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I. PROGRAM - WINNERS

A. PROGRAM

- Saturday 1st November

2025 Opening of entries

- Friday 16th January 2026

Closing of entries

A.1. CLASSIC

Thursday 29th January 2026

09.00 to 21.00: Headquarters opening times – rue du Fortin, 3 – 6600 Bastogne

12.00 to 19.00 (following notification timetables): Positioning by the organization of competition numbers and mandatory advertising – Parc d'Activités Economique – Rue de l'Arbre 6 in Bastogne (Service des Travaux) + Sportive controls, Allocation of competition numbers, « rally » plate & service map

13.30 to 21.00 (following notification timetables): Scrutineering, Place McAuliffe in Bastogne (6600)

Friday 30th January 2026

07.00 to 13.30 (upon invitation): Setting up by the organisation of the competition numbers and compulsory advertising – Parc d'Activités Economique 1 – Rue de l'Arbre, 6, in Bastogne (Service des Travaux) + Sporting control, distribution of rally plates and service plan

07.30 à 20.00 : Opening of the competition secretariat – rue du Fortin, 3 – 6600 Bastogne

08.00 to 13.00: For the Classic 65, Distribution of the Road Book Day 1, at the event secretariat - rue du Fortin, 3 – 6600 Bastogne and distribution of the notes of DAY 2.

08.30 to 14.30 (on invitation): Scrutineering, Place McAuliffe in Bastogne

08.30: Start of the reconnaissance for the Classic 65

17.00: End of reconnaissance for the Classic 65

5:00 p.m. to 6:30 p.m.: For Classic 50 participants,

distribution of the Road Book Day 1 at the event

secretariat – Rue du Fortin 3 – 6600 Bastogne.

17.30: Regrouping of the cars at the new zoning in Bastogne

19.00 à 21.00: Compulsory Exhibition Parade, centre of Bastogne

Saturday 31st January 2026

07.00 to 22.30: Headquarters opening times – rue du Fortin, 3 – 6600 Bastogne

07.00: Publication of the list of the cars allowed to start on TOAV

07.30: Opening of the assembly area – New industrial Estate Bastogne

08.00: Distribution of the Road Books Day-1 for Classic 50 and communication of the time of start for the different Regularity Tests, at the exit of the assembly area and each team leaves minute by the minute or 30 seconds by 30 seconds according to the list of the cars' starting order to Place McAuliffe in Bastogne and waits for its actual start time

20.30: Arrival of the first car (Classic Category) and distribution of the notes. End of the step 1 – Marquee Place McAuliffe in Bastogne

Sunday 1st February 2026

06.30: Publication of the list of the cars' starting order on TOAV

07.00 to 17.30: Headquarters opening times – rue du Fortin, 3 – 6600 Bastogne

07.00: Opening of the assembly area, New industrial estate Bastogne

07.30: Distribution of the roadbook Day 2 and communication of the ideal start time for the different Regularity Tests, at the exit of the assembly area and each team leaves minute by the minute or 30 seconds by 30 seconds according to the list of the cars' starting order to Place McAuliffe in Bastogne and waits for its actual starting time.

08.00: Start of the first car

15.45: Arrival of the first car (Classic Category). End of the competition – Marquee, Place McAuliffe in Bastogne

17.00: Publishing of the temporary results of the first 15 Classic Category on TOAV

17.30: Classic Category award ceremony on the basis of temporary results – Marquee, Place McAuliffe

Tuesday 3rd February 2026

20.00: Publishing complete temporary results on TOAV RACSPA website www.racspa.be and on the mobile app

20.30: End of the claims period. Protests must imperatively be made by email to the address info@racspa.be



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Wednesday 4th February 2026

10.00: Publishing of the definitive results of Classic 65 & Classic 50 categories on TOAV RACSPA website www.racspa.be and on the mobile app

A.2. GENERAL

- Official Notice Board:

TOAV: virtual notice board on our official website www.racspa.be, as well as on the dedicated App for smart phones.

- Headquarters during the event: rue du Fortin, 3 – 6600 Bastogne

B. HALL OF FAMES: see appendix V

Phone: (+32)4/375.97.64,
Email: info@racspa.be, Web: www.racspa.be

- Press Office

Hôtel de Ville, Function Room – Rue du Vivier, 58 in Bastogne

Friday 30 th January 2026:	from 16.00 till 19.00
Saturday 31 st January 2026:	from 07.00 till 22.00
Sunday 1 st February 2026:	from 07.00 till 16.00

Media Accreditations only on Saturday and Sunday



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II ORGANISATION

ARTICLE 1: ORGANISATION

1.1. Definition

The Royal Automobile Club de Spa organizes the "Legend Boucles®" which will take place on 31st January and 1st February 2026

This event will be run in compliance with the I.S.C. (and its appendices) of the Fédération Internationale de l'Automobile (F.I.A.), the National Sporting Regulations and the present one, under

VISA :

The Legend Boucles® in Bastogne – 67th edition is not part of any championship..

REGULARITY CLASSIC

Restricted to cars complying with Belgian driving code and in order of certificate of civil technical control.

The presence of a 6-point roll cage compliant with the current FIA Appendix K is mandatory in Classic 65 and strongly recommended in Classic 50.

Cars with a red card issued by the civil technical inspection will be accepted if the cars have a valid competition vehicle certificate ('yellow card').

All vehicles with a body cage in existence on 31 December 1990 will be accepted, without restriction. The engine fitted must be of the same make as the body cage and must have been marketed or approved by the FIA/CSI before 1 January 1992

Any cars whose motorisation has been modified from the original will be assigned with the year coefficient 1990.



