

**PORSCHE**

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**CARRERA CUP  
BENELUX**

# **Porsche Carrera Cup Benelux Part 1 - Sporting Regulations 2020**



## Porsche Carrera Cup Benelux - Part 1 - Sporting Regulations 2020

Name of the Series: Porsche Carrera Cup Benelux

Status of the Events: Benelux Zone Series

Series organiser: Cup Challenge Benelux B.V. is hosting the Porsche Carrera Cup Benelux for 2020.

Parent ASN: The Porsche Carrera Cup Benelux is registered by the KNAF (ASN) .

Promoter Organisation: Cup Challenge Benelux B.V.  
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## 1. Introduction

The Porsche Carrera Cup Benelux is organised in conformity 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 Porsche Carrera Cup Benelux 2020 consists of 5 meetings of 2 races each, 10 races in total, organised as circuit races. The competitions will be run according to the KNAF Reglementen Boek 2020, Autoensport Reglement Nationaal 2020, Benelux Zone Reglement and General Regulations for Series Run on Circuits, unless otherwise specified in the rules of the respective promoters. Further in these regulations the 'Porsche Carrera Cup Benelux' will be referred with the abbreviation 'PCCB'.

### 1.1. Acceptance of the Regulations

With the signature on the "Application for Entry" or the "Application for Single-Race Entry" each entrant and driver of the PCCB 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 PCCB 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 bulletin and published on the website of the KNAF.

## 2. Organisation

### 2.1. Details on titles and awards of the Series

Cup Challenge Benelux B.V., hereinafter called the Series organiser, is hosting the PCCB for 2020

### 2.2. Name of the parent ASN

KNAF – Knac Nationale Autosport Federatie

### 2.3. ASN Visa/Registration Number

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

### 2.4. Name of the organiser/promoter, address and contacts (permanent office)

Cup Challenge Benelux B.V.  
Maastricht Randwyck  
Robert Schumandomein 2  
6229 ES Maastricht  
The Netherlands  
T +31 (0)43 790 1000

### 2.5. Contact

Mr. Olivier AERTS  
Series Manager of the Porsche Carrera Cup Benelux  
Tel.: +32 477 28 26 29  
E-mail: olivier.aerts@drivingforce.be

## 2.6. Composition of the organising committee

Mr. Olivier Aerts	Series Manager	+32 477 28 26 29
Mr. Lars Plato	Coordinator	+31 6 51027131
Mr. Armand Broekmans	Technical Manager	+49 15114396551

## 2.7. Names of the Race Direction

Mr. Pierre Delettre	Race Director	(RACB579)
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## 2.8. ASN delegates

Mr. Marc Boonman	Permanent Chairman of the Stewards	(KNAF 21094)
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## 2.9. Series Officials

Mr. Pascal Nelissen Grade	Sporting Delegate & Competitor Relations Officer	(RACB 2283)
Mr. Tom Cocquyt	Technical Scrutineer	(RACB 2135)

## 2.10. List of Officials:

See Supplementary Regulations.

## 3. 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 2020
- Anti-Doping Regulations of the National and International Anti-Doping Agency (NADA Code and WADA Code) and FIA Anti-Doping Regulations Appendix A (ISC)
- These Sporting and Technical Regulations of this Series and the KNAF approved modifications and supplements (Series or Event bulletins)
- Supplementary Regulations including modifications and supplements issued by the KNAF or the Stewards of the Event (Series or Event bulletins)
- The "Application for Entry" or the "Application for Guest Entry" signed by the entrant/driver
- Drivers Briefing notes

### 3.1. Official language

Only the English text approved by the KNAF is binding.

### 3.2. 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 ASN. Once the event starts, changes in the form of Series or Event bulletins may only be made by the Stewards of the Meeting.

(3) The Series organiser reserve the right to cancel, change or relocate the event or individual race(s), subject to approval by the ASN concerned and the FIA where the calendar is affected. Claims for damages or performance shall be excluded in such cases.

### 3.3. General definitions and PCCB code of behaviour

The PCCB is a racing series characterised by equality of opportunity and fairness – in both technical and sporting terms. Those involved in the PCCB (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 PCCB 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 PCCB, 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 PCCB 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 laws and 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 so as to develop and improve the Series and its status further on a continuous basis.

