



European Fun Cup 2024

Sporting Regulations

Art. 1 – Introduction

M3.be is the promoter of the Fun Cup 2024, organized following the prescriptions of the International Sporting Code 2024 of the FIA and its appendices, the National Sporting Code of the RACB Sport, the sporting and technical regulations of the European Fun Cup and its appendices, and the specific regulations of the events, to which all participants undertake to submit by the mere fact of their registration. Each member of the teams entered must have read all the regulations.

Art. 2 – Organization

2.1 Titles will be awarded in accordance with Article 8 of these regulations.

2.2 Supervisory federation: Royal Automobile Club of Belgium
 RACB SPORT
 Boulevard de la Woluwe 46/4
 1200 BRUSSELS
 Belgium
 Phone: +32 22 87 09 11
 E-mail: sport@racb.com

2.3 RACB Sport visa number: **XXXX**

2.4 Promotor: **M3.be**
Rue Charles Magnette 13 D
4000 LIEGE - Belgium
Phone: +32 494/517 088
E-mail: info@m3events.be

M3.be, hereinafter referred to as the promoter, organizes the Fun Cup. This name is recognized and sanctioned by RACB Sport and is used exclusively by the promoter.

2.5 The Organizing Committee:

Promotor:	Benoit Abdelatif	Lic. FFSA N° 221091
Event Director:	Laurent Voogt	Lic. RACB N° 1426
PR & Series Manager:	Vanessa Bouchat	Lic. RACB N° 3117
Administration:	Aline Gilson	Lic. RACB N° 4277

The organizing committee will be responsible for setting up the events. **Apart from the specific regulations for the events**, it is not within its powers to make sporting decisions concerning the competitors.

2.6 The College of Stewards for the events shall be appointed by RACB Sport. The composition of the Stewards' Panel will be defined in the specific regulations for the event.

The Stewards' Panel shall be responsible for sporting decisions concerning competitors, except for those delegated to the Race Director by Art. 17, and following all the regulations published and validated by the sporting bodies of the national federations concerned..

2.7 RACB Sport will appoint at least one technical delegate and one steward for each event.

2.8 List of officials: specified in the special regulations for the event.

The officials specified in the Supplementary Regulations and/or the Addenda shall be responsible for the tasks that concern them. They must do so with perfect knowledge of the regulations and may only take sporting decisions with the approval of the Stewards' Panel, except those expressly delegated to them by the regulations.

Art. 3 – Regulations

3.1 Official language

The French version of these Sporting Regulations shall be the definitive text to which reference shall be made in the event of any dispute as to interpretation. The headings in the document are for convenience only and do not form part of these Sporting Regulations.

3.2 Racing numbers

- The race number must strictly conform to the chassis number. In exceptional circumstances, the Race Director, in consultation with the Promoter, reserves the right to modify the allocation of numbers.
- During a night race, race numbers must be either illuminated or self-reflecting.
- Mandatory advertising will be handed out at the administrative checks.
- Numbers must be placed before scrutineering and must be present throughout the event.
- Race numbers must be placed on the top right-hand side of the windscreen. These numbers will be supplied exclusively by the Promoter during scrutineering. Under no circumstances may these numbers obscure the driver's good visibility.
- As regards the numbers on the two sides of the car (between the front and rear wings) and on the roof (which must be readable from the front of the car), the graphics are left free but the size of each number must be at least 25 cm high and at least 5 cm thick.

3.3 Mandatory advertising

- The promoter will be the sole judge of compliance with the rules below .
- Teams may apply any advertising they wish, as long as it complies with current national and international regulations.
- The following locations are reserved for the organizer:
 - The windscreen strip.
 - The whole of the underside of the car, including the sides, the front of the car, and the rear over a height of 15 cm measured from the bottom of the bodywork.
 - Five locations (one at the front, two at the rear, two on the sides of the front spoiler).
 - The upper section (12 cm high) of the rear window.
 - The position of the front headlights (= McDonald's logo/diameter 24 cm).
- The stickers supplied as part of the mandatory advertising must be fitted in the places specified, as delivered, without any change to the background, format, or color.
- This advertising must be applied at the start of scrutineering and must remain in place throughout the meeting .
- Any offending car may be refused access to the track and required to comply with the regulations before taking part in the race .
- No advertising that is contrary to or in opposition to one of the promoter's advertisers will be allowed on the cars .

3.4 Mandatory equipment

1. The use of driver's equipment complying with the European Fun Cup Technical Regulations is mandatory during training sessions and races.
2. The complete personal equipment must be presented at the technical inspection when a driver takes part for the first time. A mark may be applied during this inspection. The driver who has been checked commits to using the equipment checked. If a driver wishes to change his equipment during the year, he must have it checked.
3. Checks will be carried out during the events. Penalties ranging from a minimum financial penalty of €100 to disqualification may be imposed if a driver uses non-compliant equipment.

4. It is mandatory to wear overalls, fireproof underwear (shorts, socks, jumper), a helmet, the HANS system, gloves, shoes and a balaclava, following the Fun Cup Technical Regulations (art.14), during training sessions and races.
5. For passengers, the mandatory clothing used during the entire meeting (in two-seaters) must be checked and approved by the RACB technical stewards.
6. The My Laps Race Link X2 system is obligatory for all cars. It must be active and functional throughout the event. A note explaining how to install the system will be given when the system is purchased.
 Orders must be sent to sport@m3events.be with the name of the team and the number of the car concerned.