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See Art 4. Vehicles & Art.5. Crews

The event is run in compliance with:

- the FIA I.S.C.,
- the National Historic Technical Regulations (if applicable)
- the present Regulations and eventual Bulletins
- the Belgian Driving Code

1.2. Organising Committee

Organisation and promotor:

Royal Automobile Club de Spa
Rue Jules Feller, 1
B-4800 Ensival
Phone (+32) 87/79.50.00

Email info@racspa.be
Web www.racspa.be

Chairman: Pierre DELETTRE

Coordinator in charge of the routes: Eric CHAPA

Marketing Manager & Event Coordinator: Pierre-Louis Delettire

Logistics & Administration: Véronique POLIS

Safety Officer: Jean-Paul MALMENDIER

Deputy Safety Officer: André MATHIEU

Competitors' relation Officer:
competitors@racspa.be

Local Coordinator: Laurent COPINE

1.3 Officials

Panel of the Stewards of the meeting:

Chairman:

Member:

Member:

Stewards Secretary: Paulette GENSON

RACB Sport Safety Manager: Alain PENASSE

RACB Sport Homologation: Henri PETIT

Clerk of the Course: Etienne MASSILLON

Deputy Clerk of the Course: Eric CHAPA
Colin KOHL

Park Responsible: TBA

RACB Scrutineering Responsible: TBA

Judges of Facts dedicated to the control of tyres:
TBA

Competitors' Relation Officers:

Boudewijn BAERTSOEN (BEL)
Pascal COLLARD (BEL)
Iwan DELHEZ (BEL)

Press Relation Officers: Vincent FRANSEN

Safety Officer: Jean-Paul MALMENDIER

Chief Medical Officer: Dr Christian W. HEN

Secretary of the meeting: Anne-Marie DE DONDER

Sporting Secretary: Isabelle W. HALLERE

Tracking Service: Tripy - Jean-Christophe SPRIMONT

Judge of Facts dedicated to the respect of the Service Areas:
TBA

Timekeeping: Tripy - Jean-Christophe SPRIMONT & JB Time
Concept - José BAILLY

III. GENERAL CONDITIONS

ARTICLE 2: ELIGIBILITY

The Legend Boucles® @ Bastogne – 67th edition is not part of any championship.

ARTICLE 3: DESCRIPTION

The LEGEND BOUCLES® @ BASTOGNE route is divided into 2 days. It will take place on closed roads. It will be of the "SECRET" type for the Regularity Classic 50 category on DAY 1 and DAY 2. It will be of the "RECCE" type only for DAY 1 in the Classic 65 category.

For all categories, the planned length of the event is approximately 200kms with 13 Regularity Tests for around 550kms.

The breakdown of the route as well as its time controls, passage controls, neutralized periods etc. are described on the Time Card and in the Road Book which gives the crews all information required to complete the route correctly. The route will be defined by tulip diagrams with distance. In principle, the road book will contain all the changes of directions. However certain notes will be added to ensure competitor safety or to confirm passage controls.

Location of assembly area: New industrial estate Bastogne
Scrutineering: Place McAuliffe – Bastogne
Headquarters during the competition: rue du Fortin, 3 – 6600 Bastogne

ARTICLE 4: ELIGIBLE VEHICLES

4.1. The homologation date of the vehicle by the FIA/CSI must be taken into consideration, not its building year for all purposes during the competition.. For vehicles never homologated, the first road registration year will be taken into



consideration and must be submitted to approval of Organising Committee.

4.2. AGE PERIOD Categories

The event will be divided into four (4) AGE PERIOD categories and into the following classes:

4.2.1. Age-period 1: up to 31/12/1961

Class 1: up to 1600 cc

Class 2: over 1600 cc

4.2.2. Age-Period Category 2: from 01/01/1962 to 31/12/1971

Class 3: up to 1300 cc

Class 4: from 1301 to 1600 cc

Class 5: from 1601 to 2500 cc

Class 6: over 2500 cc

4.2.3. Age-Period Category 3: from 01/01/1972 to 31/12/1981

Class 7: up to 1300 cc

Class 8: from 1301 to 1600 cc

Class 9: from 1601 to 2500 cc

Class 10: over 2500 cc

4.2.4. Age-Period Category 4: from 01/01/1982 to 31/12/1986

Class 11: up to 1300 cc

Class 12: from 1301 to 1600 cc

Class 13: from 1601 to 2500 cc

Class 14: over 2500 cc

4.2.5. Age-Period Category 5: from 01/01/1987 to 31/12/1990

Class 15: up to 1300 cc

Class 16: from 1301 to 1600 cc

Class 17: from 1601 to 2500 cc

Class 18: over 2500 cc

4.3. Turbo-charged and super-charged cars will be affected by 1.4 or 1.7 coefficient based on the calculation of the cubic capacity in conformity with the homologation form. Wankel turbo-Charged car will be affected by a 4 coefficient.

4.4. The four-wheel drive cars will be affected by 1.20 coefficient for cars up to 2000 cc (after possible correction due to charge) and by 1.40 coefficient for cars over 2000 cc.

4.5. Classes containing less than 5 competitors at the start after scrutineering can be merged into the higher class.

4.6. The Organizer may refuse a car if it doesn't comply with the historic spirit nor its shape. Admitted cars will be selected by the Organising Committee who has the right to accept or refuse any entry with no justification.

4.7 All tripmeters not listed below are prohibited from use during the entire event and may not be carried in the vehicle at any time.

This list is not exhaustive but any equipment not listed below must be approved by the race management before the start of the event.

At any time during the event, even in RT, the organisers may appoint de facto judges to check ALL electronic equipment

on board the vehicle and to draw up a report. The time used at the checkpoint will be a neutral time without penalty as soon as the vehicle is penalized to set off again with a new start time at the checkpoint after checking the Tripy and the absence of penalized electronic equipment on board. The allocation of a new fixed time to cover the remaining route to the next CH. The report will be forwarded to the College of Stewards, who may impose a penalty up to and including disqualification.

Any refusal, intimidation or obstruction of this check will be penalized by a decision of the Stewards' Panel, which may go as far as disqualification.

List :

Brantz

average tables

Retrotrip

- 1 Pro

- 2 Pro

- 2 "S" Pro

- 2 "S" Pro +

- 3 Pro

- Timer

- Laser

- Master 3

Blunik

- I

BLUNIK II

- II +

- Trip

Terratrip + Belmog equivalents

- 101

- 202

- 303

ATB

- VH Trip

- Timer

- The Solution

- E Trip

Chronopist

- Rally Pack 2 (remote control or Telepack GPS extension not allowed!)

Monit Rally

- Q10

- Q20

- G100

- G200

Regularity Master

Waytec

- Reguleco

- Regulmaster 1 & 2 (without remote control or gps module!)

- Avera 1

Halda

Tripy II

Coralba

- Mini

- Rally

- Giant

Crisartech: will only be accepted with the software version that enables the gps alignment function to be blocked. Any



competitor wishing to use a Crisartech device must declare it to the Race Direction and go there to carry out the required operation before the start of the race (in agreement with the Crisartech manufacturer) between 11:00 and 15:00 on Friday 2/02/2024.

