERAL DEFINITIONS AND BRS CODE OF BEHAVIOUR

The BRS is a racing series characterised by equality of opportunity and fairness – in both technical and sporting terms. Those involved in the BRS (participants, i. e. teams with all employees and team members, drivers, officials, organisation) make a significant contribution to how the Series is perceived – both internally and by the general public – and to the atmosphere in the BRS through their conduct and their communication.

All those involved are responsible for conducting themselves in such a way as to uphold and safeguard in the long term the professionalism that prevails in the BRS, as well as the esteem in which the Series and its participants are held by the general public. Moreover, fair and sporting competition represents an important safety aspect for all participants and is intended to avoid risk factors. For this reason, all those involved agree to acknowledge the philosophy of the BRS and to comply with the rules of conduct of the Series.

Both on and also adjacent to the racetrack, all those involved will;

- treat the other participants, officials and organisers respectfully;
- follow the rules of the sport, and exemplify and promote fairness and the rules of conduct;
- neither express themselves or behave in an insulting, offensive or abusive way, nor tolerate such expressions or modes of conduct, either in direct conversations, interviews, etc. or in other communication, e. g. press releases, posts in social media, etc.
- always behave in the interests of safety and permanently cooperate in efforts to reduce risks,
- use resources in a sustainable way, giving priority to the well-being, safety and satisfaction of others before their own personal goal;
- always comply with the purpose of the sport;
- point out to other people who are involved if their conduct is not characterised by fairness, sportsmanship, respect and tolerance;
- cooperate with all other persons involved to develop and improve the Series and its status further on a continuous basis;
- Respect the laws and local customs in the countries visited by the Series.

Participants who are found to have committed one or more of the following may be excluded by the Series Organiser from the Series or may be suspended by the Stewards of the Event from taking part in one or more competitions. No reclaim of any Entry fees that have already been paid to the Series Organiser can be (re)claimed.

- failed to comply with the rules of good conduct;
- breached any of the Regulations;
- drew attention to themselves through unsporting behaviour on and adjacent to the Track;
- expressed or conducted themselves in a disrespectful way towards other participants, officials, organisers, etc.;
- ignored the specifications, instructions, meetings of the Series Organisation and/or other official bodies in the context of the Organisation and holding of an Event;
- ignore agreements that have been reached (including between Teams and Drivers) and do not meet obligations of performance;
- did not act in the interests of the sport and/or the recognisable objective of undertaking the activities seriously in accordance with the rules that have been acknowledged;
- brought the Series into disrepute.

Specific mandatory requirements or restrictions in respect of behaviour of participants, or specific conditions of participation, may be published by the Series organizer in order to minimize to risks of, and maximise protection against, Covid-19 infection. It is essential that these requirements are followed by all participants and any breach of these requirements would be deemed a serious infringement of the BRS. Competitors (Entrants) are responsible for ensuring full compliance by every person associated with their entry.

8. ENTRIES

8.1. Registrations/entries, entry closing date and obligation to participate

The closing date for a permanent entry into the BRS 2021 has been set on **APRIL 1st, 2021** as the day on which the entry form must reach the promoter. After this date only, guest entries are accepted. The entrant must submit his/her application by using the entry form provided by the promoter "Application for Entry". The entry form must be filled in completely and signed by each competitor under penalty of non-acceptance.

Entry forms for a Guest Entry must reach the promoter no later than 7 days prior to the start of the Event concerned. The provisional entry list will be published at least 24 hours prior to the start of the Event.

The Series Organiser reserves the right to refuse an "Application for Entry" at his own discretion, stating the reason. There is no automatic entitlement to acceptance or participation in the Series. The written acceptance will be accompanied by an invoice.

The Entry fee invoice shall be paid fully no later than seven days after the date stated on the invoice. Only when the complete Entry fee relevant for the Entry has been received by the Series Organiser can a competitor enter and will be entitled to participate to the BRS Championship or single Event.

8.2. Entry fees

8.2.1. Permanent Entry Fee

The entry fees are payable as specified on the "Application for Entry". The following registration/entry fees are payable by participants:

- Permanent Entry Fee (payment before 15th March 2021) 13.900 EUR plus. VAT
- Permanent Entry Fee (payment after 15th March 2021) 14.900 EUR plus. VAT

Included in the Permanent Entry Fee:

- Entry fee for one vehicle with associated drivers for a full season of 5 BRS racing Events;
- 6 support paddock passes per racing Event;
- 2 parking passes for support-event car park;
- three 3-days team catering passes per Event.

8.2.2. Guest Entry Fee

The registration/entry fee for a guest entry to an Event is EUR 3,000.00 plus VAT (if applicable) for each car and Event.

Included in the Guest Entry Fee:

- Entry fee for one vehicle with associated drivers at the corresponding Event;
- 6 support paddock passes per racing Event;
- 2 parking passes for support-event car park;
- three 3-days team catering passes per Event.

8.2.3. Conditions

The Series Organiser will issue an invoice including VAT where applicable. An invoice will be issued after the Series Organiser has assessed the individual "Application for Entry". The invoice is neither a confirmation of the "Application for Entry" nor of entry to the Series.

Once the payment has been received by the Series Organiser and the application has been accepted, the Series Organiser will issue a written confirmation of entry. As of the issue date of the written confirmation by the Series Organiser the entry fee is non-refundable.

Once the "Application for Entry" has been accepted and confirmed in writing by the Series Organiser and the entry fee has been paid in full and in due time the entry is valid and the competitor is entitled to participate.

Force majeure, labour disputes, civil disturbances, action by official bodies and other unforeseeable, unavoidable and serious occurrences, in particular restrictions and measures due to the Covid-19 pandemic, shall release the Series Organiser from his duties to perform regarding the aforementioned scope of services. In case of cancellation of services, the Series Organiser will accordingly try to compensate the cancelled services with other services or refund a reasonable part of the entry fee to the competitor.

8.3. Commitment to participate

Upon registration, a competitor commits to participate with each registered car at all official testing and races of the Series in 2021 without exception.

8.4. Failure to participate

An entrant/driver registered for all season who fails or anticipates failing to fulfil these participation requirements must inform the Series Organiser as soon as possible, stating any mitigating reasons. The entry fee will not be refunded, also when the entrant does not participate in one or more Events. The Series Organiser may accept a request for non-participation from an entrant and/or driver. Any failure to inform the Series Organiser or to submit any mitigating reasons may automatically be infringement of these Regulations.

8.5. Competition numbers

The participants will get permanent competition-numbers from the Series organiser for the entire season. Drivers participating under substitute or guest entry status shall be allocated a competition number by the Series Organiser from the pool of numbers remaining. Once allocated, the competition numbers remain the same for all subsequent races of the drivers.

8.6. Conditions

By entering the BRS the participant and drivers accept the terms and conditions indicated on the BRS entry form. The Series organiser reserves the right to refuse any entry with notification of the refusal. The Series organiser reserves the right to terminate the entry of a participant and/or her driver(s) during the season in case of unsportsmanlike conduct, infringements of article 4 (judgement solely at the discretion of the series organiser) or other wilful infringements of the Sporting and Technical Regulations without refunding any entry fee.

9. LICENCES

9.1. Required grade of licence

9.1.1. Drivers

Drivers holding of a valid license as described underneath and who are registered for the BRS 2021, have paid the registration fees, are eligible:

- KNAF EU / National license or higher.
- License issued by an ASN from another EU country (ex. minimum Nationaal C from RACB)
- License issued from a similar country designated as such by the FIA.

9.1.2. Entrant licences

Each car entering a full season or single race of the BRS requires the registration of an entrant licence. In the case of a combined driver/entrant licence one of the drivers on a car may be registered as the official entrant. In case of separate driver and entrant licences a separate valid and ASN (from within the EU) supplied entrant licence needs to be registered.

9.1.3. Guest drivers

The Series organiser may admit guest drivers with a valid entrant's and driver's licence in accordance with these regulations. A guest driver may also score points.

9.1.4. Age Regulations

In compliance with the valid KNAF License Regulations and Appendix L, ISC.

9.2. Conditions for applicants outside their national territory

KNAF licence holders and licence holders by another ASN affiliated to the FIA have the right for participation and are entitled to score points for the series.

For every competition, foreign competitors/drivers must present the written approval of their licensing ASN. This permission must be submitted by the competitor/driver at Administrative Checks in English language.

9.3. Licence checks

A licence check will be organised during the administrative checks at the start of the first Event. Drivers and entrants who have a full-season entry must only show their licences during following Events upon specific request by the organizer, the ASN or any other officials. Entrants and drivers participating with a single-round entry will have to produce their licence during the administrative checks of each Event they participate in. The exact time and place of these checks will be communicated in the time schedule as well as in the Supplementary Regulations of each Event.

10. INSURANCE, LIABILITY EXCLUSION AND DISCLAIMER

10.1. Organiser's/promoter's insurance

In accordance with KNAF Event Regulations.

10.2. Declaration by the entrant, driver and passenger on the exclusion of liability

All Participants (i.e. Entrants, Team Members, Drivers, passengers, Vehicle Owners and registered keepers) and any Members of their families attend the Event at their own risk and are aware of the fact that connected third parties and their goods may risk damage, injury, commercial loss including resultant loss. They bear the undivided responsibility, both civil and criminal, for any damages caused either by themselves or by the car used by them in all cases so long as no liability waiver has been agreed upon with this 'BRS entry form' document.