As a consequence of failing to comply with the rules of conduct, participants who

- infringe against the Regulations,
- draw attention to themselves through unsporting behaviour on and adjacent to the track,
- express themselves about or behave in a disrespectful way towards other participants, officials, organisers, etc.,
- ignore 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,
- do 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,

may be excluded from the PCCB. The decision will be taken by the Series organisation and as an infringement of article 3.3 and no reclaim of any entry fees that have already been paid to the Series organisation can be (re)claimed.



#### 4. Entries

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

The closing date for a full season entry into the PCCB 2020 has been set on July 16<sup>th</sup> April 1st, 2020 as the day on which the entry form must reach the promoter. After this date only, single round entries are accepted. The Series Organiser may, at his sole discretion, accept a full season entry that is received after this date. Only when the complete entry fee relevant for the entry has been received by the organiser can a participant enter the Championship or a single event. The entrant must submit his/her application by using the entry form provided by the promoter "Application for Entry". Extensions to a registration that has already been submitted and accepted are excepted from this regulation. Relevant is the date of receipt of the "Application for Entry" with the Series organiser.

All hospitality, entertaining and/or team catering structures organised by the driver/competitor/team will be prohibited in the Series paddock.

Any entry consists of a driver-car-team combination. This means that any change of driver on a car/team, will require a new entry form and entry fee pro rata.

The application, which must be filled in fully and signed, is to be sent to the following address:

Cup Challenge Benelux BV  
Maastricht Randwyck  
Robert Schumandomein 2  
6229 ES Maastricht  
The Netherlands  
Olivier AERTS  
olivier.aerts@drivingforce.be

##### 4.2. Entry fees

- |   |                    |
|---|--------------------|
| • Full Season Entry Fee (payment before 16 <sup>th</sup> July 2020) | 14.000 EUR ex. VAT |
| • Full Season Entry Fee (payment after 16 <sup>th</sup> July 2020)  | 14.750 EUR ex. VAT |
| • Single Race Entry Fee   | 2.950 EUR ex. VAT  |

##### Included in the Full Season Entry Fee:

- Entry fee for one vehicle and one Driver for a full season of 6 PCCB racing events
- 8 support paddock passes per racing event
- 2 parking passes for support-event car park
- 3 catering passes

##### Included in the Single Race Entry Fee:

- Entry fee for one vehicle and one Driver for a single race event
- 8 support paddock passes for one race event
- 2 parking passes for support-event car park for one race event
- 3 catering passes for one race event

##### 4.3. Commitment to participate

Entry forms are available upon request from the organisers or they can be downloaded from the official carreracupbenelux.com website in the 'team info' area. The Entrant is entitled to participate once the "Application for Entry" has been accepted and confirmed in writing by the Series organiser and the entry fee or any invoice has been paid fully before administrative checking.

**4.3.1. Competitor obligation:**

Upon registration, all full season entrant and drivers undertake to participate with each registered vehicle in all races of the Series in 2020 without exception.

**4.3.2. 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 deemed a contravention of these Regulations. Failure to participate may result in a fine of at least EUR 1,000 per vehicle and/or driver, unless the Series Organiser has previously received and accepted a request for non-participation from the entrant and/or driver. The Series Organiser will inform the Stewards with a written report. The Stewards of the Event can decide whether or not the entrant and/or driver shall be subject to a penalty.

**4.4. Starting numbers**

The participants will get permanent competition-numbers from the Series organiser for the entire season.

**4.5. Conditions**

By entering the PCCB the participant and drivers accept the terms and conditions indicated on the PCCB entry form. The organiser reserves the right to refuse any entry with notification of the refusal. The 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 3.3 (judgement solely at the discretion of the series organiser) or other wilful infringements of the Sporting and Technical Regulations without refunding any entry fee.

**5. Licences**

**5.1. Required grade of licence**

**5.1.1. Drivers**

Drivers holding a valid license as described underneath and who are registered for the PCCB 2020, 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.

**5.1.2. Entrant licences**

Each car entering a full season or single race of the PCCB 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.