3.5 Briefings

1. In addition to the briefing(s) held by the Race Director, a supplementary briefing may be organized by the promoter. The time and place will be communicated at each event.
2. Each Team Manager and all the drivers must attend the various briefings throughout and sign the attendance sheet. The Team Manager is responsible for ensuring that his drivers comply with the briefing recommendations. The Stewards' Panel may grant an exemption from attending the briefing in cases of justified force majeure. The lap times of a driver who has not attended the driver briefing, with or without a dispensation, will not be taken into account during qualifying.
3. Passengers of two-seater cars must not be present at the briefing.
4. A Team Manager briefing for the two-seater cars may be held by the Race Director.

Art. 4 – Entry

1. Entries will open on the date of publication of the sporting regulations.
2. The promoter and RACB Sport may exceptionally admit a car or series that does not comply with the Fun Cup Sporting and Technical Regulations. In this case, the competitor or the promoter of the series must submit a request for an exception. The Fun Cup promoter and RACB Sport will jointly determine the conditions under which this car or series will be admitted to an event. This car or series will be entered in the Guests class. For all cars and drivers in the "Guests" class, no points will be awarded in the various Fun Cup championships.
3. Competitors who are unable to register before 18/03/2024 may do so during the season, subject to the number of places available for each event and before the entry deadline for each event. Entry fees will then be set out on the event entry forms.

All entry documents must be sent to the Promoter.

The entry fee will be retained by the organizers, even if the participant does not take the start. No refund, either total or partial, will be given to participants disqualified from the race.

The promoter reserves the right to refuse any entry.

Art. 5 – Licenses - http://www.racb.com/obtenir_sa_licence-792.html

1. Level of license required and validity

The Fun Cup is open to:

- Belgian drivers holding a license ITA, ITB, ITC-Circuit, ITD-Circuit or International D-Restricted to FunCup-FFSC-BGDC Class A/B,
- Belgian drivers holding a license Nat C-Circuit or « One Event Driver Fun Cup » (except for the Hankook 25 Hours Fun Cup),

- Foreign drivers holding a foreign license of the same level, with a mandatory authorization issued by their national federation and the agreement of RACB Sport.

The driver's license must be valid and the holder must not be under effective suspension by a competent motorsport body.

2. The promoter reserves the right to refuse any entry. Without being in any way obliged to justify this decision, which is at his discretion, the promoter may in particular decide to refuse participation in the championship or in one or more specific events to any driver who has damaged - or to any team whose directors, representatives, drivers, employees or agents, in whatever capacity, have damaged - the image or reputation of the Fun Cup, the RACB, the promoter or their partners, or the integrity (physical or moral) of their delegates, agents, representatives or employees. The same applies to any driver or team who, by their actions or statements on or off the racetrack, have behaved in a way that runs counter to the spirit, values and principles of motorsport in general or of the Fun Cup in particular.

3. Licenses

Each competitor must hold a valid competitor's license.

The rules for cardiological examinations have been modified at FIA level. A stress test will therefore be mandatory:

- Every three SEASONS for drivers between 50 and 59 years old
- Every SEASON for drivers older than 60

Art. 6 – Insurances

1. The organizer of each meeting must obtain a civil liability insurance following the FIA regulations and the National Sporting Code in effect in the country where the Event takes place. The insurance certificate will be made available to competitors.
2. The civil liability insurance defined above will not affect the personal insurance policies held by the teams, drivers or any other natural or legal person taking part in the event.
3. Drivers taking part in the event are not considered as third parties to each other.

Art. 7 – The races

A "Fun Cup" Championship and various challenges will be set up; these concern the cars (race numbers). The promoter reserves the right to change any of these dates and the format of the events.

The maximum number of events for the Series in 2024 is set at 7. The definitive list of events will be published no later than 18/03/2024. This list may be modified according to the safety measures in force.

Date	Race	Track
22-23-24 March	8 Hours of Mettet (2 x 4h)	Mettet (BE)
20-21 April	Benelux Open Races (4 + 8h)	Zandvoort (NL)
04-05 May	Franco Fun Festival (8h)	Spa-Francorchamps (BE)
19-20 May	Magny Cours Cups (8h)	Magny-Cours (FR)
04-07 July	Hankook 25 Hours Fun Cup (25h)	Spa-Francorchamps (BE)
20-21 September	Trophée d'Alsace (10h)	Anneau du Rhin (FR)
04-05-06 October	Zolder Fun Festival (8h)	Zolder (BE)

The number of cars allowed to take part in practice and to start the race is as calculated via Supplement No. 2 to Appendix O of the Code (or in agreement with RACB Sport).

If the number of applications to enter one of the rounds exceeds the maximum number as calculated above, entrants will be selected according to the following criteria:

- 1) entrants for the whole season and in order of payment,
- 2) additional entries for the full season,
- 3) entrants who have already taken part in a round of the European Fun Cup,
- 4) any other criteria defined by the promoter in agreement with RACB Sport.

The Fun Cup is reserved for cars complying with the homologation forms as set out in the regulations and technical appendices in effect.