By filing the 'BRS entry form' document, the entrant and drivers agree, within the scope of the Events, to waive any claims for liabilities and/or damages of any kind against:

- Porsche AG and its representatives, sponsors and suppliers
- Bayerischen Motoren Werke AG and its representatives, sponsors and suppliers
- BRS organisation, its representatives, sponsors and suppliers
- FIA, KNAF, RACB, their presidents, executive bodies, managing directors and general secretaries
- D'Ieteren Porsche Import, Pon Porsche Import, Autosdistribution Losch, and their legal representatives
- BMW Belux, BMW Nederland, and their legal representatives
- Organisers of the Events, sporting stewards, race directors, clerk of the course, circuit owners, ASN-officials
- The authorities, racing services, and all other persons involved in the organisation of the Event
- The track construction authorities, in so far as damages are due to the condition of the tracks and track equipment used for the Event
- The various agents of all the persons and authorities mentioned above except for injury to a person's life, body or health or any other damages, caused knowingly and wilfully or through gross negligence by the waiving persons including their legal representatives or various agents.

The entrant and drivers further agree to also release:

- The other participants (entrants and drivers), their assistants, the owner, and keepers of other cars
- Their own entrant, drivers (special agreements to the contrary between the entrants and drivers shall prevail) and assistants
- From liability for damages of any kind, which might occur in connection with the Events (test-days, practice, qualifying, warm up, race) except for injury to a person's life, body or health or of any other damages, caused knowingly and wilfully or through gross negligence by the waiving persons including their legal representatives or various agents.

It is recommended that the entrants/drivers take out an insurance for all damage caused by them.

10.3. Vehicle owner's disclaimer

Only required, if entrant, driver or passenger is not the owner of the entered vehicle, see specifications above. The vehicle owner agrees with the participation of the vehicle specified on the entry form in the Event (= untimed and timed practice, qualifying practice, warm-up, practice and reconnaissance runs, races, and time trials for the top speed or shortest time) of the BRS 2021 and confirms that he/she waives any claims or rights to pursue action for damages in connection with the Events against the parties, persons and agents mentioned in article 3 of these regulations.

11. EVENTS

11.1. Calendar of series Events

08.05.2021 – 09.05.2021	New Race Festival	Zolder (BEL)
22.05.2021 – 23.05.2021	Pinksterraces	Zandvoort (NLD)
09.07.2021 – 10.07.2021	25 Hours Fun Cup	Spa-Francorchamps (BEL)
25.09.2021 – 26.09.2021	Francospeed	Spa-Francorchamps (BEL)
16.10.2021 – 17.10.2021	Finale races	Zandvoort (NLD)

11.2. Eligible vehicles and max. number of vehicles authorised

Eligible to participate in the BRS 2021 are only vehicles of the type/model Porsche 911 Cup, Porsche Cayman CS and BMW M2 CS Racing, which fully comply with the technical prescriptions of the BRS 2021 Technical Regulations.

Eligible vehicles and division into classes:

The vehicles must meet the technical specifications of these rules and Appendix J (Article 277) of the International Sporting Code 2021 in full, otherwise they will not be allowed to participate in the Event. Once the Event has started a driver cannot change the car anymore. In case a car is not able to be used anymore, based on a report of the technical scrutineer (force majeure), the entrant can request a change of car by means of a written application to the Series organiser and the Stewards of the Event. The Stewards of the Event can then allow a change of car in case of force majeure.

Vehicles submitted by "Porsche AG or BMW AG" may deviate from the Technical Regulations for the purposes of development. These deviations shall be referred for approval by a Series or an Event Bulletin to the KNAF by the Series organiser before the vehicle is used and shall not involve any safety-critical modifications.

The max. number of permitted vehicles is defined in the circuit licence and listed in the Supplementary Regulations of the Event.

The Series organiser has the right to allow also other types of Porsches to participate in the races. This will be defined in the Supplementary Regulations of the Event. In such case, these vehicles will enter the race as a 'guest-class' and won't score any point for the championship, neither shall they prevent full season entrants from scoring points.

11.3. Format

The vehicles can be shared by max two drivers.

Practices

2 x free practice, of each minimum 25 minutes

2 x qualifying sessions of 15 minutes each with a 5 minutes break in between

In case two drivers are registered on one car, each driver needs to drive one of the qualifying sessions and afterward drive the associated race.

Races

2 x Sprint races of 30 minutes each. (Standing start)

The starting grid for sprint race 1 will be determined by the fastest time achieved in the first qualifying session and relates towards a starting position in race 1. The starting grid for sprint race 2 will be determined by the fastest time achieved in the second qualifying session and relates towards a starting position of race 2.

In case two drivers are entered on one car, the first sprint race will be driven by the driver who has driven the first qualifying, the second sprint race will be driven by the driver who has driven the second qualifying.

1 x Endurance race of 55 minutes. (Rolling start)

The race will be driven with one or two drivers per car. In case two drivers are entered on a car, both drivers must compete in the endurance race. All cars need to do a mandatory pit stop during a given period for a certain period. The starting grid for this endurance race will be determined by the average fastest times achieved in the first qualifying session and the second qualifying session. In case two drivers are entered on one car, the driver of the two who takes the start must be notified during the Drivers Briefing to the series coordinator.

Note: in case of special Events the organiser reserves the right to change or modify the format or times (minutes) indicated in this article to fit the special requirements or circumstances of the Event. Changes will be announced through an Event Bulletin and mentioned in the Supplementary regulations.

12. DIVISIONS AND DRIVER CATEGORISATION

Any individual interested in participating in the Championship as a Driver shall indicate on their registration form the division in which they believe they should participate and the vehicle type. The Driver's CV and Palmares must be enclosed with the registration form. The Series Organisation will review each individual's selected Division and decide whether to accept that selection. The criteria applied by the Series Organisation in making this decision will include the potential Driver's FIA Driver Categorisation, "sporting spirit", past performances, experience, professional profile, age and any other criteria that the BRS organisation will consider useful to decide in which category the particular driver will be divided in.

12.1. Divisions

Cup-division	Class 1	Porsche 911 GT3 Cup, type 991 Gen II	'17-'19
		Porsche 911 GT3 Cup, type 991 Gen II + ABS	
	Class 2	Porsche 911 GT3 Cup, type 991 Gen I	'13-'16
		Porsche 911 GT3 Cup, type 991 Gen I + ABS	
	Class 3	Porsche 911 GT3 Cup, type 997 MK II	'10-'13
		Porsche 911 GT3 Cup, type 997 MK I	'05-'09
		Porsche 911 Cup GT4, type 997 MKI (base GT3 Cup)	'05-'09
Porsche 911 GT4, type 997 (base GT3 road car)		'06-'07	
Porsche 911 Cup, type 996		'99-'05	
GT4-division	Class 4	Porsche 718 Cayman GT4 Clubsport, type 982 - ('Trophy'-spec)	'19-'20
	Class 5	Porsche Cayman GT4 Clubsport, type 981 - ('Trophy'-spec)	'16
Porsche Cayman Clubsport GT4 MR, type 981 - ('GT4'-spec)			
BMW M2 CS - division	Class 6	BMW M2CS Racing	'20-'21

12.2. Driver categorisation

The categorisation of drivers is carried out solely by the organizing committee. The driver status of other associations, such as the FIA does not matter. The final classification is binding and can only be changed by the organizing committee (OC).

13. CLASSIFICATION

13.1. Awarding of points

The winner of a race is the driver who has classified as first in the Final Results.

For each race, a ranking per division will be drawn up. Divisions are: CUP, GT4 and BMW M2 CS.

During the endurance race, when 2 drivers share the car, both drivers will score the same points in their division. During the sprint races, solo drivers will only score half points in their division. No points will be awarded per division for the fastest lap time during the race.

All participants who started the race will be classified in accordance with the number of laps of the circuit covered, providing that they have completed at least 75 % of the complete number of laps covered by the winner (rounded up to the nearest whole lap). Drivers who have completed the same number of laps will be classified in the order in which they last crossed the finishing line.

If the race duration is shortened or stopped and not resumed, the participants will be awarded the points as indicated, providing that at the time the race is stopped the leader has covered the following distance (based on the laps completed by the winner as shown in the Final Classification):

- at least 75 % of the completed number of Laps = 100 % points;
- at least 50 % of the completed number of Laps = 50 % points;
- less than 50 % of the completed number of Laps = no points.

The race distance is the duration specified in the Supplementary Regulations for the race(s). No additional laps are added to the race distance, in the event of the Safety Car is used at any time in a race even if the safety car has been used at any time in a race.

All laps of the race circuit covered after starting the race will be counted to obtain the distance covered. The warm-up and slowdown laps do not count towards the distance.

Drivers cannot switch classes during the season. The Class, a Driver is allocated in is communicated on the Official Entry list and, whenever possible, on the timing screens. Should the timing system not be able to clearly indicate the respective classes of each BRS Driver then an alternative way of communicating will be chosen and communicated in the Supplementary Regulations.