**5.1.3. Guest drivers**

The Series organiser may admit guest drivers with a valid national entrant's and driver's licence in accordance with article 5.1.1. of these regulations. A guest driver will not be able to score any points.

**5.1.4. Age rules**

See KNAF Reglementen Boek 2020, reglement Licenties.

## 5.2. Conditions for applicants outside their national territory

Foreign applicants/drivers require the approval of their own ASN .

## 5.3. 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.

## 6. Insurance, Liability Exclusion and Disclaimer

### 6.1. Organiser's/promoter's insurance

In accordance with applicable Regulations.

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

The entrants/drivers attend the event at their own risk and are aware of the fact they, their 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 'PCCB entry form' document.

By filling the 'PCCB 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
  - PCCB organisation, its representatives, sponsors and suppliers
  - FIA, KNAF, RACB, their presidents, executive bodies, managing directors and general secretaries
  - D'Ieteren Porsche Import (Porsche Belgium), Pon Porsche Import (Porsche Netherlands), Autosdistribution Losch (Porsche Luxembourg), and their legal representatives
  - organisers of the events, stewards, race directors, clerks 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 track 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 any and all damage caused by them.

### 6.3. 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 PCCB 2020 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 6.2 of these regulations.

## 7. Events

### 7.1. Calendar of events\*

21-22 August	Zolder Fun Festival	Zolder	(B)
11-13 September	DTM Nürburgring	Nürburgring	(D)
25-27 September	GT World Challenge	Zandvoort	(NL)
09-11 October	DTM Zolder	Zolder	(B)
30/10 -01 November	Finale Races	Assen	(NL)

Participation in the official test days is mandatory for all championship drivers. (\*) Subject to change.

### 7.2. Eligible vehicles and max. number of vehicles authorised

Eligible to participate in the PCCB 2020 are only vehicles of the type/model Porsche 911 GT3 Cup (type 991 GEN II (MY 2017-2019)) which fully comply with the technical prescriptions of the PCCB 2020 Technical Regulations and the technical prescriptions of Porsche Motorsport found on the PMRSI website (Porsche Motorsport Race car Service Information). Each competitor can register to this website, free of charge. [www.motorsport.porsche.com](http://www.motorsport.porsche.com)

Eligible vehicles and division into classes:

The vehicles must meet the technical specifications of these rules and Appendix J 2020 (Article 277) of the International Sporting Code in full, otherwise they will not be allowed to participate in the meeting. Once the meeting has started (from the first Free Practice on) 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 meeting. The Stewards of the meeting can then allow a change of car in case of force majeure.

Vehicles submitted by "Porsche AG" may deviate from the Technical Regulations for the purposes of development. The deviations shall be referred for approval 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 Event 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.

## 8. Classes & driver categorisation:

All drivers need to apply for an FIA driver rating before they can enter the PCCB. In case of time constraints due to a last-minute entry for an event the organiser can grant a temporary categorisation, valid only for one event. Any such decision is always final. The organisers reserve the right to, only in case of exceptional circumstances, allow a driver to be categorised differently than the category assigned to him by the FIA.

Regulations are available on: [www.fia.com/fia-driver-categorisation](http://www.fia.com/fia-driver-categorisation)  
FIA Driver Categorisation online platform: [www.driverscategorisation.fia.com](http://www.driverscategorisation.fia.com)  
FIA public list: [www.driverscategorisation.fia.com/public/drivers](http://www.driverscategorisation.fia.com/public/drivers)

Note: Any driver has the right to ask the FIA to rectify his categorisation, at the latest 48 hours from the publication of its category by the FIA with the support of all the necessary proofs and documents. Without proof, the request will not be examined.

**“Pro” – class** : Drivers categorized as FIA level Silver / Gold / Platinum  
**“Pro-Am” - class** : Drivers categorized as FIA level Bronze, with much experience  
**“Am”- class** : Drivers categorized as FIA level Bronze, with less experience

Any individual interested in participating in the Championship as a Driver shall indicate on their registration form the class in which they believe they should participate. The Driver’s CV and Palmares must be enclosed with the registration form. The Series Organisation will review each individual’s selected Class 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 PCCB organisation will consider useful to decide in which class the particular driver will be divided in.