4.8. The vehicles admitted are as follows:

All cars and similar models homologated by the FIA before December 31, 1986 for Classic 50 & before December 31 1990 for Classic. The list of FIA homologated cars is available on the FIA website.

4.9. Cars must comply with the Belgian traffic regulations.

4.10. Vehicles Presentation:

4.10.1. Cars must comply with traffic regulations.

4.10.2. The replacement of the original dynamo with an alternator is allowed.

4.10.3. A maximum of 4 additional headlights are allowed, not including the original ones.

The number of headlights and other exterior lights must always be even. The pairs of headlights must always be symmetrical in relation to the longitudinal axis of the car.

To respect the spirit of the period, Xenon bulbs are not allowed. LED bulbs are allowed on the condition that they are inserted in the original headlights (maximum 2 LED bulbs by optic (LED strips are not allowed)).

4.10.4. Rims:

The width and the diameter of the rims used must comply with the data written in the approval form. If the car hasn't been FIA approved or if the approval form does not include maximum dimension, then width and diameter must comply with FIA Appendix K of I.S.C.

1. Rim width tolerance:

- +3 " contractual penalty of **500 points**

1. Rim width diameter tolerance:

- +3" (and 17" max) contractual penalty of **500 points**

Penalties do not cumulate.

4.10.5. Tyres

Tyres must comply with the UNECE 117 regulation and show the legal marking composed by:

- Marking type "E"  ("X"), the digit indicating the country where the verification authority made the approval
- The corresponding approval number(s)

This marking, including approval numbers, must be visible at all times and therefore it must be painted with yellow colour. Crews will assume full responsibility for its visibility during the whole event. Controls' Official will be appointed as Judges of Facts for the tyres controls. A car fitted with illegal tyre(s) will be not allowed at the start of RT.

Tyres must also comply with the Belgian traffic regulations. The tread depth must be at least 1.6 mm and so must be the width.



Only WINTER tyres type can be used, regardless of the weather conditions.

These tyres are defined, in accordance with the UNECE 117 regulation, by the following logo affixed on the tyre side, which must be at least 15mm on base on 15mm high, adjacent to the marking "M+S" or "M&S" if existing.



This logo must be visible at all times and therefore also be painted with yellow colour. Crews will assume the full responsibility for its visibility, from the scrutineering and during the whole event.

Bar codes on tyres are permitted provided that the rest of these regulations are scrupulously followed.

Are strictly forbidden:

- Retreaded tyres (thus the approval numbers CAN NOT begin with "108R")



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- Racing tyres
- Studded tyres
- Chains or any similar equipment

Controls will take place at any time throughout the event.

4.10.6. The vehicle must carry at least one spare wheel of the same kind of those allowed, securely fixed to the car.

4.10.7. All cars must be fitted with one manual valid fire- extinguisher (2 Kg minimum), correctly fitted in the vehicle close to the crew.

4.10.8. In case of doubt or controversy, it belongs to the competitor to prove that modifications made to the car are in accordance with the period's specifications.

4.10.9. The cars included in the group B of the appendix K of FIA article VI-Art.1.4 (Audi Quattro S1, MG Metro G4, Citroën BX 4TC, Ford RS 200, Peugeot 205 T 16, Lancia Delta S4, Subaru XT 4WD Turbo) are not allowed.

4.10.10. Cars listed in Appendix VII of Appendix K of FIA 2026 (cars from 1982 to 1990) must comply with Appendix VII (Lancia 037, Audi Quattro, Opel Manta 400, Renault 5 Turbo, Ferrari 308 GTB, Opel Ascona 400, Citroën Visa 1000 Pistons) except for Article 2 and unless otherwise specified in these regulations (Classic 50 in particular).

4.10.11 Cars must be equipped with a rigid roof, even in Regularity Classic.

4.10.12. Mud flaps and anti-smear protections must be attached to the back of all power wheels in both Legend and Classic categories.

4.10.13. It is highly recommended to place a bottom protection armouring

4.10.14. It is strongly recommended that the vehicle be fitted with a roll bar in the **Classic 50** category, which is compulsory in the **Classic 65 category (6-point roll bar in conformity with FIA).**

4.10.15. The presence of a compliant emergency triangle is mandatory on board the vehicle as well as 2 fluorescent vests in compliance with Belgian driving code.

ARTICLE 5: CREWS

5.1. A crew is made up of two people.

5.2 The main driver and the co-driver must hold a current valid driving licence during the all duration of the rally.

5.3 Throughout the duration of the event competitors must comply with road traffic regulations.

5.4. The crew members who don't possess a RACB (or other asn) license, will fill in the application for a "One Event Pass 50/65" permit on the RACB website. The license will be delivered by post after receipt of payment of 50€/person.

All license must be requested for the 14th January 2026.

For additional questions, please contact RACB: licence@racb.com

5.5. The helmet suitable for motor sports (exceeding FIA standards or meeting CE standards as a minimum) and seat belts (or harnesses) are mandatory for drivers and co-drivers in regularity sections..

ARTICLE 6: ENTRY FORMS – ENTRIES

6.1. Anyone interested in taking part in this event are requested to enter on-line form on website www.racspa.be

6.2. Crews who would have been chosen by the Organising Committee will be notified by letter or email and will be invited to participate.

6.3. The entry fee per car (crew of 2) includes:

a. All the sport logistic and technical: road books, time controls and regularity sections, full services of the Stewards, Marshals and technical staff, calculation of the results and the rankings, compulsory insurance guaranteeing civil liability of competitors and the organization for historic event regularity. The entry fees include the insurance premium, which guarantees the competitor unlimited coverage for civil liability towards third parties for body damaged. The insurance will come into effect from the start and will cease at the end of the rally or as soon as there is retirement or disqualification or for failure to comply with article 5.2 of these rules.

The insurance subscribed by the organizer provides coverage for the competitor's responsibility towards third parties,



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accordingly to Section II. Article 5 of the National Sports Provisions and in accordance with the current Belgian law of November 21st 1989, article 8, regarding the mandatory insurance.

It covers civil responsibility of the RACB, of the organizer/promoter of the event, authorities involved and their staff or remunerated members or volunteers of the above, as well as the civil responsibility of the owners, holders or drivers of the registered vehicles and of their co-operators for an unlimited guarantee.

➤ "RC Organisation" covers:

All physical, material & immaterial damages consecutive: 5.000.000€ per accident.
Allowance for material damages: 125€ per accident.