Art. 8 – Rankings / Challenges

General rules for calculating points in the various championships and/or challenges

All results minus one, the worst, will be taken into consideration.

This worst result will be:

- the result of a 100% race;
- or
- the addition of the two worst results scored in 50% races (2 times 50%). The two half-worst results can come from different weekends. (see appendix 1)

An absence cannot be considered as the worst result. Presence in practice is considered as presence, even if the car is absent from the race in question. The "0" can therefore be considered as the worst result.

A result canceled by RACB Sport is considered a "zero result" and may be considered the worst result.

An exclusion decided by RACB Sport is considered as a "zero result" and cannot be considered as the worst result.

For each race and based on the general classification, points will be awarded according to the following scale:

- The winner will receive 70 points,
- The second will receive 62 points (50-8),
- The third will receive 58 points (70-12), the fourth 55 points (70-15), the fifth 53 points (50-17) etc. -1 point until the last classified car or a zero result.

The points coefficient for each round will be determined following Appendix 1.

If a race is made up of two separate rounds, the points will be halved, with one half awarded after round 1 and the other half after round 2. These are two separate rounds.

A "European Fun Cup" Championship and 3 challenges will be set up; these will be awarded to the cars (race numbers). The car with the most points at the end of the season will be the European Fun Cup champion.

At each event, an Evo 1 (Vintage), Evo 2 and Evo 3 classification will be drawn from the general classification. Points will be awarded for the position occupied in the Evo 1, Evo 2 and Evo 3 rankings.

The car with the most points at the end of the season in the EVO 1 challenge will be the winner of the EVO 1 European Fun Cup challenge, which will be known as the Vintage Fun Cup.

The car with the most points at the end of the season in the "EVO 2" challenge will be the winner of the European Fun Cup EVO 2 challenge. This challenge will be known as the Retro Fun Cup.

The car with the most points at the end of the season in the "EVO 3" challenge will be the winner of the European Fun Cup EVO 3 challenge.

In the event of a tie, the greatest number of final victories (taking into account all rounds, whether long or short) will be taken into consideration. If there is still a tie, the greatest number of 2nd, 3rd, etc. places will be taken into account.

To be classified in the various championships, a car must take part in at least 3 events during the season.

In the event of technical non-compliance during the event (before, during or after the start of the race), and subject to compliance with the provisions of the Sporting Code, the penalty will be decided by the Stewards' Panel.

An overall "Cup" classification:

All cars entered with at least one driver from the "Top Guns & Pro" list take part in the Cup championship.

The rules for calculating points are identical to those described above.

An overall "Fun" classification:

This classification is reserved for all cars entered in the race whose crew does not include a "Top Guns & Pro" driver.

The rules for calculating points are identical to those described above.

A "Pure" championship

This classification is reserved for "Pure" crews. A team with at least one driver from the "Top Guns & Pro" list will not be able to score points for this championship.

Crews must choose between the "Fun" or "Pure" classification no later than the day before the qualifying training sessions. A team cannot score points in both championships in the same event.

To be classified in the "Pure" championship, the crew must be made up exclusively of drivers who only race in the Fun Cup. The control period for participation in races is a maximum of 5 years. The use of a non-"Pure" driver to complete the crew is permitted only once during the current season, and therefore the crew will score championship points. This driver may not be a "Top Gun" or "Top Gun Pro" driver.

However, a tolerance is accepted for drivers who, during the five-year inspection period, drive or would have driven :

- a. In the championships/cups of the 2CV Racing Cup and/or C1 Racing Cup or similar
- b. In the championships/cups of the BGDC less than 2001 cc and/or Ford Fiesta Sprint Cup (or similar)
- c. In the championships/cups of the Legends Cars / Roadster Cup
- d. In the various championships/cups of the disciplines "Karting" and "Oval racing"
- e. In other championships not covered by the "Circuit" race regulations

The driver may or may not be defined as "PURE" at the time of his or her first participation in the 2024 Fun Cup championship or at the time of the "PURE" validation request. He or she will remain "PURE" even if, during the season, he or she participates **in one race** in a championship that does not fall within the authorized tolerance. However, the driver in question can no longer be considered a "PURE" in subsequent years.

The rules for calculating points are identical to those described above.

Teams wishing to enter their car in this championship must make this known at scrutineering and complete the entry form.

"Jippy Drivers" Podium

A "Jippy Drivers" podium will be held at each meeting for the top three classified teams whose average age at the time of the event is 45 or over.

Teams wishing to enter their car in this Challenge must make this known when passing through the administrative scrutineering and complete the entry form.

"Rookie" Challenge

The Rookie Challenge is reserved exclusively for new Fun Cup drivers competing in the European Fun Cup for the first season.

A season is considered to have started when the driver in question is classified at the end of the previous season in the "Rookie" championship.

"Top Guns" and "Top Guns & Pro" drivers may not compete in this challenge.

Teams wishing to enter their drivers in this challenge must make this known at scrutineering and complete the entry form.

The rules for calculating points are identical to those described above.

Two-seater Challenges

They are reserved for two-seater cars. There is an overall classification and a classification by division. The divisional rankings will be taken from the general ranking.