- A “Pro-Am” driver who wants to be considered to be a “Pro” driver, can ask the series organiser to be upgraded before the start of the 1<sup>st</sup> event.
- A “AM” driver who wants to be considered to be a “Pro-Am” driver, can ask the series organiser to be upgraded before the start of the 1<sup>st</sup> event.
- A “Pro” driver who, besides racing, still practices a full-time job can ask the series organiser to be downgraded before the start of the 1<sup>st</sup> event.

### 8.1. ABS-System

An ABS-system is forbidden in the “Pro” – class.

In the “Pro Am” and “Am” class – an ABS system will be accepted.

**9. Points & Classification:**

<b>Overall</b>	=	winner of the General Classification
<b>"Pro-Am"</b>	=	winner of the "Pro-Am"-Classification
<b>"Am"</b>	=	winner of the "Am" - Classification

Points are awarded, based on finishing position in a race, for the fastest lap in a race, for the fastest lap in a qualifying session. 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 PCCB driver then an alternative way of communicating will be chosen and communicated in the supplementary regulations.

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

All drivers 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. Only fully completed laps count towards the percentage calculation. The warm-up and slowdown laps do not count towards the calculation. 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 time 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:

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

Only full season entries can earn points, the driver that registers for the full season after the conclusion of the third Meeting shall not be eligible for any points.

Single race entries will be considered as guests and won't earn any points.





**Points awarding:**

**Points awarding according the race result, in each classification:**

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

**Points awarding for the fastest race laps, in each classification:**

- One point, only counting in the general classification, is awarded during each race to the driver who achieves the fastest race lap.
- One point, only counting in the “Pro-Am” - classification, is awarded during each race to the “Pro-Am” - driver who achieves the fastest race lap in “Pro-Am” - class.
- One point, only counting in the “Am” - classification, is awarded during each race to the “Am” - driver who achieves the fastest race lap in the “Am” - class.

In case a “Pro-Am” or “Am” – driver achieves the fastest race lap, one point will be awarded to this driver, counting in the general classification and one point, counting in the classification of his/her class. This means a driver cannot earn 2 points in the general classification or in the “Pro-Am” / “Am” classification for achieving the fastest valid race lap.

The fastest race lap during a race must have covered the whole circuit length distance and should not be obtained exceeding any track limits.

**Points awarding for the fastest qualifying lap, in each classification**

- One point, only counting in the general classification, is awarded during each qualifying session to the driver who achieves the fastest qualifying lap.
- One point, only counting in the “Pro-Am” - classification, is awarded during each qualifying session to the “Pro-Am” - driver who achieves the fastest qualifying lap in “Pro-Am” - class.
- One point, only counting in the “Am” - classification, is awarded during each qualifying session to the “Am” - driver who achieves the fastest qualifying lap in the “Am” - class.

In case a “Pro-Am” or “Am” – driver achieves the fastest qualifying lap, one point will be awarded to this driver, counting in the general classification and one point counting in the classification of his/her class. This means a driver cannot earn 2 points in the general classification or in the “Pro-Am” / “Am” classification for achieving the fastest qualifying lap.

## 10. Point counting:

### General Classification

The earned points during all races and qualifying sessions will be added up for the general classification for the end of the season. The winner of the PCCB will be the driver with the most earned points in the General classification.

### “Pro-Am” - Classification

The “Pro-Am” - Classification is independent of the General Classification and the “Am” Classification; however, it uses the same points awarding table. It is only open for “Pro-Am” - drivers.

E.g.: 1<sup>st</sup> “Pro-Am” - driver gets 20 points,  
2<sup>nd</sup> “Pro-Am” - driver gets 18 points, etc.

The points earned in the “Pro-Am” – class, during all races and qualifying sessions will be added up for the “Pro-Am” - Classification for the end of the season. The winner of the “Pro-Am” - Class will be the driver with the most earned points in the “Pro-Am” - Classification.

### “Am” - Classification

The “Am” - classification is independent of the General Classification and the “Pro-Am” Classification; however, it uses the same points awarding table. It is only open for “Am” - drivers.