13.2. Table of points

13.2.1. Points awarding for the overall Race result, in each division

Participants who satisfy the conditions for the allocation of points in the Overall Driver and/or Rookie and/or AM Classification for the individual races shall be awarded the following points in the order in which they are ranked in the final classification of each race, in accordance with the rules for the Overall Driver and/or Rookie and/or AM Classification.

1st place:	20 points	9th place:	7 points
2nd place:	18 points	10th place:	6 points
3rd place:	16 points	11th place:	5 points
4th place:	14 points	12th place:	4 points
5th place:	12 points	13th place:	3 points
6th place:	10 points	14th place:	2 points
7th place:	9 points	15th place:	1 point
8th place:	8 points	16th place:	0 points

In addition to receiving points for the Overall Driver Championship, Rookie and AM drivers receive points according to their respective table of points for their separate classification, when being classified in the final classification.

13.2.2. Points awarding for the fastest qualifying Lap, in each division

One point, only counting in the general classification per division, is awarded during each Qualifying Session for the sprint races to the Driver who achieves the fastest qualifying Lap.

13.3. Driver Classifications

13.3.1. Driver classification - PORSCHE SPRINT TROPHY BENELUX

13.3.1.1. Overall Division Classification

The Overall Division Classification is the official driver championship classification of the PORSCHE SPRINT TROPHY BENELUX.

All results of the individual races count towards the final Overall Classification at the end of the year. There is no void or 'dropped' results.

The winner of the 2021 PORSCHE SPRINT TROPHY BENELUX is the entered driver with the highest total number of points in the Overall Division Classification from all races.

13.3.1.2. AM Classification

Drivers aged 40 or older in the year in question are classed as AM Driver. As such, drivers born in 1981 may be classed as AM Driver for the first time in the 2021 season. The AM Classification is independent of the Overall Division Classification; however, it uses the same points awarding table.

All results of the individual races count towards the final AM Classification at the end of the year. There is no void or 'dropped' results.

The winner of the AM Classification is the entered driver with the highest total number of points in the AM Classification from all races.

For the AM Classification to take place, a minimum of three applicable drivers must have permanently entered the Series.

13.3.1.3. Rookie Classification

The Rookie Classification is independent of the Overall Division classification. Points for the Rookie classification will not be awarded separately but will be based upon the points scored in the final race results per division. A rookie is a driver who has no significant experience in any Porsche one-make series and was never considered professional. All results count towards the final Rookie classification. The winner of the Rookie classification is the driver with the highest total number of points of all classification rounds per division.

All results of the individual races count towards the final Rookie Classification at the end of the year. There is no void or 'dropped' results.

The winner of the Rookie Classification is the entered driver with the highest total number of points of all races. For the Rookie Classification to take place, a minimum of three applicable drivers must have permanently entered the Series.

13.3.2. Driver classification – BMW M2 CS Racing Cup Benelux

13.3.2.1. Overall Division Classification

The Overall Division Classification is the official driver championship classification of the BMW M2 CS Racing Cup Benelux.

All results of the individual races count towards the final Overall Classification at the end of the year. There is no void or 'dropped' results.

The winner of the 2021 BMW M2 CS Racing Cup Benelux is the entered driver with the highest total number of points in the Overall Division Classification from all races.

13.3.2.2. PRO Classification

Drivers aged under 40 are classed as PRO Driver. As such, drivers born in 1980 or later are classed as PRO Driver for the first time in the 2021 season. The PRO Classification is independent of the Overall Division Classification; however, it uses the same points awarding table.

All results of the individual races count towards the final PRO Classification at the end of the year. There is no void or 'dropped' results.

The winner of the PRO Classification is the entered driver with the highest total number of points in the PRO Classification from all races.

For the PRO Classification to take place, a minimum of three applicable drivers must have permanently entered the Series.

13.3.2.3. PRO/AM Classification

Drivers aged under 40 are classed as PRO/AM Driver if they have none or few racing experience. As such, drivers born in 1980 or later are classed as PRO/AM Driver for the first time in the 2021 season. The PRO/AM Classification is independent of the Overall Division Classification; however, it uses the same points awarding table. This decision of the PRO/AM classification lies in the hands of the organizer and their decision is final.

All results of the individual races count towards the final PRO/AM Classification at the end of the year. There is no void or 'dropped' results.

The winner of the PRO/AM Classification is the entered driver with the highest total number of points in the PRO/AM Classification from all races.

For the PRO/AM Classification to take place, a minimum of three applicable drivers must have permanently entered the Series.

13.3.2.4. AM Classification

Drivers aged 40 or older in the year in question are classed as AM Driver. As such, drivers born in 1981 are classed as AM Driver for the first time in the 2021 season. The AM Classification is independent of the Overall Division Classification; however, it uses the same points awarding table.

All results of the individual races count towards the final AM Classification at the end of the year. There is no void or 'dropped' results.

The winner of the AM Classification is the entered driver with the highest total number of points in the AM Classification from all races.

For the AM Classification to take place, a minimum of three applicable drivers must have permanently entered the Series.

13.3.3. Guest drivers

Guest drivers will be awarded points and may participate in any podium ceremonies as applicable.

13.3.4. Team Change

It is permitted for a driver to change teams during a season and to continue scoring points for the Overall Driver Championship, the AM or Rookie Classification. It is permitted for a driver to use a car already registered and entered by a team, however if the driver intends entering a new car then the competitor must submit a new "Application of Entry" and the appropriate fees to the Series Organiser.

13.4. Equality of points

- a) Points for all the positions which are tied will be added together and shared equally.
- b) If there is a tie of positions in the championship classifications at any time, the positions will be determined by the highest number of first place results, then second place results and so on, achieved at the given time during the 2021 Series in the championship classification in question until the tie is resolved.
- c) If, after application of this rule, a tie remains, the decision is made based on the better result of the final race.

13.5. Publication of points

Points standings will be published by the Series Organiser in an official Team Information communication after the end of each Event. Should an error in any classification require a correction to be made after publication, this can be done by the Series Organiser. Any questions or complaints concerning the Series classifications must be submitted in writing to the Series Organiser and be received within seven days of the first publication of the points or prizes concerned.

The points classifications will be considered final seven days after the end of the last Event of the season and, subject only to any ongoing judicial or sporting matters, from that time no further amendments or corrections will be made. In case of any disputes concerning point or prize attributions, these will be decided by the Series Organiser.

14. PRIVATE PRACTICE AND TESTING

There is no restriction on private practice or testing.

15. ADMINISTRATIVE CHECKS

The entrant and driver must ensure that all the necessary documents as set out in the organiser's rules of participation are submitted by the correct date and time for licence verification. Failure to comply with this requirement may result in driver(s) not admitted to the (final) entry list of the Event. The following documents must be presented by the driver/entrant:

- Entry confirmation
- Entrant's license
- Driver's license
- Possible ASN confirmation

- Medical aptitude form
- Authorisation to take part in Events abroad

Full season entries into the BRS only need to present the above-mentioned documents at the first round of the season or if any modifications have taken place since the last check. Nevertheless, all these documents need to be present at the Event and must be produced without any delay should the Series Organiser, the Event Organiser or a representative from an ASN or the FIA make this request.

15.1. Timetable for administrative checks

See relevant Supplementary Regulations for the Event or official notice board.

15.2. Drivers' briefing

A mandatory Drivers Briefing will be held at the beginning of each Event. Should a driver fail to attend the Drivers Briefing the driver in question will receive a 150EUR, - penalty. In exceptional cases a driver can request permission to be absent from the Drivers Briefing from the Race Director. The time and location of the Drivers Briefing will be published in the Supplementary Regulations of the Event.

In any event, a driver who misses the Drivers Briefing, must present himself to the race director in order to have a personal briefing, before taking part in the racing activities of that Event. In case two drivers are entered on one car, the driver of the two who takes the start must be notified during the Drivers Briefing to the series coordinator.

15.3. Team Managers' Meeting

The time and location of the team managers' meeting is specified in the internal Event schedule. Participation is mandatory for all team managers. Any non-attendance may result in a penalty.

16. SCRUTINEERING / TECHNICAL CHECKS

The drivers or their representatives must present their race vehicle and the compulsory driver's safety equipment that will be used during the Event at scrutineering. The vehicle must be presented in the configuration as it will be used in the competition (including starting numbers) and it must comply with the applicable Technical Regulations.

The following vehicle documents must be presented:

- Technical passport: folder of the car with registration documents of engine, gearbox, chassis
- Certificate for rollover structure
- Certificate for the FT3 Fuel Tank if applicable

16.1. Scrutineering

Initial scrutineering of the car and of the drivers' equipment will take place in accordance with the timetable, specific to the Event. A safety sheet will be made for the driver safety equipment by a representative of the local ASN at the first Event of the season. This safety sheet approves the safety equipment for the complete season. Every replacement or change must be notified to the Technical Scrutineer.

The list of drivers and cars allowed to take part in the Free Practice will be published by Stewards after scrutineering and administrative checks and before the first session. No car may take part in the Event until it has been approved by the Scrutineers. Drivers may delegate the task of taking their equipment to scrutineering to a team representative.