The rules for calculating points are identical to those described above. Points will be awarded as follows;

For each race, points will be awarded according to the following scale:

- The winner will receive 50 points,
- The second will receive 42 points (50-8).

The third 38 points (50-12), the fourth 35 points (50-15), the fifth 33 points (50-17) etc. -1 point until the last classified car or until a zero result.

For each race, points will be awarded in addition to the above scale based on the number of passengers embarked in the race.

Each car will receive 2 **BONUS** points per passenger embarked. These points will be added together for the various Fun Cup two-seater titles. There is no worst result in this points calculation. The points collected during the 7 meetings will be counted towards the titles.

Under no circumstances may the sum of these BONUS passenger points exceed the number of mandatory stops stipulated in this article. Except for the 25 Hours Fun Cup, each registered team will benefit from 2 "joker" events during the season, in which they will score a maximum of 7 bonuses. It is the team's responsibility to inform the organizers of the use of the joker.

If a two-seater car is not carrying a passenger, it must carry out a 30-second "Stop and Go" after stopping in the zone specified at the briefing. The duration of the stop-and-go may be specified in the event's specific regulations.

If a car has no passenger at the start, it will be obliged to do a drive-through in the first three laps after the start of the race. Changes to this penalty will be announced at the briefing.

A minimum of 5 pit stops are required per 3-hour race.

A minimum of 7 pit stops are required per 4-hour race.

A minimum of 9 pit stops are required per 5-hour race.

A minimum of 11 pit stops are required per 6-hour race (2x3h = 2x5 stops minimum).

A minimum of 15 pit stops are required per 8-hour race (2x4h = 2x7 stops minimum).

A minimum of 18 pit stops are required per 10-hour race (2x5h = 8 + 10 stops minimum).

A minimum of 21 pit stops are required per 12-hour race (2x6h = 9 + 12 stops minimum).

A minimum of 30 pit stops are required at the 25 Hours Fun Cup, 10 of which during the 6 first hours of the race.

In the case of a race where 150% of the points are awarded in the various championships, the first 7 mandatory stops must be made before the race time allowed for the awarding of points is exceeded. This information will be given at the briefings.

If a race is divided into several time slots for challenge points, the number of mandatory stops must always comply with the above regulations.

Stops must be at least 15 minutes apart. This time will be measured from the pitlane exit to the pitlane entrance at the next stop. The finish of the race is not considered a mandatory stop. Similarly, a stop during the first and last 15 minutes of the race will not be considered a mandatory stop.

In races with a mandatory Pit Window for "Monos" and where a refueling zone has been installed, the use of this refueling zone will not be authorized for "Two-Seater" cars for the full duration of the Pit Window (Pit Window Open / Pit Window Close).

Any car failing to make the required number of pit stops will be penalized by three laps for each stop missed (see table of penalties).

For a pit stop to be counted and therefore validated, a mandatory stop time must be respected, which will be communicated in the event's specific regulations.

The "Top Guns & Pro" appendix will not apply to the two-seater challenge, but for each valid stint of a two-seater driven by a Top Gun & Pro (with a mandatory passenger), the mandatory stop time will be increased by 10 seconds.

The car with the most points at the end of the season will win the Challenge.

In the event of a tie, the greatest number of validated passengers (having scored points) over the year will be taken into consideration.

If there is still a tie, the greatest number of 1st, 2nd, 3rd, etc. places will be taken into account.

A two-seater car may be entered in the single-seater category, but may under no circumstances take passengers and must comply with the technical regulations. It will not score any points in the various two-seater challenges. To be classified in the two-seater challenges, each two-seater must complete a minimum of two stints with a passenger for events outside Belgium and a minimum of five stints with a passenger for events in Belgium. Otherwise, the car will automatically be classified as a single-seater. A driver entered in one or more two-seater cars may also take part in the race in a single-seater car.

A two-seater car **WITH** a passenger must have its rear indicator light on. This rear light must comply with the technical note published by WRT.

"Team" Challenge

The "Team" Challenge is open to all teams entering one or more cars in the championship events. Teams must provide the numbers of the cars taking part before the qualifying practice sessions.

Only the first two classified cars of a team will score points in the challenge. The awarding of points and the rules in force are identical to those for other classifications and championships (except two-seater).

There will be no podiums in this challenge. The podium for this annual challenge will take place at the season's prize-giving evening.

Allocation for a Qualifying/Sprint race (maximum 1 hour)

If a qualifying/sprint race is held at a meeting, in addition to the starting order of the endurance race, championship points will be awarded based on the overall classification of the qualifying race.

Points will be awarded as follows:

- The winner will receive 20 points,
- The second will receive 16 points.
- The third 13 points, the fourth 11 points, the fifth 10 points etc. until the last classified car which will receive 1 point or a zero result

Art. 9 – Private practice and testing

Private practice sessions and tests other than those organized and/or authorized by the promoter will be authorized the week of a Fun Cup race/meeting on the track where the race/meeting will be held. Participants/teams must notify the series' race director of their participation in a test/incentive day on the track in question. This obligatory step must be communicated via the race director's Discord channel. All participants in the championship must be informed of the possibility of taking part in test/incentive days.

Crews taking part in such test/incentive days must register for any "Paying Practice" organized as part of the meeting in question.