E.g. 1<sup>st</sup> “Am” - driver gets 20 points,  
2<sup>nd</sup> “Am” - driver gets 18 points, etc.

The points earned in the “Am” – class, during all races and qualifying sessions will be added up for the “Am” - Classification for the end of the season. The winner of the “Am” - Class will be the driver with the most earned points in the “Am” - Classification.

Equality of points: Where an equal number of points is obtained by more than one driver, the decision is made based on the highest number of first places, then second places and finally the places achieved in all races of the PCCB. If, after this rule has been applied, the number of points is still equal, the decision is made based on the better result in the final race.

## 11. Title and trophies

The PCCB will award titles at the end of the year to the overall champion, the driver finishing in first position in the “Pro-Am” - Classification and the driver finishing in first position in the “Am” - Classification. These titles are respectively:

- ‘PCCB Champion 2020’
- ‘PCCB “Pro-Am” Champion 2020’
- ‘PCCB “Am” Champion 2020’



## 12. 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 PCCB 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.

### 12.1. Timetable for administrative checks

See relevant Supplementary Regulations or official notice board.

### 12.2. 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 250 EURO 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 meeting.

The team manager or his/her representative is obliged to attend and take part in the 'drivers' briefing.

### 12.3. 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 a penalty."

## 13. 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
- Up to date gearbox logbook

### **13.1. Repair, sealing and marking vehicle parts**

See Technical Regulations.

### **13.2. 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 meeting 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 conform to the obligatory stickering and advertising before being presented for scrutineering: see technical regulations

### **13.3. 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 roll cage 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 2. 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 has to be approved in advance by the Series organiser in writing.

It is not permitted to drive the competition vehicles on public roads.

### **13.4. 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 Meeting 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 Meeting or the Race Director may extend that period for as long as they consider necessary.

Any infringement of the Parc Fermé protocol will be reported to the Stewards of the Meeting for penalty evaluation. 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 Meeting might add disqualification from the event or championship.

#### **13.5. Data**

The PCCB Technical Manager or his representative has at all times the right to download any of the logged data in the car, or to request previously downloaded data by the team.

#### **13.6. Technical compliance (see technical regulations)**

Should a car be found in breach with the PCCB Technical Regulations or any other regulations relevant for the technical compliance of the car this will be reported to the Stewards of the Meeting for penalty evaluation. At all times, the organiser might add additional penalties for teams or drivers such as a loss of championship points or the Stewards might add exclusion from the event or championship.

### **14. Fuel**

#### **14.1. Fuel type and possibly single fuel**

See Technical Regulations

#### **14.2. Fuel checks**

Fuel samples may be taken by the scrutineers at any time during an event. The KNAF guidelines are applicable for taking fuel samples.

#### **14.3. Refuelling**

See Technical Regulations



## 15. Tyres

All tyres must be according with the PCCB, Technical Regulations 2020 and Sporting Regulation 2020. Only Michelin tyres are allowed. During the 2020 season, for each event, inclusive the Official Test Days, the tyres must be ordered in advance and can only be taken at the meeting from the Official Michelin Tyre Supplier - Kronos Racing S.A. Only tyres purchased from the Official Michelin Tyre Supplier can be used. All slick tyres from a previous season are strictly prohibited.

### 15.1. Tyre types

#### 15.1.1. Slick tyres

Only permitted to use slick tyres that are registered in the PCCB 2020 season.

#### 15.1.2. Wet tyres

The number of wet tyres is unlimited and will not be registered.

#### 15.1.3. Joker tyres

For the entire 2020 season, additionally 10 new slick tyres per driver can be used as joker tyres. Joker tyres must be registered before the first use. The team must present any joker tyres to the technical scrutineers for registration one hour before the respective session at the latest, where the tyres will be used for the first time. These joker tyres can be used in Free Practice, Qualifying or Race.