Cars have to be conform to the obligatory stickering and advertising before being presented for scrutineering: see technical regulations

16.2. Scrutineering procedures

The scrutineers may:

- check the eligibility of a car at any time during an Event;
- require a car to be dismantled by the competitor to make sure that the conditions of eligibility or conformity are fully satisfied;
- require a competitor to pay the reasonable expenses which exercise of the powers mentioned in this article may entail;
- require a competitor to supply them with such parts or samples as they may deem necessary;

- Request at any time for the team to produce valid certificates for the rollcage and fuel cell. Competitors are obliged to deliver copies of those to the organiser at their first Event.

Any car which, after being passed by the Scrutineers, is dismantled or modified in a way which might affect its safety or call into question its eligibility, or which is involved in an accident with similar consequences, must be re-presented to the Technical Scrutineer.

The names of the scrutineers during an Event are stated in the Supplementary Regulations of this Event and/or in article 3 of these regulations. They may be provided by the promoter or deployed by the Series organiser. Once technical scrutineering is completed, the vehicles may only leave the paddock with the permission of the Race Director. After returning the vehicles to the paddock, the corresponding vehicles must be presented to the Scrutineers of the entrant's own accord. An engine or gearbox change must be approved in advance by the Series organiser in writing. It is not permitted to drive the competition vehicles on public roads.

16.3. Parc Fermé

At the end of the qualifying sessions and after the finish of the race, all cars must make their way directly from the track, under their own power and driven by the driver who has participated in the qualifying session or race, to the Parc Fermé. The presence of a representative of the competitor is required, no later than 5 minutes after the race finish. In case Parc Fermé checks are delayed due to absence of a team representative the car in question may be disqualified by the Stewards of the Event for obstructing Parc Fermé procedures.

Should a car for any reason not be able to make its way to the Parc Fermé under its own power, it is the responsibility of the team manager to communicate this to the Race Director, so an alternative means of transportation can be arranged, unless the car is stopped on track in which case the Race Director and marshals will always order the transportation to Parc Fermé.

The location of the Parc Fermé will be announced in the Supplementary Regulations of the Event. In the designated Parc Fermé area only the duly appointed officials are authorised to give instructions to the competitors who shall at all times follow these instructions. Parc Fermé will last at least 30 minutes after the provisional race results have been published, though the ASN Scrutineers, the Stewards of the Event or the Race Director may extend that period for as long as considered necessary.

Any infringement of the Parc Fermé protocol will be reported to the Stewards of the Event. In case of frequent infringements, the organiser is allowed to apply additional penalties such as a loss of championship points or the Stewards of the Event might add disqualification from the Event or championship.

16.4. Data

See Technical Regulations.

16.5. Technical compliance

See Technical Regulations.

16.6. Camera system

See Technical Regulations.

At all times may the race director or Stewards of the Event request that footage from on-board cameras. For evaluation of driving conduct or as evidence used to investigate any incident.

17. RUNNING OF THE COMPETITIONS

17.1. Pre-start

The pre-start is the line-up of all vehicles before entering the circuit for the free practice, qualifying and races. All vehicles must be driven by the driver from the team awning/pit to the official pre-start. Possible exceptions will be notified by the Series organiser at the start of an Event in each case. All drivers must be ready for collection in full racing clothing in their team awning/pit at the time defined in the schedule or as indicated in the Drivers Briefing. Should a participant not be ready in time he/she has no right to take part in the relevant session or race. The final decision on participation in the session or race is taken by the Stewards of the Event.

17.2. Free Practice

Two Free Practice sessions, up to 25 minutes each (unless otherwise indicated in the Supplementary Regulations or Briefing), are scheduled for each Event.

The order of the cars in the pre-start is determined by the result of the preceding race. For the first pre-start of the season, the order of the cars will be determined by a draw. Guest Drivers will be placed at the back in the order of their competition numbers.

The free practice session time duration may be reduced should it be temporarily stopped for reasons of safety or Force Majeure.

Any Drivers who were not classified in the previous Race, will be placed in the Pre-Start in the following order:

- a) Any Driver who participated in the previous Race but was not classified.
- b) Any permanently entered Driver who did not participate in the previous Race.
- c) Any Guest Drivers.

Within each of the cases a) to c) above, the Drivers will be placed in the order of their Competition Numbers.

The order of the cars in the Pre-Start of the second Session is determined by the classification of the first Session.

If more entered/nominated Drivers are present for an individual Race Event than permitted in the Supplementary Regulations for the respective Event, the Series Organiser may determine a regulative procedure (via bulletin) which decides on admission to Free Practice and qualifying for the Race/Races of the corresponding Event.

Any car unable to leave the Pre-Start area and enter the Track with the rest of the cars will be given a further minute (60 seconds) to leave the Pre-Start area and proceed to the Pit Lane. After this time, any car which has not left the Pre-Start will only be permitted to proceed to the Pit Lane at the sole discretion of the Race Director.

No driver may start in the race without having taken part in at least one Practice session.

During all practices there will be a green and a red light at the end of the Pit lane. Cars may only leave the Pit Lane when the green light is on. Additionally, a blue flag and/or a flashing blue light will be shown in the Pit Exit to warn drivers leaving the Pit Lane if cars are approaching on the Track.

Any driver causing a session to be stopped may be referred to the Stewards and may receive a penalty.

17.3. Qualifying

During the Qualifying sessions article 21 of these regulations will apply.

In case two drivers are entered on one car, each driver needs to drive one qualifying fully and afterward drive the associated race. Which one, from the two drivers, drives which qualifying session is free to choose.

The qualifying sessions will be divided in the following way (unless otherwise in the supplementary regulations):

Qualifying for race 1:

15 minutes of qualifying

Break:

Break of 5 minutes between the first and the second qualifying. During the break, cars will be in parc fermé conditions in the pit lane.

Qualifying for Race 2:

15 minutes of qualifying

Qualifying for Race 3:

The average of the fastest Q1 lap and Q2 lap will determine the starting grid of the long race 3.

The format will be explained to the drivers in the Drivers Briefing. Only change of tyres, check of tyre pressure and change of driver is permitted during the break. This break equals the period between the end of qualifying session 1 as shown on the timing screen, and the green lights indicating start of session 2.

In case of accident/incident, the entrant can be allowed by the BRS technical manager or scrutineer, to repair the damage.

If the weather conditions change between the 2 qualifying sessions, the Race Director can allow the following changes:

- change of tyres
- anti-roll bar adjustment
- position of the wing

The driver needs to participate all qualifying sessions relevant for his driver status. The Parc Fermé time period starts immediately after the qualifying session is complete (in other words, as soon as the session expires on the timing screens). Any car still out on track must immediately make its way into pitlane or Parc Fermé. It is not allowed to connect laptops or any device serving the same purpose to the car. In case of technical problems, the Technical Scrutineer or his representatives might grant a team the right to, under their supervision, break the Parc Fermé regulations to the extent that it is necessary to repair the damage.

All participants must qualify for their respective race(s). Admission to the starting grid and the races is dependent on the result of the qualifying session.

A driver can only be admitted to a race by participating in the qualifying session and achieving a qualifying time not exceeding 120% of the fastest driver in the qualifying session in their class.

Admission of drivers who have not qualified will be decided by the Stewards of the Event in consultation with the Race Director, the Clerk of the Course after a written application by the entrant/driver. Any decision of the Stewards of the Event regarding this is final.

17.3.1. Incidents during the timed practice or qualifying sessions

In the event of a driving infringement during the timed practice / qualifying sessions, the Stewards of the Event, or the Clerk of the Course and/or Race Director may drop the driver as many grid positions as they consider appropriate. Unless it is absolutely clear that a driver committed a driving infringement, any incident will normally be investigated after the relevant session. If, in the opinion of the Stewards of the Event, a stoppage is caused deliberately, the driver concerned may have his times from that session cancelled (in substitution or in addition to other available penalties) and may not be permitted to take part in any other timed practice session that day.

17.3.2. Stopping the timed practice or qualifying sessions

The Race Director or the Clerk of the Course may interrupt timed practice and qualifying sessions as often and for as long as he thinks necessary to clear the track or to allow the recovery of a car. In the case of free practice only, the Race Director or the Clerk of the Course may decline to prolong the free practice period after an interruption of this kind with the agreement of the Stewards of the Event.

17.4. Races

The BRS consists of 15 races, divided over 5 Events, 3 races per Event, organised as circuit races. The Sprint races will run to a time limit of 30 minutes. The Endurance race will run to a time limit of 55 minutes.

A race will not be stopped in the Event of rain unless the circuit is blocked, it is dangerous to continue, or due to a general force majeure in the Event. If a car stops during the race, it must be removed from the track as quickly as possible so that its presence does not constitute a danger or hinder the other competitors. If the driver is unable to drive the car from a dangerous position, it shall be the duty of the marshals to assist him. He may also be moved with help other than that of the marshals (i.e. any equipment, e.g. tractor, etc.) and re-join the race. The assistance of the marshals and their equipment may not be used to start the engine (e.g. 'bump-starting') under penalty of disqualification. During the race, drivers leaving the pit lane will do so only when the light at the pit lane exit is green and under their own responsibility. A marshal with a blue flag, or a blue flashing light, will also warn the driver if cars are approaching on the track.