Organizers' civil responsibility for damages caused to third parties by accident which may be caused by a fault of the organiser throughout groundwork, during and while finishing the event.

➤ "RC Circulation" covers: Corporal damages: unlimited

Material damages: 100.000.000€ per accident

Recce as well as road section are not covered by the civil responsibility insurance contract of the organiser.

The service vehicles, even those bearing special plates issued by the organizer, may never be considered as official participants in the event. Therefore, they are not covered by the insurance policy of the event and remain the sole responsibility of their owners.

In accordance with article 9.15 of the ISC, the Competitor will be liable for the acts and omissions of any person participating in, or providing a service on his behalf in connection with the event; this includes his direct and indirect employees, his drivers, his mechanics, his consultants or service providers or his passengers as well as any person to whom the Competitor has allowed access to the Reserved Areas.

- a. One set of road books
- b. One time card
- c. Two rally plates
- d. The door numbers with the white background



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The temporary availability of tracking and timing devices

Classic Category:

For each crew, the participation in the event is conditioned by the payment of 1.600€ VAT incl. (1509.43€ without vat) as an entry fee.

Any payment after 30/11/2025 will be subject to a surcharge of €50 including VAT (€47.17 excluding VAT). Any payment after 15/12/2025 will be subject to a surcharge of €100 including VAT (€94.34 excluding VAT). Any payment after 31/12/2025 will be subject to a surcharge of £150 including VAT (€141.51 excluding VAT). Any payment after 16/01/2026 will be subject to a surcharge of £250 including VAT (€235.85 excluding VAT).

Payment:

By bank transfer to the account 068-2450155-59 in the name of Royal Automobile Club de Spa
IBAN: BE84 0682 4501 5559 BIC Code: GKCCBEBB

The amount of entry fee included 6% VAT, following decision # ET119.653.

6.4 Complete entry fees must be paid at the very least for the closing entries (January, 16th 2026). After this date, 250€ will be added to the fee.

The organiser will refund entry fees, less a variable deduction, to competitors who, for reasons of force majeure, are obliged to withdraw, provided that a written request is received by the organiser.

The withholding will be :

- 30% for applications received before Thursday 22 January 2026.
- 50% for requests received from Thursday 22 January 2026 until the start of scrutineering: Thursday 29th January 2026 at 12 noon. After this deadline, entry fees will be retained in full by the organiser.
- No reimbursement will be made to competitors who are not admitted at the end of administrative or technical scrutineering due to the non-conformity of the car or the non-presentation of the necessary documents, or who withdraw after Thursday 29th January 2026 at 12 noon.
- By entering, competitors and members of the crews declare that they are aware of and assume the risks inherent in rallies. They also declare that they are familiar with and accept all the regulations applicable to this rally.

The maximum number of entries for Classic category is of 100

6.5. Should it turn out, during scrutineering, that a vehicle does not correspond in its presentation to the group and/or class in which it was entered; this vehicle may, upon the proposal of the Scrutineers, be transferred to the appropriate group and/or class upon the decision of the Panel of the Stewards of the Meeting.

6.6. By the very fact of signing the entry form, the entrant, as well as the crew members, submits themselves to the sporting jurisdictions specified in the I.S.C. of the FIA 2026 and the prescriptions of the present regulations only.

6.7. The organising Committee reserves the right to refuse the entry of an entrant or a driver without obligation to give reasons for the refusal (Art. 3.14 of the I.S.C. of the FIA 2026).

6.8. By the fact of his entry, the competitor and/or the members of the crew (driver/codriver) discharge the FIA, the RACB, the organisers, promoters and their official agents and each of them in particular of any responsibility about actions, fees, expenses, claims and complaints about mortal wounds or others, caused or following his entry and/or his

Participation in which is a direct (or not) negligence or fault of the organisers, promoters in question, their agents or their officials, the RACB, the RACB Sport and/or the FIA

6.9. Any use of the title of the competition "Legend Boucles®" or "Boucles de Spa®" either completely or partly, is submitted to a written authorization from the Board of Directors of the ASBL Royal Automobile Club de Spa. The payment of the entry fee or any formula in its place does not excuse the competitor, his drivers, his preparing personal, the constructor, the team or its advertisers, from asking for this authorization. The competitor must inform them, or the first driver when needed.

6.10. GDPR (General Data Protection Regulation)

Where personal data relating to a data subject are collected from the competitor, the Royal Automobile Club de Spa hereby informs



the data subject of the following:

- (a) The identity and the contact details of the controller: Royal Automobile Club de Spa ASBL, rue Jules Feller 1 Ensival (Belgium), +3287795000;
- (b) The purposes of the processing: holding of the data for communication purposes with relation to the event;
- (c) Where applicable, the legitimate interests pursued by the Royal Automobile Club de Spa in processing personal data are the efficiency of communication, efficacy of the organisation;
- (d) The Royal Automobile Club de Spa does not transfer the personal data it has received from competitors to other data recipients;
- (e) The Royal Automobile Club de Spa does not intend to transfer said data to any third country recipient.

The Royal Automobile Club de Spa further hereby informs the data subject of the following:

- (a) Personal data of competitors will be stored until the cancellation of the event;
- (b) The existence of the right to request from the Royal Automobile Club de Spa access to and rectification or erasure of personal data or restriction of processing concerning the data subject or to object to processing as well as the right to data portability;
- (c) Where processing is justified on the basis of consent, the data subject has the right to withdraw said consent before its withdrawal;
- (d) The right to lodge a complaint with a supervisory authority;
- (e) The provision of personal data emanates both from contractual and statutory requirements (more particularly the Wallonia Region), absence of delivery

The Royal Automobile Club de Spa shall inform the data

subject where it intends to further process the personal data for a purpose other than that for which the personal data were collected. The Royal Automobile Club de Spa shall provide the data subject prior to that further processing with information on that other purpose and with any relevant further information as referred to in paragraph 2.

ARTICLE 7: AMENDMENTS TO THE REGULATION - BULLETINS

- 7.1. The provisions of the present regulations may only be amended as part of Article 3.6 and 141 of 11.9 I.S.C. of the FIA.
- 7.2. Any amendment or any additional provision will be announced by dated and numbered bulletins, which will be an integral part of the present regulations.
- 7.3. These bulletins will be posted on the TOAV, and will also be directly communicated to the participants, who must acknowledge receipt by signature, unless this is materially impossible during the running of the competition.
- 7.4. Each crew will mention on the ad hoc bulletin, an emergency mobile phone number to receive communications during the competition a one available during the running of the rally. The organisation will inform by text messages about neutralizations, cancellations of RT, and other emergency information to the crews. These communications will hold the same value as "hard paper" communications.