### 15.2. Sessions

#### 15.2.1. Free Practice

During Free Practice sessions only, the following tyres may be used:

- Slick tyres, registered during a previous PCCB race event from the 2020 season
- Joker tyres (may also be new)
- Wet tyres

#### 15.2.2. Qualifying and Race

During Qualifying and Race sessions only, following tyres may be used:

Meeting with 2 races:

- Maximum 8 new slick tyres can be used per vehicle per race event, consisting of 4 new front and 4 new rear tyres.
- Slick tyres, registered during a previous PCCB race event from the 2020 season
- Joker tyres (may also be new)
- Wet tyres

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In case a PCCB driver participates to the PSCB Long race (55min) over the weekend an extra 4 new slick tyres can be used per vehicle per event only for this race, consisting of 2 new front tyres and 2 new rear tyres.

### 15.3. Registration

The registration and delivery of the tyres take place within a certain time frame, announced by the Series organizer in the Supplementary Regulations, the event time schedule, the briefing or an event bulletin. The series Technical Manager reserves the right to change the registration time. The entrant has the right to request the tyre registration information stored for his/her cars.

### 15.4. Treatment

The pattern of the tyres may not be changed. Any chemical, mechanical or thermal treatment of the tyres is prohibited. Cleaning of the rims is permitted. The usage of a device, heat guns or any similar devices of any kind to help the removal of rubber abrasion and stones ("tyre scraping") is prohibited. An exception for 'tyre scraping' is made for used tyres, specifically designated for use during free practices sessions. Tyre scraping cannot be done during an event. This also means that tyres that have been scraped cannot be used during qualifying and or races. The use of heated covers, materials or other means that change the temperature of the tyres is prohibited for the entire duration of an event. From the time of the pre-start until the end of the session for the event approved tyres are not allowed to be covered. This applies for slick as well as rain tyres. Tyres can be placed outside to be warmed up by the sunshine, this can only be don't in a natural way without manipulations or amplifications of the sun rays.

### 15.5. Tyre damages

The Technical Scrutineers, in agreement with the Official Michelin Tyre Supplier, have the right to prohibit the use of a damaged tyre(s), if it seems unsafe to use.

### 15.6. Exceeding the tyre quota

If any quota is exceeded, a penalty will be determined by the Stewards.

### 15.7. Driver Swap

If a driver changes a team during the season, the driver must use his registered tyres, inclusive joker tyres from the previous meetings during the PCCB 2020 season.

### 15.8. Guest drivers

Guest drivers must respect the same tyre regulations than full season drivers.

### 15.9. Official Michelin Tyre Supplier

Kronos Racing S.A. : Rue des Pieds d'Alouettes 37  
B-5100 Naninne  
BELGIUM

Contact: Charles-Antoine Hastir  
Tel.: +32 (0)479 97 15 14  
e-mail: charly@kronostyres.com

### 15.10. Recap table

Note: The overview found in the table underneath is a brief recapitulation of the detailed tyre regulations found above. In all cases the detailed tyre regulations counts and not this table.

<b>FP</b>	- Slick tyres from previous meeting - Joker tyres - Wet tyres	
	Meeting with 2 races	Extra tyres only valid for PSCB long race
<b>Q &amp; R</b>	- Max. 8 new slick tyres per race event, including 4 front tyres and 4 rear tyres - Slick tyres from previous meeting - Joker tyres - Wet tyres	- extra 4 new slick tyres per event, including 2 front tyres and 2 rear tyres - Slick tyres from previous meeting - Joker tyres - Wet tyres
<b>Slick Tyres</b>	Max 8 new tyres per race event	
<b>Joker Tyres</b>	Max. 10 new slick tyres per season	
<b>Wet Tyres</b>	Unlimited	

## 16. 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 Meeting.

## 17. Free Practice

During the Free Practice sessions, article 20 will apply.

Two free practice sessions, 25 minutes each (unless otherwise indicated in the supplementary regulations or briefing), are scheduled for each event. All free practice sessions are considered part of the event meaning that the provisions in these Sporting Regulations and those in the PCCB Technical Regulations, as well as the regulations of the FIA, the parent ASN and the applicable pit and track regulations of the circuit at which the event is organised have to be adhered to. Any infringements during free practice sessions will result in penalties in accordance with the Sporting Regulations of the PCCB, Technical Regulations and the International Sporting Code.