17.5. Starting grid

The starting grid for sprint race 1 will be determined by the fastest times achieved in the first qualifying session, counting towards sprint race 1.

The starting grid for sprint race 2 will be determined by the fastest times achieved in the second qualifying session, counting towards race 2.

The starting grid for endurance race 3 will be determined by the average fastest times achieved in the first qualifying session and the second qualifying session. The starting grids will be determined purely by the times achieved. The fastest lap times of each driver will be published after the qualifying. Pole Position according to the definition of the FIA track license will be held by the driver with the fastest lap time. The driver with the second fastest time takes position two etc. Should two or more cars have set identical times, priority will be given to the one which set it first.

If one or more than one driver has not set a lap time, these drivers will be placed at the end of the starting grid in the following order:

- the drivers who have started a timed lap
- the drivers who have not started a timed lap

Drivers whose lap times were cancelled by decision of the Race Director or the Stewards of the Event must in all cases start the race behind the aforementioned drivers at the end of the starting grid. In case no time was set during any or both qualifying sessions, regardless of the reason, the car will be relegated to the back of the grid for the endurance race. Any competitor whose car(s) is/are unable to start for any reason whatsoever (or who has good reason to believe that their car(s) will not be ready to start) must inform the Clerk of the Course accordingly at the earliest opportunity. If one or more cars are withdrawn before this time the grid will be closed up accordingly. Any car which has not taken up its position on the grid by the time the 5-minute signal is shown must start from the pitlane and their place will remain empty.

17.6. Starting procedure

All cars will be lined up in a 1 x 1 staggered formation for standing starts or 1 x 1 side-by-side formation for rolling starts and the rows on the grid will be separated by at least 8 metres. The car appointed to start in first position will be positioned on the pole position location, designated as such by the FIA, and can vary between standing and rolling starts.

Before the start of the race, the cars will leave the pitlane/pre-start to cover a (partial) reconnaissance lap, or otherwise defined in the Drivers Briefing. At the end of this lap they will stop on the grid in starting order with their engine stopped.

Any car which is still in the pitlane/pre-start when the pit exit is closed can start from the pit lane, but only under the direction of the marshals when the pit exit light, green is given. The car may be moved to the pit exit only with the driver in position in the car.

17.7. Starting countdown

The approach of the Start will be announced by signals shown five minutes, three minutes, one minute and thirty seconds before the Start of the Formation Lap, each of which will be accompanied by an audible and visible warning.

5 minutes signal:

Pit Lane exit, and access for cars to the Starting grid, will be closed. Any car failing to leave the Pit Lane at that time, will have to Start from Pit Lane.

No more work is allowed on the car and the car should be on the ground. Any car which is not lowered to the ground, with four wheels when the 5 minutes signal is given, will receive a time penalty of 10 seconds.

3 minutes signal:

All Team staff, with the exception of 1 person per car, must leave the grid. Drivers need to be in their cars in full racing clothing wearing the helmet with their seatbelts fully fastened.

1 minute signal:

Engines will be started all remaining people except any Officials must leave the grid.

15 seconds signal:

15 seconds after this signal, a green flag/light will be shown at the front of the grid whereupon the cars will begin a Formation Lap, maintaining their starting order. During this Lap, Practice Starts are forbidden and the formation must be kept as tight as possible, with a maximum of 5 car lengths between the cars.

17.8. Formation Lap behaviour

Any driver who is unable to start the formation lap must indicate this to the marshals and by illuminating his 4 indicators. When leaving the grid, all drivers must proceed at a greatly reduced speed until clear of any team personnel or marshals standing beside the track. Marshals will be instructed to push any car (or cars) remaining on the grid into the pit lane by the shortest route as soon as all cars able to leave the grid have done so. Any driver being pushed from the grid may not attempt to start the car and must follow the instructions of the marshals.

Overtaking during the formation lap is only permitted if a car is delayed when leaving its grid position and cars behind cannot avoid passing it without unduly delaying the remainder of the field. In this case, drivers may only overtake to re-establish the original starting order. When the remainder of the field has passed the delayed car before the starting line, the delayed car is not allowed to overtake and re-establish the original starting order but must start at the back of the grid. If more than one driver is affected, they must form up at the back of the grid in the order in which they left to complete the formation lap.

A time penalty will be imposed on any driver who, in the opinion of the Stewards of the Event, unnecessarily overtook another car during the formation lap. Yellow flags will be displayed at all observation posts. If there is an official car leading the grid, the speed of the organiser's official car must be around 80 kph during the formation lap.

17.9. The start

2x 30 minutes Sprint races: Standing start

1x 55 minutes Endurance race: Rolling start

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17.9.1. Standing start procedure

At the end of the formation lap all cars will proceed with reduced speed to their starting position. The automobile shall be placed in their designated starting box with the front spoiler lip behind of the starting line. The start countdown will be given by means of red starter lights coming on. When all red lights have been illuminated, they will be extinguished all at once, which will act as the starting signal. If during the standing start a minor problem arises this will be indicated by yellow flashing starting lights and yellow flags shown by the marshals. The cars will remain at their starting position with the engines shut off. As soon as the problem causing the cancelled start is removed the starting procedure countdown will restart from the 1-minute signal and the cars will leave for another formation lap.

17.9.2. Rolling start procedure

At some point in the last sector of the formation lap the organiser's official leading car will extinguish his lights, thereby transferring the role of leading car to the pole position driver. At this point all cars will move back into their side-by-side starting formation and weaving is no longer allowed. The organiser's official leading car will then drive away from the formation and pull off at the end of the lap with the cars continuing on their own with the pole position car leading at a minimum speed of 70 km/h and a maximum of 90 km/h. Any divergence between the prescribed speeds (70/90 km/h) or any irregular behaviour by a car before the start is given will result in a Stop and Go penalty. The starting signal will be given by means of green starting lights shown. Overtaking will be allowed as soon as the green starting signal is given. If during the rolling start a problem arises when the cars reach the starting line at the end of the formation lap of the grid, the red light will stay on.

Yellow flags will be displayed at all observation posts. The cars, with the pole position leading, will complete a new formation lap. They will be joined and led by the safety car and will continue for another lap. If additional formation laps are necessary, only the first two laps will not count towards the total distance of the race. The total number of additional laps, whether they be formation laps or laps covered behind the safety car, is two. If more than two additional formation laps are necessary, the start will be considered as having been given at the end of the second additional formation lap.

17.9.3. Start Delayed

In case of a major delay, as a blocked circuit or extreme weather conditions, the start may be delayed for a longer period. In such case the teams and drivers will be informed by the Start Delayed sign being shown. As soon as a new start time is known the starting procedure will recommence from the 5-min signal.

17.9.4. Wet Race Procedure

- 1) A wet race or wet track is announced on the basis of a decision by the Race Director/Clerk of the Course by displaying the “wet race” or “wet track” board (messages will also be displayed on the electronic timing screens where possible). In this case, the decision is left to the entrants/drivers as to whether they wish to take appropriate measures (change tyres).
- 2) In case the teams are hosted in the paddock, once the pit crew equipment and tyre trolleys have left the paddock, the cars will go from the paddock into the pit lane.
- 3) If a wet race or wet track is displayed or announced before the race starts, the start process is subject to the following conditions:
 - A. During the pre-start procedure**
 - The Race Director will confirm where tyres may be changed and the procedure for doing so.
 - The normal start procedure will then begin from the 5-minute signal. If the weather conditions continue the Race Director may decide to start the race behind the Safety Car.
 - B. During the start procedure (on the grid) before the formation lap**
 - The competitors are shown the Start Delayed board
 - The Race Director will decide where teams may change tyres and issue instructions accordingly
 - The normal start procedure will then begin from the 5-minute signal. If the weather conditions continue the Race Director may elect to start the race behind the Safety Car.
 - C. During the Formation Lap**
 - The start is aborted
 - The Race Director will decide where teams may change tyres and issue instructions accordingly
 - The normal start procedure will then begin from the 5-minute signal. If the weather conditions continue the Race Director may elect to start the race behind the Safety Car.
- 4) Once a race has started, the teams and drivers are free to choose slick tyres or wet-weather tyres at any time without waiting for the Race Director to declare a “Wet Race” or “Wet Track”. Any car running on wet-weather tyres must have its rain light and headlights switched on.

17.9.5. Start Infringements

A penalty will be imposed for any infringement during the starting procedure or false starts. The Race Director and Stewards of the Event may use any form of technical means or assistance available which enables them to make better informed decisions. In case of a jumpstart, the driver will be punished with a 5 second time penalty.

17.10. Mandatory pitstop during the Endurance Race

During the Endurance Race a pitstop to accommodate the driver change is mandatory. Solo drivers will also have to adhere to all of the regulations regarding the mandatory pitstop as they are applicable to cars with two drivers. But the solo driver will need to simulate a driver change by getting completely out the car touching the ground in the pit lane with both feet. The minimum pitstop time is set on 2 minutes, taking into account the time driven from the entry timing loop to the exit timing loop and the obligatory stop or for the driver change. The timing loops will be clearly indicated during the driver briefing. The pit stop must be carried out in front of

the designated area of the team. The pit stop must be carried out by passing the pit lane entry timing loop between 25 minutes and 35 minutes respectively of the race. These times will be counted from the start of the race (green light or extinguishing of the red light).