ARTICLE 8: APPLICATION AND INTERPRETATION OF THE REGULATION

- 8.1. Event Director oversees the application of the present regulations, and their provisions during the running of the competition.
- 8.2. Nevertheless, he must inform the Stewards of the Meeting Panel of any important decision he may have to take in application of the general or supplementary regulations of the competition.
- 8.3. Any case not mentioned in the present regulation will be submitted to the Stewards of the Meeting Panel, who will take the decision. (Art. 141 of the I.S.C. of the FIA 2026)
- 8.4. In case of contestation of the interpretation of the present regulations, only the French version of this text will be binding.
- 8.5. For the exact interpretation of this text the following definitions apply: "crew", used for the driver or for the co- driver.



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8.6. Any incorrect, fraudulent or unsporting action carried out by the Competitor or members of the crew will be judged by the Stewards of the Meeting who will impose penalties which may go as far as exclusion.

8.7. At each time control, exclusion may be reported at all crews concerned.

5. IV. GENERAL OBLIGATIONS

ARTICLE 9: CREWS

9.1. Only crew made up of 2 persons of the crew shall be admitted to the start.

9.2. The 2 members of the crew will be nominated as Driver and Co-Driver.

9.3. They are free to share their driving time between them in the "Classic" category only if the co-driver possesses a valid driving-license.

9.4. All members of the crew must be on board of the car throughout the entire duration of the rally, with the exception of the cases provided for in the present regulations.

9.5. If one member retires, or if a third party is admitted on board (except in case of force majeure), then the car shall be disqualified from the rally.

ARTICLE 10: ADVERTISING

10.1. Competitors' advertising must not only comply with the normal use and with the legal prescriptions but also:

- Be authorized by the national laws and the FIA regulations,
- Be respectful of morals and usages,
- Not encroach upon the spaces reserved for plates and competition numbers,
- Not interfere with the crew's vision through the windows.

10.2. Organiser's advertising material will take up a maximum of six locations of 50 cm x 14 cm. Four of them will be placed above and below the competition numbers on the sides of the car (doors) and two can be placed wherever the competitor decides except for the windows and the windshield where advertising is forbidden. The windshield's sun strips – max 10cm high – will serve **the organiser for mandatory advertising on each side of the sun strip (20 x 10 cm) and on the rear window sun strip with 10cm max high**. Should these areas be insufficient, the advertising material may be placed next to the number, however; without touching it. The upper location adjacent to each competition number will be reserved for the advertising space of the organiser's official sponsor, without the competitor being able to refuse.

The organizer will put the competition numbers with differentiated background colors and with mandatory advertisements (windshield banner included on convocation) – Parc D'Activités Economique 1 – Rue de l'Arbre 6 in Bastogne (Service des travaux)

10.3. A car can compete in its original advertising livery, if it follows the current regulations.

10.4. The advertising spaces situated immediately above and below the competition numbers, as well as the "rally" plates, are all reserved for the organiser's advertising. Such advertising is mandatory and cannot be refused by the competitors. Advertising on the competition numbers and on the "rally" plates are totally part of them. Any damage to this publicity will automatically lead to a fine of 500 € for each missing publicity.

The "rally" plates will be provided to all competitors at



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the sporting controls. The competitors must go to the scrutineering with the numbers, the "rally" plates and the advertising already affixed. The cars who did not go through this process will not be controlled.

10.5. Commercial rights & advertising

The advertising (cars and clothes) must respect the RACB Sport regulations. Any advertising and promotional action or

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of public relations must be the subject of a prior written agreement from the Organising Committee.

All the places allocated to the services area are only of sporting vocation, from which are excluded the organisation of public relations, sponsors lunches, guests' reception, hospitality units, etc.

Any infraction of this rule will lead to a fine of 125 € per m². Only a derogation from the Organising Committee can be taken into consideration. All structures and fittings must be removed without prior agreement with the Organisers.

Any aerial advertising, or any advertising and/or promotional action taking place in the air space located above the circuit perimeter, is also strictly forbidden without prior agreement of the Organising Committee and is, in any case, subject to express authorisation from the concerned Local Authorities and the Aeronautics General Direction.

Any pictures of the inside and/or the outside of the participating cars are subjected to a prior agreement from the Organiser. Similarly, all the pictures taken and/or produced on the event are and will remain property of the Organiser, except prior agreement from him. The pictures' broadcasting, transmission, and copy on internet is forbidden, except prior agreement from the Organiser.

All TV footage, photographs and similar taken by journalists, photographers, cameramen etc. will be the exclusive property of the race organiser/promoter, regardless of their originators.

The organiser/promoter and its institutional sponsors reserve the right to use the names, portraits (photographic and TV) and the results of the drivers participating in the meeting, both in Belgium and abroad, for promotional or advertising purposes, without notice and without payment.

The competitors, their representatives and their sponsors are warned that the BELGIAN LAW "FORBIDDING THE ADVERTISING AND THE SPONSORING FOR THE TOBACCO

PRODUCTS" as promulgated by the King on 10.02.1998 is strictly in application. They must scrupulously respect it.

The organiser, the promoter as well as anybody who are member of the organisation of the event in one way or another refuse to accept any responsibility for the application of these regulations and possible sanctions they could cause.

The names "Legend Boucles®" and "Boucles de Spa®" are registered trademarks and cannot be used for commercial or promotional actions without written agreement of the organising committee.

10.6. GDPR (General Data Protection Regulation)

Where personal data relating to a data subject are collected from the competitor, the Royal Automobile Club de Spa hereby informs the data subject of the following:

- (f) The identity and the contact details of the controller: Royal Automobile Club de Spa ASBL, rue Jules Feller 1 Ensival (Belgium), +3287795000
- (g) The purposes of the processing: holding on the data for communication purposes with relation to the event;
- (h) Where applicable, the legitimate interests pursued by the Royal Automobile Club de Spa in processing personal data are the efficiency of communication, efficacy of the organisation;
- (i) The Royal Automobile Club de Spa does not transfer the personal data it has received from competitors to other data recipients;
- (j) The Royal Automobile Club de Spa does not intend to transfer said data to any third country recipient.