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

## 18. Qualifying Practice/Timed Practice

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

### Qualifying for race 1:

Number of minutes for drivers "Pro", "Pro-Am" & "Am" (to be defined in the Supplementary Regulations)

Break of number of 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:

Number of minutes for drivers "Pro", "Pro-Am" & "Am" (to be defined in the Supplementary Regulations)

### Qualifying for PSCB Long Race 3:

The average of the fastest Q1 lap and Q2 lap will determine the starting grid of race 3, unless otherwise mentioned in the supplementary regulations.

The format will be explained to the drivers in the 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 PCCB 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 130 % of the fastest driver in the qualifying session.

Admission of drivers who have not qualified will be decided by the Stewards of the Meeting 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 Meeting regarding this is final.

#### **18.1. 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 Meeting, 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 Meeting, 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.

#### **18.2. 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.



## 19. Races

### 19.1. Starting grid

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

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

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 must in all cases start the race behind the aforementioned drivers at the end of the starting grid. 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.

### 19.2. Starting procedure

The races will be started with a standing start with staggered formation (GP start).

All cars will be lined up in a 1 x 1 staggered formation for standing starts. The car appointed to start in first position will be positioned on the pole position location, designated as such by the circuit licence.

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 coming into the pit lane at the end of this lap will not be allowed to go out to the track again and it will take the start from the pit lane only after the start has been given and the complete field of cars has passed the exit of the pit lane after the official start.

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.



### 19.3. 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 pitlane at that time, will have to start from pitlane. 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 when the five-minute signal is given must start the race from the back of the grid. Under these circumstances a marshal holding a yellow flag will prevent the car (or cars) from leaving the grid until all cars able to do so have left to start the formation lap.
- 3-minute 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 -second 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.

### 19.4. Formation Lap behaviour

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 has to 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 Meeting, 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. 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.

### 19.5. The start

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.

#### 19.5.1. 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.

#### 19.5.2. 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 decide 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 decide 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.

### 19.5.3. Start Infringements

A penalty will be imposed for any infringement during the starting procedure or false starts. The Race Director and Stewards of the Meeting 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.

### 19.6. The races

The PCCB consists of 10 races, divided over 5 events, organised as circuit races. The races will run to a time limit of 30 minutes after which the leading driver will receive the chequered flag the next time, he/she passes the finishing line. The finish line applies both to the track and to the pit lane.

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 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.

#### 19.6.1. Safety car:

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

#### 19.6.2. 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. 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 to the red flag line 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
- e. the pit lane exit will be open for 1 minute after the red flag signal is given

All cars must stop at the red flag line until directed by marshals to proceed to the grid, to enter the pit lane or to proceed to the parc fermé. A drive-through or equivalent time penalty will be imposed on any driver who enters the pit lane or whose car is pushed from the grid to the pit lane without being directed by a marshal or other official to do so. The procedure to be followed varies according to the number of laps completed by the race leader before the signal to stop the race was given:

### **19.7. The finish**

The end-of-race signal will be given by means of a checkered 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.

After receiving the end-of-race signal, all cars must proceed directly to the Parc Fermé without any unnecessary delay with the 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.

### **19.8. Podium Ceremony**

After each race there will be an official podium ceremony for the 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup> drivers overall to cross the finish line, regardless of their class and driver status or, in case of shared events, the championship in which the driver has been entered. In case the timing schedule allows for it, there will be subsequent official podium ceremonies for the 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup> place finishers of the PSCB 'GT3CUP' classification and 'GT4' classification. In case the timing schedule prevents such further ceremonies, an alternative ceremony will be organised in the PCCB paddock/hospitality.

All scheduled podium ceremonies will be communicated in the supplementary regulations and/or in the detailed timing schedule of the event. 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 PCCB paddock, must mandatorily attend these ceremonies and immediately thereafter make themselves available for a period of 60 minutes for the purpose of television and press interviews in the media centre.

A master of ceremonies will be appointed by the organiser of the event promoter 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.

### **20. Pitstop and Pitlane regulations during all sessions**

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 the only area where any work may be carried out on a car.

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. At the start of any practice or qualifying session or the outlap towards the starting grid cars can only leave their working space as soon as the pit exit light goes green.

Competitors 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. 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 competitor 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.