Art. 10 – Administrative verifications

1. All drivers must attend the administrative checks. Only drivers who have passed the administrative checks will be authorized to take part in the event. Reasoned requests for dispensation from the administrative scrutineering timetable must be sent by e-mail to the event director (sport@m3events.be), and are subject to acceptance by the Stewards' Panel.
2. The timetable for administrative checks must be scrupulously respected. Failure to do so may result in a penalty ranging from a financial penalty of €125 to disqualification from the event.

Art. 11 – Technical verifications

1. Technical scrutineering takes place at each event on the calendar. All cars must attend scrutineering. Only cars that have passed scrutineering will be allowed to take part in the event. Reasoned requests for dispensation from the scrutineering schedule must be sent by e-mail to the event director (sport@m3events.be), and are subject to acceptance by the Stewards' Panel.
2. The time of the technical inspection must be scrupulously respected. Failure to do so may result in a penalty ranging from a financial penalty of €125 to disqualification from the event.
3. During each race, a Parc Fermé regime may be organized. Cars selected by the RACB Sport Technical Commission, by the promoter and/or by the Race Direction, in agreement with the Stewards' Panel, will be required to go to scrutineering for final checks following the instructions of the officials.

Art. 12 – Fuels

Only commercial petrol and diesel may be used. The special regulations for the event may specify the mandatory origin of the fuel.

Art. 13 – Pitstops

1. Driver changes are carried out in the work area ONLY.
2. Each driver who arrives at his pit must stop the engine of his car .
3. A car may only be reversed with the engine stopped.
4. The maximum speed in the pitlane(s) is limited to 50 km/h.
5. Refueling may only take place in the special zone set aside for this purpose. When refueling takes place in the pitlane working area, the driver may be changed during refueling, but no other intervention will be authorized. However, two people may help the incoming driver to fasten his seatbelts. Throughout the refueling period, the presence of the attendant and his fire extinguisher is mandatory. The car must remain on its wheels during refueling.

The participant must ensure that a mechanic with a working fire extinguisher (minimum capacity: 5 kg) is located a minimum of 2 meters and a maximum of 4 meters from the car's refueling opening during the entire refueling operation and that all refueling personnel, a maximum of two mechanics in the working lane, specifically designated for this operation each wear fireproof overalls, a fireproof balaclava, sturdy, closed shoes, fireproof gloves and fireproof goggles or a fireproof helmet.

The driver may remain in his car for the duration of the refueling, but the engine must be switched off.

All other mechanics must wear at least suitable clothing covering their arms and legs, which physically protects them from the risks of heat, fire and possible injury.

Depending on the weather conditions at the time, the race director may grant a derogation from this rule.

A financial penalty of €150 may be imposed in the event of fuel spillage at a refueling station, in addition to the cleaning of the refueling station.

Only a sign indicating the car's stopping zone may be installed, no more than one lap before the car stops. No other equipment or people may be in the work area until the car has stopped in front of its garage. Crew personnel and equipment must evacuate as soon as work is completed. No more than four mechanics may work on the car at the same time.

No autonomous equipment can function without its mechanic. One member of the team may stand in front of the car as soon as it has come to a complete stop, without intervening and solely to supervise the work of the mechanics.

Other operations:

The number of mechanics is not limited when the car is inside the pit garage.

The car may leave the pit stop area if, and only if, the safety harness(es) and helmet(s) are firmly attached and correctly positioned.

Art. 14 – Practice sessions

The number of cars allowed to take part in practice and to start the race is as calculated in Supplement n°2 of Appendix O of the Code.

Art. 15 – Practice sessions

1. There will be one or more private or free practice sessions. Their duration will depend on the schedule of each meeting. Competitors must purchase their practice tickets from the promoter.

The promoter will inform the competitors of the dates and locations of these days. Attendance is not mandatory

2. For the duration of practice, a green light and a red light will be placed at the exit of the pitlane. Cars may only leave the pitlane when the green light is on. In addition, a blue flag or a flashing blue light will be displayed at the pit exit to warn drivers leaving the pitlane if cars are approaching on the track.
3. At the end of each practice session, each driver may cross the line only once.

Art. 16 – Practices

1. At each event, there will be a qualifying or free practice session of at least 90 minutes, except in cases of force majeure.
2. Each car must have taken part in practice for a minimum of 1 timed lap per driver. The identity of the driver at the wheel will be checked at least by a pit marshal. Any driver arriving after the practice sessions will not be allowed to take part in the race(s), unless an exemption is granted by the Stewards' Panel and after an administrative and technical check.
3. The starting grid will be formed by drawing lots or by a Super Pole or a Qualification. The draw will take place in public. Information will be given before the draw or the Super Pole if cars are obliged to start from the back of the grid and/or if teams wish to start from the back of the grid. The Super Pole will be defined in the event's special regulations. The starting grid and the list of drivers allowed to start the race will be published 30 minutes before the start of the race.

During the various races, in all cases, the two-seater cars will start behind the single-seaters following the same rules as above.