The Royal Automobile Club de Spa further hereby informs the data subject of the following:

- (f) Personal data of competitors will be stored until the cancellation of the event;
- (g) The existence of the right to request from the Royal Automobile Club de Spa access to and rectification or erasure of personal data or restriction of processing concerning the data subject or to object to processing as well as the right to data portability;
- (h) Where processing is justified on the basis of consent, the data subject has the right to withdraw said consent before its withdrawal;
- (i) The right to lodge a complaint with a supervisory authority;
- (j) The provision of personal data emanates both from contractual and statutory requirements (more particularly the Wallonia Region), absence of delivery results in failure to enter the race.

The Royal Automobile Club de Spa shall inform the data subject where it intends to further process the personal data for a purpose other than that for which the personal data were collected. The Royal Automobile Club de Spa shall provide the data subject prior to that further processing with information on that other purpose and with any relevant further information as referred to in paragraph 2.



ARTICLE 11: SPORTIVE CONTROLS

11.1. Documents' checking will be carried out only on individual notification.

11.2. Crews must be in possession of:

- a) The confirmation of their entry
- b) Their driving licences
- c) Their identity card or passport
- d) A green card insurance certificate valid during the event.
- e) Valid licences if necessary
- f) Official documents of the vehicle
- g) Authorisation from the owner of the vehicle if not a member of the crew

11.3. Crews will receive:

- a) 2 "rally" plates
- b) A scrutineering form
- c) Any other useful documents

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ARTICLE 12: SCRUTINEERING

12.1. Scrutineering will take place with an individual notification and will follow the sportive control.

12.2. Numbers, "rally" plates, TRIPY transponder and mandatory organisers' advertising must be displayed on the vehicle before scrutineering.

ARTICLE 13: TIMEKEEPING & TRACKING

13.1. Timekeeping and tracking will be carried out by the TRIPY system.

13.2. The official time will be the satellite time displayed on the Tripy transponder, this time is displayed on demand when you press "Time" on the transponder.

13.3. Timing of special stages will be automatically done, using the Tripy system, which will result in the installation of a control unit (transponder) to each participating car.

13.4. The timing of the ranking events is measured to the second.

13.5. At each control of a Regularity Test, time will be taken when the transponder passes at the satellite point referenced by the tracer on the road.

13.6. At the administrative checks, the crew will receive a voucher for their Tripy transponder after settling the formalities relating to the deposit (cf. art 13.11.).

13.7. Transponders will be set up on cars during the pre- control, before scrutineering, and removed at the end of the stage by elements of the organization.

Usually, the transponder will be fitted inside the windshield.

13.8. The crew is responsible for maintaining the transponder in the position in which it was placed and to surrender it at the end of the test, including in case of accident if the participant decides to go on with the event.

13.9. In the event of retirement, the crew must return the transponder to the race control as quickly as possible, and before the start time of the next stage of the first car or the arrival of the first classic car.

13.10. In the event that a fault is found in the equipment installed in the car due to incorrect or fraudulent use by the crew, a penalty will be imposed by the Stewards' Panel, which may go as far as disqualification.

13.11. A deposit of 500 € (VAT included) will be asked through the forms downloadable on the official web site for the Classic category.

The competitors totally and irrevocably agree to this agreement in which the organiser may take from the bank account related to the credit card which data has been given by the competitor, without notification:

- The amount of 500 € corresponding to the cost of the transponder lent to the crew, if not given back at the latest on Sunday 1st February 2026 at 16.00.
- The amount of 500 € if the Tripy transponder is damaged when given back.

6. V. RUNNING OF THE EVENT

ARTICLE 14: STARTING ORDER – PLATES - NUMBERS

14.1. A mandatory exhibition will take place on Friday 30th January 2026 from 19.00 to 21.00. All cars must be present, if not a penalty of 10 points will be applied. More details will follow later.

14.2. The start will be given in the order in which the start time is allocated.

14.2.1. For Day 2, the starting order will be based upon the temporary results of the DAY 1, with a possible application of article 14.4 excluding road penalties.

14.3. The assignment of the competition numbers will be solely up to the Organiser's discretion.

14.4. However, the Clerk of the Course will be free to modify the starting order of any crew during the rally.

14.5. The "rally" plates must be fixed to the front and rear of the car in a visible position for the duration of the event. The front plate must under no circumstances cover, even partially, the car's license plate. Such an infringement shall result in a cash penalty of 50 €.



14.6. The competition doors numbers supplied by the organizers must appear on both front doors of the car during the whole competition.

14.7. If it is ascertained at any time during the competition:

- 14.7.1. That any competition doors number or "rally" plates is missing a cash penalty of 50 € will be handed out
- 14.7.2. That the 2 competition doors numbers or "rally" plates are simultaneously missing, exclusion will be pronounced

14.8 The retired crew must take off or mask the "rally" plates and doors numbers.

14.9 The names of the driver, his co-driver plus their national flags, must appear on both wings at the front of the car. Any car failing to comply with this rule shall be subjected to a penalty of 50 €.

ARTICLE 15: RECCE

For the "Classic 50" category, there will be no recce. Any infringement will result in a ban on participation and no refund.

It is therefore forbidden for any member registered in the Classic 50 category to be on board a vehicle of a competitor in another category during the reconnaissance on Friday 30/01/2026.

Strict controls will be carried out by the local authorities, the police and DNF agents or officials and by the Organisation.

Exceptionally for the category "Classic 65", a reconnaissance of some RT will be allowed on Friday 30th January 2026 from 08h30 to 17h00, only two passages per RT are allowed. This reconnaissance will take place in a production car. Rally cars and/or participants are not allowed. Only the two registered crew members will be allowed to be on board the car used for the reconnaissance.

ANY RECONNAISSANCE OUTSIDE OF 30th JANUARY 2026 IS

STRICTLY FORBIDDEN. Strict controls will be carried out by the Municipal Administrations, the authorities, the police and DNF agents or officials and by the Organisation.

Reconnaissance must be carried out at a moderate speed and in accordance with the Belgian Highway Code, otherwise the penalties/fines will be imposed. It is forbidden to place any type of marker on any support whatsoever. The organisation may use electronic control means.

Videos of the reconnaissance will be put on line on Monday 26/01/2026 at 19:00 and with the notes in pdf format (for the Classic 65 category as far as the notes are concerned).

Competitors of the Classic 65 category will have to fill in a recognition form, via the document downloadable on the website.

ARTICLE 16: TIME CARD

16.1. At the start of the competition, each crew will receive a time card on which the time limit to cover the distance between 2 time controls will appear.