### **20.1. Maximum speed in the pit lane**

The maximum speed in the pit lane during free practice, qualifying and race is specified by the organiser in the supplementary regulations and monitored by the race director. Unless otherwise indicated in the supplementary regulations, the maximum speed in the pitlane is 60 km/h. Drivers exceeding the permitted maximum speed during a free practice, qualifying or race shall be fined, 200 EUR plus 25 EUR for each km/h over the specified limit. The penalty is to be paid to the parent ASN. 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.

Refuelling in the pitlane 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 the engine of the car can only be restarted when the four wheels are lowered on the ground. Infringement will lead to a 5 second Stop and Go penalty with a mandatory engine stop.

Only three team members per participating team (all of whom are issued with special identification should an event organizer require this) and drivers wearing their racing overalls are allowed in the signalling area / pit wall during practice, qualifying and the race. Guests and people under 16 years of age (without driver licence) are not allowed in the pit area.

### **20.2. Pitlane allocation**

The organiser will supply the teams with a pitlane allocation, indicating their position in the pitlane during any sessions or races. This allocation will be distributed during the mandatory driver 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 Meeting will apply any penalty they consider appropriate.

### **20.3. Assistance in the pitlane**

During a pitstop the following people per car may enter the working lane of the pitlane from the moment that the car is fully stopped and perform the tasks specified below:

1x Team Manager: Overseeing the pitstop who may not perform any work on the car.

4x Mechanics: Who can perform any work on the car except that which is specifically forbidden and/or at specific times by these Sporting Regulations.  
Maximum two pneumatic or electric wheel guns may be used for wheel changes.  
One mechanics can assist the driver with his installation in the race car.

In total a maximum of 5 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, recorded 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.

#### **20.4. Pitlane infringements**

Any breach of the provisions of the Code or these Sporting Regulations relating to pit lane assistance and refuelling will result in penalties applied by the Race Director and/or Stewards of the Meetings 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 Meeting.

#### **20.5. Pit stop safety and applicant's responsibility when starting from the pit area**

See article 20 of these regulations. In case of any deviations from this article during an event, this will be communicated in the Supplementary Regulations.

#### **21. Advertising**

See technical regulation

#### **22. TV Rights/Advertising and Television Rights**

The entrant must allow on-board cameras to be mounted to their car by the partner authorized by the 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 organiser and utilised for marketing and promotion activities. Team are encouraged to share the footage from their own on-board cameras with the organisers 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 PCCB under the provisions of any rights agreed upon with the party providing the TV footage services.





### 23. Infringements / penalties

At the individual events the Stewards of the meeting 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: Cancellation of best lap time of the respective session
  - 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):
  - Cancellation of respective lap 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:
    - 1<sup>st</sup> infringement = warning on screen
    - 2<sup>nd</sup> infringement = official warning with warning-flag signal
    - 3<sup>rd</sup> infringement and onwards = 5 seconds time penalty.

The fact that penalties have been imposed by the Stewards of the meeting 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 PCCB 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.

### 24. Protests and Appeals

Protests and appeals shall be covered by the International Sporting Code of the FIA article 13 and 15. The protest fee is regulated by the parent ASN.

## **25. 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.

## **26. Place of Jurisdiction**

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

## **27. General safety**

Official instructions will be given to drivers by means of the signals set out in the Code. Competitors must not use flags similar in any way whatsoever to these. 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. A car may only be pushed to remove it from a dangerous position as directed by the marshals. 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. 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. A driver who abandons a car must leave it in neutral or with the clutch disengaged and with the steering wheel in place. Save as specifically authorised by the Code or these Sporting Regulations, no one except the driver may touch a stopped car unless it is in the team's designated space, the pit lane or on the starting grid. At no time may a car be reversed in the pit lane under its own power.

Drivers safety clothing must at all times comply with the regulations stipulated in the PCCB Technical Regulations. 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 organiser at the start of sessions or after pitstops with driver changes. Any compromise to safety that is detected will be punished by the Stewards.

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.

## **28. Effectiveness of the Regulations and ranking**

In the extent that both the entry documents and the present provisions contain Regulations and these Regulations differ from one another, the present provisions shall take precedence.