4. In order to take part in the race(s), the car in question, unless an exemption is granted by the Stewards' Panel, must at least have set a time in qualifying practice equal to or less than 130% of the average of the three best times.
5. A Parc Fermé area will be defined by the RACB Technical Commission. At the end of the qualifying session, all cars must be driven immediately to this Parc Fermé area.
 - Cars on the track will be driven directly into the Parc Fermé without stopping in the pitlane, unless otherwise instructed by race officials.
 - Cars in the pitlane must be pushed into the Parc Fermé immediately by the teams.
 In both cases, drivers and teams must comply with the instructions of the officials.
6. All cars immobilized on the racetrack during a session will be brought back to the pits as soon as possible and will be able to take part in the rest of the meeting.
7. In the event of a qualifying practice session being interrupted, no protest relating to the possible consequences on the qualification of drivers admitted to the start will be accepted.
8. Should it become necessary to stop practice because of congestion on the racetrack following an accident, or because weather conditions or other reasons make it dangerous to continue, the red flag will be displayed and all the red lights will be switched on at the line. At the same time, red flags will be displayed at all the marshals' posts. When the signal to stop racing is given, all cars must immediately reduce their speed and return to their respective pits at walking pace, with no parking allowed on the fast lane. All cars immobilized on the racetrack will be removed and placed in a safe place.
9. For the whole duration of practice, a green light and a red light will be placed at the exit of the pitlane. Cars may only leave the pitlane when the green light is on. In addition, a blue flag or a flashing blue light will be displayed at the pit exit to warn drivers leaving the pitlane if cars are approaching on the track.
10. At the end of each practice session, each driver may cross the line only once.
11. The duration of the practice sessions may be adjusted by the Race Direction or by the organizer, depending on the circumstances.
12. During practice and the race(s), all drivers must wear a driver's wristband or card which gives them access to the paddocks, pits and track.

Art. 17 – Starting procedures / Races

1. Composition of teams:

During the races, each team is made up of a minimum of two drivers.

Drivers registered and appearing on the official entry list for the event may take part in the race, provided they have taken part in practice. A driver may only be entered in one Evo 3 single-seater during a race.

The "Top Guns & Pro" appendix forms an integral part of these regulations.

2. Number of stops:

During 8-hour races maximum:

- If a crew is made up of 2 drivers, they must do the same number of stints.
- If a crew is made up of 3 or 4 drivers or more, the authorized difference between the number of stints per driver is 1.

These measures will only apply if the number of stints effectively run is as planned and if the number of stints is divisible by the number of drivers. Otherwise, a difference of one stint will be accepted. In all other cases, the decision will be left to the Stewards' Panel, in consultation with the Race Director.

Pit stops will be mandatory and will take place within a 15-minute "window", during which the PITWINDOW OPEN and PITWINDOW CLOSED signs will be displayed. The signs are shown for informative purposes when the window opens and closes. However, compliance with these rules is the responsibility of the teams.

Pit stops, for whatever reason, outside the "window" will not be counted.

Double stints are forbidden.

Mandatory stop times will be confirmed at the drivers' briefings, with a tolerance of 0.5 sec allowed when calculating the validity of mandatory stop times. The mandatory stop times for the 2024 championship events are as follows:

- 8 Hours of Mettet: no time
- Benelux Open Races: 1'20" = no time
- Franco Fun Festival: no time – 5 minutes while refueling
- Magny-Cours Cups: 1'20" = no time
- Hankook 25 Hours Fun Cup: no time – 5 minutes while refueling
- 10 or 12 Heures d'Alsace: no time
- Zolder Fun Festival: 1'35" = no time

The mandatory stopping time for two-seater cars on all racetracks is 2 minutes (120 seconds).

Depending on whether or not a refueling zone has been installed, the time limit for passing through this zone will be communicated either in the event's particular regulations or during the briefings. The Race Direction reserves the right to adapt or modify this time even after the start of the race(s).

Pitstop Windows:

- Every 35 minutes for a 7-hour race;
- Every 40 minutes for a 2-, 4-, 8- or 12-hour race;
- Every 45 minutes for a 3- or 6-hour race;
- Every 50 minutes for a 5- or 10-hour race;
- No pitstop window for a race lasting more than 12 hours

In the event of a pit stop outside the regulatory time of the pitstop "window", the team will be penalized (see table of penalties - Stop & Go x seconds).

Any car failing to make the required number of pitstops will be penalized by 3 laps for each pitstop missed (see table of penalties).

A car which, for various reasons, is in the pitlane five minutes before the opening of the window and which returns to the track at least five minutes after the opening of the window (i.e. a minimum of ten minutes in the pitlane) must not make an additional stop during the same window.

3. During races of more than 12 hours, each team is made up of a maximum of eight drivers. Drivers take it in turns to drive as often as they wish. However, the maximum consecutive driving time for a single driver (including stops) may not exceed three hours. During a race lasting more than 15 hours, no single driver may drive for more than 10 hours over the total duration of the race.
4. Refueling with fuel or other lubricants is forbidden on the starting grid and will result in the disqualification of the car (Except Parc Fermé).
5. The pre-grid, grid, and start procedure will be announced at the briefing. The pole position will be following the circuit homologation.
6. As a general rule, the start will be a "rolling" start after a formation lap has been completed. However, the start may be standing if Race Direction deems it necessary. In both cases, it is formally forbidden to overtake during the formation lap, with the exception of a car in difficulty, which can neither hold its place in the group nor maintain the pace of the formation lap. If the start is of the "standing" type, the procedure will be defined during the briefing and in the special regulations for the event.