The following Stop & Go Penalties can be applied if there is a breach of this Article:

- 1) Measured pitstop time too short: Stop & Go Penalty of the missing time
- 2) Any stopping or driving at an abnormally slow speed after the pit stop carried out: Drive-Through
- 3) All speeding over the limit of 60 km/h in the pit lane: Drive-Through
- 4) Start of the obligatory pit stop outside the obligatory pit window: Drive-Through
- 5) Not performing the pit stop: five minutes time penalty

The Race Director in cooperation with the Stewards of the Event is empowered to decide which penalty will be imposed.

However, should any of the penalties under 1-4 above be imposed and notified during the last part of the race, or after the end of the race, a 30-second time penalty shall be added to the elapsed time of the car concerned in cases 2 and 3 and a time penalty of 30 seconds plus the original Stop & Go Penalty in cases 1 and 4.

Should a driver, at any time during the execution of the mandatory pitstop, hinder another driver, for instance by driving slowly in pitlane or inappropriately parking the car, the Race Director or Stewards of the Event will apply any penalty as considered appropriate.

Any other pitstops either within or outside the pit window which do not have the purpose of executing the mandatory driver change are not bound to the reference time.

17.11. Safety car

The Safety car will be deployed according to Article 2.10 of Appendix H of the International Sporting Code.

17.12. Suspending or stopping the race

Should it become necessary to suspend or stop the Race because the circuit is blocked as the result of an accident or because weather or other conditions make it dangerous to continue, the clerk of the course shall order a red flag to be shown at all marshal posts and the abort lights to be shown at the Line. The decision to stop the Race can only be taken by the clerk of the course (or in his unavoidable absence, his deputy).

When the signal to stop is given all cars shall immediately reduce speed and proceed slowly into the Pit Lane in the knowledge that:

- a) the Race classification will be that at the end of the penultimate Lap before the Lap in which the signal to stop the Race was given;
- b) Race and service vehicles may be on Track;
- c) the circuit may be totally blocked because of an accident;
- d) weather conditions may have made the circuit undriveable at racing speed;

The first car to arrive in the Pit Lane should proceed directly to the Pit Exit staying in the Fast lane, all the other cars should form up in a line behind the first car.

Any cars in their Working Lane at the time the race was suspended will be arranged at the back of the line of cars in the Fast Lane in the order they got there.

The Safety Car will then be driven to the front of the line of cars in the Fast lane.

Whilst the race is suspended cars may be worked on once they have stopped in the Fast lane.

Only Team Members, Officials and duly accredited television cameramen will be permitted in the Pit lane.

Unless asked to do so by the Stewards, cars may not be moved from the Fast Lane whilst the race is suspended. A penalty will be imposed on any driver whose car is moved from the Fast Lane to any other part of the Pit lane.

At all times drivers must follow the directions of the Marshals.

The delay will be kept as short as possible. As soon as a resumption time is known all Teams will be informed via the Official messaging system. In all cases at least a 10 minutes warning will be given. The Starting Countdown Procedure - in accordance with article 17.7 of the present Regulation - will start precisely 5 minutes after the moment the 10 minutes warning has been given.

The race will be resumed behind the Safety Car when the Pit Exit green lights are illuminated.

The message "SAFETY CAR DEPLOYED" will be sent to all Teams via the Official messaging system, all Marshal's posts will display waved yellow flags and "SC" boards for the duration of the intervention.

The Safety Car will then leave the Pit Lane and all drivers must follow, no more than 10 car lengths apart.

The Safety Car will enter the Pits after two laps (i.e. one Out-Lap and one In-Lap) unless:

- a) the race is being resumed in wet conditions and the race director deems more than two laps necessary;
- b) all cars are not yet in a line behind the Safety Car;
- c) a further incident occurs necessitating another intervention.

When the clerk of the course decides it is safe to call in the Safety Car and as the Safety Car is approaching the Pit Entry the yellow lights will be extinguished and the yellow flags and SC board will be replaced by waved green flags with green lights at the Line.

In order to avoid the likelihood of accidents before the Safety Car returns to the Pits, from the point at which the lights on the car are turned off, drivers must proceed at a pace which involves no erratic acceleration or braking nor any other maneuver which is likely to endanger other drivers or impede the restart.

No driver may overtake another car on the Track until he passes the Line for the first time after the Safety Car has returned to the Pits.

17.13. The Finish

The end of race signal will be given by means of a chequered flag at the finish line as soon as the leading car crosses it, whether this is after the scheduled time has elapsed, or for any reason the end-of-race signal is given under green flag before the scheduled time has elapsed, or when the race is ended under safety car procedure. Should the end of race signal be delayed for any reason, the race will be deemed to have finished after the scheduled time has elapsed. The finish line applies both to the track and to the pit lane.

After receiving the end of race signal, all cars must proceed directly to the Parc Fermé without any unnecessary delay with exception of the cars required during the podium ceremony, which need to follow the marshal's instructions to proceed to the location specifically dedicated for this.

17.14. Parc Fermé

The Parc Fermé time period starts immediately after the Qualifying Session is completed (in other words, as soon as the Session expires on the timing screens) or after the Finish of the Race.

At the end of the qualifying sessions and after the Finish of the Race, all cars must make their way directly from the Track, under their own power and driven by the Driver who has participated in the Qualifying Session or Race, to the Parc Fermé. The presence of a representative of the Entrant is required, no later than 5 minutes after the Race Finish. In case Parc Fermé checks are delayed due to absence of a Team representative the car in question may be disqualified by the Stewards of the Event for obstructing Parc Fermé procedures.

Should a car for any reason not be able to make its way to the Parc Fermé under its own power, it is the responsibility of the Team Manager to communicate this to the Race Director, so an alternative means of transportation can be arranged, unless the car is stopped on Track in which case the Race director and Marshals will always order the transportation to Parc Fermé.

The location of the Parc Fermé will be announced in the Supplementary Regulations of the Event. In the designated Parc Fermé area only the duly appointed Officials are authorised to give instructions to the Entrants

who shall at all times follow these instructions. Parc Fermé will last at least 30 minutes after the provisional Race results have been published, though the Scrutineers, the Stewards of the Event or the Race Director may extend that period for as long as they consider necessary.

The Parc Fermé can only be reopened after a decision of the Stewards. The Stewards shall take such a decision after studying the Scrutineers' report.

It is not allowed to connect Laptops or any device serving the same purpose to the car. In case of technical problems, the Technical Scrutineer or his representatives might grant a Team the right to, under their supervision, break the Parc Fermé Regulations to the extent that it is necessary to repair the damage.

Any infringement of the Parc Fermé protocol will be reported to the Stewards of the Event for penalty evaluation. In case of frequent infringements, the Series Organiser is allowed to apply additional penalties such as a loss of championship points or the Stewards of the Event might add disqualification from the Event or championship.

18. TITLE AND TROPHIES

18.1. Titles Overall Division Winners

18.1.1. Title CUP Division Winner

The title: **Champion Porsche Sprint Trophy Benelux (GT3 CUP 2021)**

Will be awarded to the driver(s) that has scored the highest number of points after all of the classification Events and discards in the CUP division.

18.1.2. Title GT4 Division Winner

The title: **Champion Porsche Sprint Trophy Benelux GT4 2021**

Will be awarded to the driver(s) that has scored the highest number of points after all of the classification Events and discards in the GT4 division.

18.1.3. Title BMW M2CS RACING Division Winner

The title: **Champion BMW M2 CS RACING CUP 2021**

Will be awarded to the driver(s) that has scored the highest number of points after all of the classification Events and discards in the BMW M2 CS RACING division.

18.2. Trophies

18.2.1. Driver's Classification per division

The top three driver(s) will receive trophies at the awards ceremony after each race. The awards ceremony will take place in accordance with the organiser's regulations.

18.2.2. AM Classification

Furthermore the best placed AM driver at the end of each race receives a trophy at the award ceremony

18.2.3. Rookie Classification

Furthermore the best placed ROOKIE driver at the end of each race receives a trophy at the award ceremony.

19. ADVERTISING

See technical regulations

20. TV, BROADCASTING, ADVERTISING AND OTHER MEDIA RIGHTS

Copyright, all picture and sound rights as well as all television rights for the BRS 2021 for both terrestrial broadcasting and cable and satellite television broadcasts, all video rights and all rights for exploitation by all

electronic media are held by Cup Challenge Benelux. All manner of recording, broadcasting, repetition and reproduction for commercial purposes without the written permission of Cup Challenge Benelux shall be prohibited.

The Series Organiser is entitled to use exclusively all rights of the teams and their drivers, particularly names, logos, team equipment and car, for the production of interactive games of the Series and to assign the rights to a third party for this purpose.

The Entrant must allow on-board cameras to be mounted to their car by the partner authorised by the Series Organiser to do so. Cameras will be installed in the cars no later than 15 minutes before the Start of a Session or Race.