This card shall be handed in at the arrival control of a boucle and replaced by a new one before the start of the next. The crew alone is responsible for his time card.

16.2. The time card must be available for inspection on demand, especially at the control posts where it must be presented personally by a member of the crew for stamping.

16.3. Unless approved by a responsible commissaire, any rectification or modification made to the time card will be communicated to the Stewards' Panel and will result in a

penalty up to and including disqualification.

16.4. The absence of a stamp for any control or the failure to hand in the time card at each control (time or passage), regrouping or at the arrival, will result in a penalty in conformity with art 20.1.4.

16.5. The crew alone is responsible for submitting the time card at the different controls and for the accuracy of the entries.

16.6. Therefore, it is up to the crew to submit its time card to the Marshals at the correct time, and to check that the time is correctly entered.

16.7. The post marshal is the only person allowed to enter the time on the time card by hand or by means of a print-out.

16.8. Any difference between the times noted on the time cards and official documents from the competition &/or TRIPY system will be



considered by the stewards of the meeting who will then take the final decision.

ARTICLE 17: TRAFFIC – REPAIRS

17.1. Throughout the entire competition, the crews must strictly observe the traffic laws of the county crossed. Any crews who do not comply with these traffic regulations will be subjected to the penalties laid out below:

Speed Controls:

+ 10%: 150 pts + 20%: 300 pts + 30%: 450 pts
+ 40%: 600 pts + 50%: Disqualification

Others infringement to the traffic regulations

17.1.1. 1st infringement: 150 pts
17.1.2. 2nd infringement: 300 pts
17.1.3. 3rd infringement: Disqualification

Speed controls may be established at any point. These controls will occur especially in urban centres and dangerous areas indicated in the road-book. The information provided by the TRIPY tracking system, in accordance with article 11.2.2.2. of the FIA sporting code, may have the value of "judge of fact" at the college of stewards of the meeting.

17.2. In the case of an infringement of the traffic regulations committed by a crew participating in the competition, the policemen or officials noticing the infringement must inform the offender thereof, in the same way as for normal road users.

17.3. Should they decide against arresting the driver who committed the offence, they may request the application of penalties laid out in the Supplementary Regulations of the event, if:

17.3.1. The notification of the infringement is made through official channels and in writing, before the posting of the current classification:

17.3.2. The statements are sufficiently detailed for the identity of the offending driver to be established beyond all doubt, as well as the place and time of the offence;

17.3.3. The facts are not open to various interpretations.

17.4. It is forbidden to tow, transport the cars, or to have them pushed, except to bring them back into the road, or to clear the road. If this statement is not respected, disqualification of the crew will ensue.

17.5. Similarly, and following the same threat of disqualification, crews are forbidden from:

17.5.1. deliberately blocking the passage of participating cars or preventing them from overtaking;

17.5.2. behaving in an unsporting manner.

17.6. Assistance:

17.6.1 Competitors are responsible for providing their own fuel, oil, water etc...

17.6.2.1 Fuel stations are considered as authorized fueling areas but unless otherwise stated in the roadbook, assistance is prohibited.



17.6.2.2 In the zones designated as prohibited assistance zones, any repairs or refuelling may only be carried out using on-board equipment and exclusively by the crew. Compliance with these rules will be checked by judges and any infringement will be penalised by the Stewards' Panel, up to and including disqualification.

Fuel stations are considered as authorized fueling areas but unless otherwise stated in the roadbook, assistance is prohibited.

17.6.2.3 Definition of forbidden assistance.

1°) Any person other than the driver and/or the co-driver of a competing car performing any work or action on that car.

2°) The use or receipt by the driver or the co-driver of any materials (solid or liquid), spare parts, tools or equipment other than those carried by the competing car.

3°) The parking of an identified service vehicle or the positioning or setting up of any materials, spare parts, tools or equipment elsewhere than in a service park or service zone.

17.6.2.4. Service and refuelling are totally forbidden during the RT.

17.6.3 In the case of a serious breakdown which lead to stop the vehicle, competitors may be allowed to restart at the beginning of another section after repairs are completed, incurring corresponding penalties.

17.6.4 Refuelling points will be indicated in the road-book.

17.6.5 Each vehicle must be equipped with a floor protection carpet

or floor protection cover to be placed under the car during any services or regroupings. Any lack of this, duly reported by an official on duty, will result in a penalty of 150 pts.

17.6.6. Crews and their car may receive outside help in the following cases:

17.6.6.a. The service car will receive a detailed map of the itinerary with the indications of the authorized service points.

17.6.6.b. The entry of a service car on the road during a regularity test will automatically lead to the disqualification of the responsible car from the event.

17.7. The Royal Automobile Club de Spa must ensure the public order as well as organising the traffic circulation without assuming responsibility. Special arrangements exist for the privilege service area in Bastogne. The Royal Automobile Club de Spa will organise a hospitality area.

All areas in this hospitality area must be negotiated and book through the promoter. He will give, upon request, the prize list following dimensions and the degree of privilege at these areas.

Any area not ordered and not paid in conformity with general sales conditions and the specific contract in the hospitality area at Bastogne will be deemed null and void. Any infringement will lead to prescribed penalties.

The competitor is responsible for his own assistance service. Any act or non-observation of instructions will penalise the competing car:

1st infringement: 500 € 2nd infringement: 750 € 3rd infringement: 1250 €

17.8. Service cars must be equipped with:

- a canvas cover of minimum 3x3 m
- a container for liquids approximately 50 x 50 cm;
- a container for fuel if fuel is spilled during refuelling;
- a container for liquid waste with a capacity of at least 10 litres and a bag for solid wastes

Service will happen in the following manner:

- At every service area, the canvas cover must be set up under the car when repairs are done on the car;
- When fuel can be spilled, containers or any other mean must be used in order not to spill any;
- All the service areas must be left cleaned. Waste and material must be carried into the service car;
- When soil pollution happens, the team must inform the clerk of the course and must give all the details related to the



pollution;

- Arbours and awnings must be weighted by 5 kg per m² of canvas surface
- All these regulations similarly apply in case of provisional repairs happening outside of the service areas;
- Setting up may begin on Thursday 29th January 2026 at 9.00. Evacuation must be done on Sunday 1st February 2026 at 20.00 at the latest.

ARTICLE 18: START

18.1. The official time will be the satellite time displayed on the Tripy transponder, this time is displayed on demand when you press "Time" on the transponder.