7. If a car does not keep its position during the formation lap, it will have to start at the back of the grid.
8. If a lap count is officially carried out by telemetry, no protest will be possible and the teams will be responsible for the electronic system placed in their car. In this case, only laps counted electronically will be taken into account.
9. The duration of races may be readjusted by the organizer according to circumstances. All teams will be informed by the race direction.
10. The chequered flag will be given on the finishing line to the leading driver at the end of the lap on which the prescribed time has elapsed. The winning car must cross the track-side finish line. The leader's last lap before the chequered flag must be completed in less than 15 minutes.
11. After the finish, all cars must follow the instructions of the Officials.
12. All cars will be classified, regardless of the distance covered.
13. Special case of races divided into 2 rounds.

If an event is divided into two rounds, half the usual points will be awarded in proportion to the classification of each round.

The starting grid for race 2 will be the result of the qualifying regulations. Article 16.3

A Parc Fermé will apply for the time of the technical scrutineering at the end of the event, with a maximum duration of 30 minutes after the last classified car has crossed the finish line.

Apart from this rule, there will be no Parc Fermé procedure between the two rounds.

14. All cars breaking down and/or involved in an accident on the track, according to the Race Direction's possibilities, may be brought back to the pits after the Race Director has ordered the FCY or safety car and this, up to 30 minutes before the finish of a race. The cars may continue the race once they have been repaired.
15. Safety Car (SC & VSC) and Full Course Yellow

The use of the safety car (SC & VSC) or the FCY will be in accordance with the International Sporting Code Appendix H. Procedures will be explained during the briefings.

16. Interruption of the race

If a race is suspended and cannot be restarted, no points will be awarded if the leading car has completed less than two laps. Half the points will be awarded if the leading car has completed more than two laps but less than 75% of the time originally scheduled for the race. Full points will be awarded if the leading car has completed more than 75% of the time originally scheduled for the race.

Whether the race is initially organized in one or more heats, the same points calculation system applies.

If the signal to finish the race is given for any reason before the leading car has completed the entire race, the race will be considered to be over at the moment the leading car crosses the line for the last time before the signal is given.

If the signal to end the race is delayed for any reason, the race will be considered to have ended when it should have ended.

17. Infringements and penalties:

In the event of a breach of the regulations, the Stewards' Panel may impose the penalties set out in the table of penalties (see appendix - table of penalties). Infringements listed in the table of penalties that are penalized by a "Drive Through" or a "Stop and Go" may be imposed by the Race Director.

To enable Race Direction and the Stewards' Panel to analyze incidents, crews are obliged to install a camera of their choice on board their car. The images from this camera may be used at any time by the Race Officials. The camera must be switched on as soon as the car is in motion. The images must be compatible with the "Media Player" or "VLC" system.

Crews must follow the instructions for installing the camera published by the promoter. They must ensure that it is used correctly. Any failure to use the images or the camera correctly will result in a penalty decided by the Stewards' Panel.

18. Behavior

1. Any request/question/intervention to the Race Director must be made through Competitor Relations. The names of the Competitor Relations Officers will be given in the Supplementary Regulations for the event.
2. Access to Race Direction is forbidden to any unauthorized person. Authorization may be requested via Competitor Relations.
3. Any request/complaint/question/intervention to an Official shall be made following the RACB Sport Judicial Procedure – Article 2.e.

In the event of failure to comply with points 1, 2 or 3 of this article, the following penalties may be applied:

- 1st infraction: 1 lap penalty for the car concerned;
- 2nd infraction: 5 laps penalty for the car concerned;
- 3rd infraction: disqualifying for the car concerned.

4. In the event of a breach of the rules, the penalties set out in the table of penalties may be imposed (See Appendix Table of Penalties). The penalties listed in this table do not exclude the possibility of other penalties being imposed.
5. A driver who has received a sporting penalty (incident) during a race will automatically be under investigation for his next race.
6. The podium ceremony is mandatory. Any absence, except in cases of "force majeure" recognized as such by the stewards, may result in a points penalty for the championship. This penalty will be equal to 25% of the points awarded at the meeting.
7. For any other irregularity, the penalties are left to the discretion of the Stewards' Panel. For an irregularity, even one penalized using the table of penalties, the stewards are always entitled to impose other penalties.
8. Two-seaters do not necessarily have to stop during the pitstop "windows". They will, however, have to make a certain number of stops.
9. If a crew wishes to change its car during an event, it must submit a request to this effect to the Stewards' Panel at least one hour before the start of the first race. After the possible acceptance by the Stewards' Panel, the car must be approved by the Technical Commission.
10. As soon as the "LIGHT" panel is displayed, cars must have at least one light point at the front and rear. Headlamp ramps will be authorized but they must strictly comply with the appendix to the technical regulations defining the types of headlamps authorized. For night races, it is mandatory for the headlamps to be switched off in the pitlane, while the two spotlights must be switched on.
11. "Flash Light" headlamp flashing systems are prohibited. **The abusive use of headlights is also prohibited.**

Art. 18 – Trophies, prizes and awards

Trophies, prizes and awards will be defined in accordance with art. 8.