The footage recorded will at all times be owned by the Series Organiser and utilised for marketing and promotion activities. Team are encouraged to share the footage from their own on-board cameras with the Series Organiser representatives for the same purpose.

In case the Series Organiser purchases extra TV-material, whether raw footage or edited, during an Event, the full rights of these images remain in possession of the BRS under the provisions of any rights agreed upon with the party providing the TV footage services.

20.1. In-board camera

Unlike on-board cameras, in-board cameras are mounted inside the racing car's driver's compartment rather than outside. Users of either type of camera shall ensure that any third-party damage is prevented. During untimed practice, qualifying and the two races, competitors shall observe the following:

- private in/on-board cameras are admissible after approval by the Series Organiser;
- official TV in/on-board cameras shall be installed by the organiser or the commissioned service provider and shall be subject to scrutineering;
- the interior* of racing vehicles carrying official TV in-board cameras shall be kept free of advertising incl. any type of branding (e.g. decals of the team);
- in the event that the interior of a team's vehicle carries advertisements and the team is unwilling to remove them before using TV in/on-board cameras, the TV in-board cameras shall be installed in the vehicle of another team.

* Def.: interior: entire driver's compartment incl. interior and exterior surfaces of the windows.

21. PENALTIES

At the individual Events the Stewards of the Event are responsible for imposing sports penalties on the participants/drivers. In addition to the cases listed in the Sporting Code and other Regulations, the following circumstances or offences may always be punished by refusing permission to participate, or disqualify a participant from participating, in the Event:

- Non-compliance with the prerequisites for participation
- Non-compliance with the Regulations in the code
- Advertising for brands that compete with the Series sponsors
- Unsporting behaviour
- Failure to comply with the instructions of the Series organiser
- Refusal to undergo a vehicle check that has been ordered

If a sports penalty is issued, the costs for special examinations shall be at the expense of the entrant. All drivers must respect the track limits, defined in accordance with Chapter IV of Appendix L to the International Sporting Code. It is prohibited for the drivers to improve their lap time in qualifying when yellow flag is out in a sector.

Following penalties are defined:

Time penalties for Overtaking under yellow flag:

In qualifying: Annulment of best lap time

In race: 5 seconds time penalty

Overtaking under Safety Car Procedure:
5 seconds time penalty

Improvement of lap time in qualifying when yellow flag is out in sector(s):
Annulment of time in that particular lap.

Not respecting track limits, as defined in accordance with Chapter IV of Appendix L to the ISC:
in qualifying: time of that particular lap can be cancelled
in race: 1st infringement = warning on screen
2nd infringement = official warning with warning-flag signal
3rd infringement and onwards = 5 seconds time penalty.

The fact that penalties have been imposed by the Stewards of the Event does not rule out more extensive penalties by the relevant ASN or sport's disciplinary body. These disciplinary bodies shall also be entitled to disallow points won in BRS races.

In the case of disqualification, the points gained for the relevant race shall be forfeited. In the event of exclusion from participating further in the Series, all points won up to that point shall be forfeited.

22. PROTESTS AND APPEALS

Protests and appeals shall be covered by the International Sporting Code of the FIA. The protest fee is regulated by the parent ASN.

In accordance with the FIA International Sporting Code Art. 12.3.4, appeals may not be made against any element or decisions resulting in the application of the following penalties applied by the Stewards or the Race Director:

- a) Drive through or Stop/Go penalties including those imposed during the last laps of a race or a time penalty (in case of a drive through penalty) after the race.
- b) Penalties stating or implying the cancellation of a number of practice or qualifying lap times.
- c) Penalties stating or implying a drop of grid positions for the race.
- d) Time penalties added to the whole race time during the race.

23. EXCLUSION OF JURISDICTION OF A COURT AND LIMITATION OF LIABILITY

(1) The jurisdiction of a court is excluded for decisions of the FIA, the KNAF, their jurisdictions, the Stewards, the Series organiser or the organiser as judge.

(2) No claim for compensation of whatever kind may be derived from actions and decisions of the KNAF or its jurisdiction as well as of KNAF representatives or the Series organiser, except in the case of a damage caused on purpose or by gross negligence, except for damage or harm to life, body or health resulting from the deliberate or negligent breach of duty, including a legal representative or agents of the group of persons released from liability, and except for any other damage resulting from the deliberate or grossly negligent breach of duty, including a legal representative or agent of the group of persons released from liability.

(3) Implied exclusions from liability shall remain unaffected by the above exclusion of liability clause.

24. PLACE OF JURISDICTION

As far as there is no exclusion of jurisdiction and claims against BRS / Cup Challenge Benelux B.V. are asserted and a jurisdiction clause is admissible, The Netherlands is herewith agreed as place of jurisdiction.

25. SPECIFIC REGULATIONS

25.1. Paddock

- a) The image of the Series and the participating teams must be to a professional standard at all times. This includes, for example, team clothing, trucks, awnings, pit walls and antistatic floor coverings. Furthermore,

every competitor must ensure that all safety-relevant aspects of its team's working processes are fulfilled and observed.

- b) Only the team trucks shall have access to the Series paddock. Small trucks and trailers shall only have access to the Series paddock for the purposes of loading and unloading during the official set-up and dismantling periods. Passenger cars, motorhomes and other vehicles are strictly forbidden and shall not have access to the Series paddock at any time, except for the Leading Car. The precise times for setting up and dismantling the paddock will be determined by the Series Organiser for each Event. These times must be strictly adhered to.
- c) All trucks must be washed before they are parked in the paddock.
- d) With the exception of the official Porsche Hospitality, all other kinds of catering are prohibited in the paddock of the Series.
- e) Each competitor will be permitted one transporter and awning for a minimum of 2 and a maximum of 3 competing cars and must be parked in their designated Paddock area and may contain an area at the rear specifically for team seating and relaxation. Prior to making any change to the on-site set up and working appearance a competitor must submit a written request to, and receive approval from, the Series Organiser a minimum of 14 days prior to the first day of the Event in question. No separate hospitality or entertaining structures will be permitted by competitors/drivers within the paddock. During opening hours of the official hospitality no preparation or serving of meals is allowed in team awnings.
- f) The entire on-site setup, e.g. awnings, trucks or any other temporary structures and their components, must fully comply with the applicable laws of the relevant Event venue at the sole accountability of the competitor.

25.2. Pitlane allocation

The organiser will supply the teams with a pitlane allocation, indicating their position in the pitlane during any of the sessions or races. This allocation will be distributed during the mandatory drivers briefing. Should a driver, at any time during the execution of a pitstop, hinder another driver, for instance by driving slowly in pitlane or inappropriately parking the car, the Stewards of the Event will apply any penalty considered appropriate. Competitors must not paint lines on any part of the pit lane.

25.3. Assistance in the pitlane

During a pitstop the following people per car may enter the working lane of the pitlane and perform the tasks specified below:

1x Team Manager:

- Overseeing the pitstop who may not perform any work on the car.

2x Mechanics:

- Who can perform any work on the car except that which is specifically forbidden and/or at specific times by these Sporting Regulations;
- Who can clean the windscreen;
- Who can help with the driver change. In case this person assists with the driver change the exiting driver needs to leave the working area as soon as is safely possible.

Maximum two pneumatic or electric wheel guns may be used for wheel changes.

Only 3 team members per car and drivers wearing their racing overalls are allowed in the signalling area / pit wall during all sessions. Guests and people under 16 years of age are not allowed in the pit area.

In total a maximum of 3 people may enter the working lane during a pitstop. Any other person entering the working lane, marked by the official pit lane line, will be seen as a violation to these regulations, regardless of whether this person is a team member, or any other person connected to the team, such as VIP guests.

Any breach of these regulations, reported by judges-of-fact or other officials to race control, will be penalized by the Stewards. Technicians authorized by the organiser, such as tyre or brake technicians from the respective suppliers, may perform their specifically assigned tasks and/or measurements on the car without being counted as team members.

25.4. Instructions of the Series Organiser

Instructions of the Series Organiser and the paddock supervisors must be followed at all times. In the event of failure of any team, team member, driver, guest or other individual to comply with these regulations, the Series Organiser will notify the Stewards who may impose a penalty including a fine of at least EUR 500.00 and up to disqualification from the Event.

25.5. Publication Obligation

The nationality of the issuing licence authority must be stated for publications and podium ceremonies.

25.6. Podium Ceremony

After each race there will be an official podium ceremony for the 1st, 2nd and 3rd drivers, per division to cross the finish line including guest drivers.

A podium per division is organised in case a minimum of 5 drivers competing in the division.

In all cases, the drivers for whom a podium ceremony is held, whether it is on the official podium area of the Event or in the BRS paddock, must mandatorily attend these ceremonies and immediately thereafter make themselves available for a period of 60 minutes.

A master of ceremonies will be appointed by the organiser of the Event to conduct the podium ceremony. Trophies will be awarded to all drivers eligible to appear in the podium ceremonies. During the entire podium ceremony, except for the time during which the national anthems are being played, the drivers on the podium must leave the caps of the tyre manufacturer on their heads. The ceremony starts with ascending the podium and ends with leaving the podium after the group picture for the press.

Competitors must nominate a team member in respect of each of their cars who will return that car from the pit lane to Parc Fermé should its driver be required to participate in any podium ceremony.

25.7. Stewards' Inquiries

The Stewards of the Event may hold inquiries into incidents observed by them or referred to them by the Race Director, Technical Scrutineers, Series Organiser or other parties. The Stewards may seek evidence from any source they choose – in the case of incidents on track the Race Director shall present any video evidence available and at any time requested by the Stewards including during inquiries with competitors and drivers.

25.8. Incidents

- a) "Incident" means any occurrence or series of occurrences involving one or more drivers, or any action by any driver, which can be reported to the stewards by the Race Director (or directly noted by the stewards) which:
- necessitated the suspension of a session (red flag);
 - constituted a breach of these Sporting Regulations or the Code;
 - caused a false start in a race by one or more cars;
 - caused a collision;
 - forced a driver off the track;
 - illegitimately prevented a legitimate overtaking manoeuvre by a driver;
 - illegitimately impeded another driver during overtaking.
- b) Unless it was completely clear that a driver was in breach of any of the above, any incidents involving more than one car will normally be investigated after the session.
- c) It shall be at the discretion of the Stewards to decide, upon a report by the Race Director, if a driver or drivers involved in an incident shall be penalized.
- d) If a driver is involved in an incident, he must not leave the Circuit without the consent of the Stewards

25.9. The Track

Drivers must use the track at all times and may not leave the track without a justifiable reason. For the avoidance of doubt:

- a) The white lines defining the edge of the track are considered to be part of the track.
- b) A driver will be judged to have left the track if all four wheels of the car go beyond the white line.
- c) Any curbs installed beyond the white lines are not considered to be part of the track.

The following penalties may be applied:

a) Practice

Any driver identified by a judge of fact as having left the track (unless for reasons beyond his control) may have that lap time deleted by the Race Director.

Any driver who repeatedly leaves the track may receive a penalty, the minimum being a Stop/Go penalty of 5 seconds during the qualifying session and if not possible in the following qualifying session.

b) Qualifying

Any driver identified by a judge of fact as having left the track (unless for reasons beyond his control) may have that lap time deleted by the Race Director.

Any driver who repeatedly leaves the track may receive a penalty up to and including a deletion of all lap times.

c) Race

Any driver identified by a judge of fact as having left the track (unless for reasons beyond his control) will be at the first infringement shown a warning on screen and will be shown at the second infringement an official warning with the black and white flag.

Any driver who continues to leave the track a third time may receive a penalty, the minimum being a race time penalty of 5 seconds.

25.10. Effectiveness of the Regulations and Ranking

In the event of a conflict between the entry documents and these regulations, then the current version of these regulations shall take precedence.

26. GENERAL SAFETY

26.1. General Safety Rules

The following General Safety rules must be followed:

- official instructions will be given to Drivers by means of the signals set out in the Code;
- entrants must not use flags similar in any way whatsoever to these;
- at no time may a car be driven unnecessarily slowly, erratically or in a manner which could be deemed potentially dangerous to other drivers or any other person;
- drivers are strictly forbidden to drive their car in the opposite direction to the Race unless this is absolutely necessary in order to move the car from a dangerous position;
- during Practice and the Race, Drivers may only use the Track and must at all times observe the provisions of the Code relating to driving behaviour on circuits;
- drivers must make every reasonable effort to use the Track at all times and may not deliberately leave the Track without a justifiable reason;
- drivers will be judged to have left the Track if no part of the car remains in contact with it and, for the avoidance of doubt, any white lines defining the Track edges are considered to be part of the Track but the kerbs are not;
- should a car leave the Track the driver may re-join, however, this may only be done when it is safe to do so and without gaining any lasting advantage. At the absolute discretion of the Race Director a driver may be given the opportunity to give back the whole of any advantage he gained by leaving the Track;
- any Driver intending to leave the Track or to go to his Pit or the Paddock area must signal his intention to do so in good time making sure that he can do this without danger;
- a Driver who abandons a car must leave it in neutral or with the clutch disengaged and with the steering wheel in place;
- a car may only be pushed to remove it from a dangerous position as directed by the Marshals;

- it is the Drivers' responsibility that all clothing is worn properly and that at all times the seating position is correct and the seatbelts correctly closed. Especially the latter will be checked by representatives of the Series Organiser at the Start of sessions or after Pit Stops with Driver changes;
- animals, except those which may have been expressly authorised by the circuit for use by security services, are forbidden in the Pit Area and on the Track and in any spectator area.

26.2. Pitlane regulations

26.2.1. Pit lane safety

For the avoidance of doubt and for description purposes, the Pit Lane shall be divided into two lanes. The Lane closest to the Pit wall is designated the "Fast Lane ". The Lane closest to the garages is designated the "Working Lane" and is unless exception the only area where any work may be carried out on a car.

Drivers must respect the designated Pit Entry and must not cross the white Line at Pit Exit, details of which will be provided in the Drivers' Briefing.

The outer Fast Lane is to be kept unobstructed to allow safe passage of cars at all times. It is the responsibility of each Entrant to release their car from the Working Area only when it is safe to do so. Cars in the Fast Lane have priority over those leaving the Working Lane.

At the Start of any Practice or Qualifying Session or the Out Lap towards the Starting grid cars can only leave their working space as soon as the Pit Exit light goes green. Queuing before the Pit Exit red light is not allowed unless exceptions explained differently during the Drivers Briefing.

Any Driver intending to Start the Race from the Pit Lane may not leave with his car from his Team's designated space until the Pit Exit is closed and must stop in a Line in the Fast lane.

When cars are waiting in the outer Fast Lane prior to exiting the Pit Lane at the Start, no work of any description may be undertaken on the car. It is permitted to use a forced air blower to cool the Driver, but any such cooling equipment must be removed from the outer Fast Lane before the Pit Lane open signal is given.

Team personnel are allowed in the Working Lane maximum 1 Lap before they are required to work on a car and must withdraw as soon as the work is complete (at the latest 1 Lap after). It is the responsibility of the Entrant to release his car after a Pit Stop only when it is safe to do so. Cars in the Fast Lane have priority over those leaving the Working Lane.

Cars must not be released from a garage or Pit Stop position in a way that could endanger Pit Lane personnel or another driver.

Competitors must provide a means of clearly establishing, when being viewed from both above and in the front of the car, when a car was released.

The use of safety stands (securing the car from dropping unintentionally from the air jacks) for any type of work underneath the car will be strictly enforced. Any non-compliance will be reported to the Stewards and penalised at the full discretion of the Stewards. Engines must not be running while a car is on jacks or other temporary supports.

Unless instructed otherwise by the Race Director in the Briefing, during all Practice and qualifying sessions cars must be parked at an angle of 45 degrees, nose in towards Pit garages, whenever they are stopped in the Team's Pit Area. When a car is ready to leave its Pit Area, the car must be pushed backwards (not reversed under its own power) with a Team Member responsible for ensuring the car is released safely and without impeding other cars.

Entrants must not paint Lines on any part of the Pit Lane. No equipment may be left in the Fast lane. A car may enter or remain in the Fast Lane only with the Driver sitting in the car behind the steering wheel in his normal position, and under its own power.

Entrants, Team Members and Drivers are responsible for the conduct and safety of their Guests in the Pit Lane area. To this end, it is the responsibility of each Entrant and/or Driver to give a Briefing to each individual Guest regarding Pit Lane safety.

Guests must carry the correct credentials at all times. Any Guest found in the Pit Lane without the correct pass will be excluded from the Pit Lane and the Entrant will be reported to the Stewards. No person under the age of 16 is permitted in the Pit Lane at any time.

26.2.2. Refuelling in the Pit Lane

Refuelling in the Pit Lane is not allowed at any time, including during Free Practice(s). Replenishing of lubricants and various fluids, without fuel, is allowed during all sessions and Races.

During any Pit Stop, the Driver is obliged to turn off his engine. For any tuning or regulating, the engine may be started with the help of an auxiliary source of energy. However, when the car goes to re-join a Race, the Driver must start the engine from his seat, using only those means available on board of the car can only be restarted when the four wheels are lowered on the ground. Infringement will lead to 5 seconds Stop and Go penalty with a mandatory engine stop.

26.2.3. Maximum speed in the Pit lane

The maximum speed in the Pit Lane during Free Practice, qualifying and Race is specified by the Series Organiser in the Supplementary Regulations and monitored by the Race Director. Unless otherwise indicated in the Supplementary Regulations, the maximum speed in the Pit Lane is 60 km/h.

The responsibility shall be on all Drivers to take due care and drive within the Pit Lane speed limit.

During practice and qualifying any driver who exceeds the limit can be penalized with a warning or more.

Drivers who repeatedly exceed the permitted maximum speed in the pit lane during free practice and qualifying may face additional penalties for speed limit violation.

During the race, any driver who exceeds the above speed limit will be penalized by a drive-through penalty.

26.3. Pitlane infringements

Any breach of the provisions of the Code or these Sporting Regulations relating to the pit lane regulations will result in penalties applied by the Race Director and/or Stewards of the Event during or after the session. Severe infringements, especially with regards to the safety of people in the pitlane, might result in the disqualification of the car and driver concerned from the Event by the Stewards of the Event.



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