The promoter, in consultation with RACB Sport, reserves the right to organize a championship over several years depending on circumstances and/or health obligations. Participants will be informed by an official communication.

Art. 19 – Sporting disputes

1. All protests must be made following the International Sporting Code.
2. To settle a dispute at the sporting level, competitors may apply exclusively to the sporting authorities as defined in the International Sporting Code, and may not, therefore, apply to the criminal, civil, or commercial courts. The amounts of protest and appeal will be defined by the RACB Sport National Sporting Code.

Art. 20 – Miscellaneous

1. All cases not covered by these regulations and the special regulations for the event shall be decided by the College of Stewards. Similarly, any dispute relating to the application of the sporting regulations shall be submitted to the Stewards' Panel.
2. The Race Director and/or a representative of the promoter may propose to the Stewards' Panel the modification of any point of the special regulations of the event in the interests of safety. In this case, competitors will be notified by an addendum.
3. It is the Team Manager's responsibility that each member of his team follows the regulations in effect and behaves at all times in a manner befitting the spirit of the Fun Cup.
4. Each driver in the various race teams must have read the full regulations and signed the waiver before taking part in the event.
5. By taking part, the team and/or driver recognizes the sporting authority competent to judge sporting and technical facts.
6. In the event of an incident, a driver must obtain the agreement of the Stewards' Panel before leaving the track.
7. By the fact of his participation, the team and/or driver releases RACB Sport, M3.be, the organizers and their representatives, agents, and each of them in particular, from any liability in respect of actions, costs, expenses, claims and demands relating to injury or death, loss of or damage to his person or property, however caused, arising out of or in connection with his participation in the event, whether or not as a direct or indirect result of the negligence or fault of the said organizers, their representatives or agents, M3.be or RACB Sport.
8. Any dispute relating to the technical regulations, the race discipline or the sporting regulations must be addressed in writing to the Race Direction within the time limits laid down in the RACB Sporting Code. It will then be forwarded to the stewards' panel. A cash deposit of €500 will be required. In the event of a discrepancy between the various regulations, the Sporting Regulations will take priority of interpretation.
9. No full or partial reimbursement will be given to participants disqualified from the race by the Stewards' Panel.
10. The promoter has appointed Competitor Relations Officers. He may be assisted by one or more delegates, who will be responsible for relations between the competitors, the various event managers, and the officials. In the event of a problem, this is the only person who is authorized, in the first instance, to receive complaints from competitors.

Art. 21 – Fun Cup – Two-seaters

Participation in Fun Cup two-seater races, with a passenger, is subject to the following conditions:

1. VEHICLES

- They will be recognizable by a rear LED light. This light must be permanently on if there is a passenger on board. Under no circumstances may an unapproved driver carry passengers (see table of penalties)
- A two-seater car **WITH** a passenger must switch on its rear LED light. This rear light must comply with the technical note published by WRT.

2. **DRIVERS**
 - The list of drivers of two-seater vehicles carrying passengers will be sent to RACB Sport for approval.
 - The Race Direction and/or the Stewards' Panel may at any time replace a driver whose attitude does not correspond to the spirit of his mission.
3. **PASSENGERS**
 - See appendix on licenses (obtaining licenses).
 - The Race Direction and/or the Stewards' Panel may at any time prohibit the participation of a passenger who is at risk of compromising the safety of the race.

Art. 22 – Team Manager

Function of the Team Manager or vehicle owner

Each team must designate in writing at the time of registration a Team Manager (who may be the owner of the vehicle) for each race number entered and give him power of attorney to carry out all the activities mentioned below relating to the Fun Cup.

The Team Manager may be a driver.

He/she must ensure personally and jointly with the team that all the conditions of these regulations are observed and fulfilled at all times during the event.

The Team Manager's duties include, among other things:

- Hold on to the technical documents for the event.
- Duly complete the documents relating to the various technical and administrative checks.
- At least 5 working days before an event (unless a written exemption is obtained from the promoter no later than the day before the event), confirm the participation of the vehicle(s). Sending the entry form confirms participation. If participation is not confirmed, the entry fee will be increased by 10%. If participation has been confirmed and the driver(s) in question do not appear or do not cancel their participation before 10 a.m. on the Friday morning (Thursday for the 25 Hours Fun Cup) preceding the event, they will be penalized by a financial penalty of €500. All correspondence relating to an event will be sent exclusively to teams who have confirmed their participation before the closing date.
- To ensure, as far as possible, that the vehicle and/or its drivers comply at all times with these regulations and with the Fun Cup Technical Regulations.
- Before the end of scrutineering, inform the promoter of the composition of the team that will be taking part in the event, if there is any change from the entry form.
- Take delivery of the mandatory advertising stickers.
- Take delivery of the transponder for time recording and strict compliance with the installation instructions.
- Take delivery of and acknowledge receipt of any instructions or communications from the Officials.
- Remain at the disposal of the Race Director, the Stewards' Panel and the Technical Commission at all times during the event.
- Designate a member of his team to take up a position on the starting grid in the place designated for his car during the start procedures in order to guide his driver.
- Go to the secretariat within 30 minutes of the chequered flag to return the documents and/or technical parts made available to the team (e.g. transponders, tabards, armbands, etc.).