18.2. Throughout each DAY1 and DAY2, crews must respect the time gap allocated to them in the starting order.

These vehicles will be identified by a specific sticker which will be affixed by the organiser in the pre-start area.

The presentation time at TC1a and TC23a Start Park IN corresponds to the publication of the starting order and must be respected.

The time of presentation at the pre-start park will be specified on the control card, as well as the time for the Park OUT park.

18.3. The exact starting time will appear on each crew's time card who will have been targeted by the marshals at TC Start Park IN

18.4. Any late arrival, ascribable to the crew, at the start of the competition, of DAY 1 or of DAY 2 shall be penalized by 5 pts for every 30 seconds late. The start at this time control will be refused for any crew reporting more than 15 minutes late. The crew will have to contact the race director to request to continue the rally from one of the following sections. Article 20.4.8a does not apply in this case.

18.5. Crews must get their passage checked at all points mentioned on their time card and in the correct order, otherwise they will be disqualified.

18.6. The ideal time for covering the distance between the 2 time controls will appear on the time card.

18.7. Hours and minutes will always be displayed as such:
00.01 -24.00 only the 30 seconds which have elapsed will be counted.

18.8. All the crews will receive a road book containing a detailed description of the itinerary to be followed; this itinerary is compulsory, otherwise the crew will be disqualified.

18.9. DAY 2 start order will be based on temporary DAY 1 ranking without road penalties.

ARTICLE 19: CONTROLS – GENERAL PROVISIONS

19.1. All controls, i.e. passage and time controls, start and arrival of regularity tests, regrouping and neutralization zone controls will be indicated by means of FIA approved standardised signals.

19.2. The beginning of the control area is marked by a warning sign on a yellow background. At about 25m, the position of the control post is indicated by an identical sign on a red background.

19.3. The stopping time inside any control area must not exceed the time necessary for carrying out control operations.

19.4. It is strictly forbidden, under threat of exclusion decided by the Stewards of the Meeting:

19.4.1. To enter a control area in any direction other than the one indicated by the event;

19.4.2. To cross again or re-enter a control area once checking-in



19.4.3. has taken place at this control.

19.5. The ideal check-in time is the responsibility of the crews alone, who may consult the official time on the Tripy transponder by pressing "Time".

19.6. The post marshals cannot give them any information on this ideal check-in time.

19.7. Control posts should open 15 minutes before the ideal time for the passage of the first crew.

19.8. Unless the Event Director decides otherwise, they will cease to operate 15 minutes after the ideal time for the last crew.

19.9. Crews must follow the instructions of the Marshal in charge of any control post. Failure to observe his instructions may lead to disqualification at the discretion of the Stewards of the Meeting.

ARTICLE 20: CHECK POINTS (CP) – SLOW ZONES (SZ) - TIME CONTROLS (TC)

20.1. Check Points

20.1.1 During these controls, auditors stationed must simply stamp the time card, as soon as it is handed in by the crew. The absence of this stamp will cause a penalty of 300 points. **The crew is solely responsible for its time card.**

20.1.2. The score sheet must be available upon request, especially at all the checkpoints, or it must be presented personally by a member of the crew for stamping.

20.1.3. Unless approved by a Marshall, any rectification or any modification on the time card will result in disqualification decided by the Stewards of the Meeting.

20.1.4. The absence of any stamps from any control post or not handing in the time card to each control (time, passage) position, position of reunification or on arrival, will result in a penalty of 300 pts.

20.1.5. The presentation of the different controls time card and the accuracy of the entries remain under the responsibility of the crew.

20.1.6. It belongs which in time to submit required his time card to the Marshall responsible and verify that registration is done correctly.

20.1.7 Only the Marshall responsible will be allowed to register on the time card, manually or by means of a printer device.

20.1.8. Any difference between the inscriptions on the one hand, on the crew time card and, on the other hand, on the official records of the competition will be investigated by the college of the steward of the meetings who will judge, should it be necessary in last resort.

20.1.9. Crews who systematical or regularly fail to present the time card can be excluded from the rally. This decision will be left at the Clerk of the Course's discretion.

20.1.10. Check Points may be in road section

20.1.10.a. /

20.1.10.b. Check Points with mandatory stop for check-in in road section can be either reported in the roadbook or secret type, always indicated by standardized panels F.I.A. and inevitably encountered if the competitor respects the course of the roadbook.

20.1.10.c. Secret Check Points in Regulatory test or in road section can also be virtual, by satellite control using the Tripy tracking system. In this case, there is no need to mark the stop and they are not informed in the roadbook.

20.2. Slow zones

Slow zones replace CP in RT where it's possible to install them.



20.2.1. Materialization of Slow zones: A slow zone is always indicated in the roadbook with entry and exit distance of the zone.

A red panel to the right (at least) and to the left (as far as possible) of the road will mark the entrance to the slow zone (see the description in appendix).

A green panel to the right (at least) and to the left (as far as possible) of the road will mark the end of the slow zone (see the description in appendix).

20.2.2. Distance of slow zone: depending of the case, 200m or 300m, the distance is specified in the roadbook.

20.2.3. Average speed to respect: 36 km/h so 20 seconds for 200m and 30 seconds for 300m. The time to be respected is always indicated in the roadbook.

20.2.4. Methodology: the only measure to respect is the time between the entry and the exit of the slow zone. It is up to the crew to manage its evolution between the 2 panels, either to stay in motion or to stop in the zone during a lapse of time. However, be careful because you're not alone on the road and any competitor can manage differently the slow zone.

20.2.5. Penalties: the time is taken by satellite with tripy system.

For non respect the time imposed to travel the slow zone: 150 penalty points. On these penalties no coefficient will apply.

20.2.6. The systematic or repeated absence of respect of time imposed in slow zones may result in a penalty which may lead to disqualification of the crew. This is left to the Clerk of the Course appreciation. Penalty at the discretion of the Race Direction. A report may be sent to the Stewards for a penalty that could go as far as the disqualification of the crew.

20.3. Time controls

At these controls, the Post Marshals shall mark on the time card the time at which the card was handed in.

20.4. CHECK-IN PROCEDURE

20.4.1. The check-in procedure begins the moment the vehicle passes the zone entry sign (yellow board)

20.4.2. Between the zone entry sign (yellow board) and the control post, the crew is forbidden to observe a halt of any kind or to drive at an abnormally slow speed.

20.4.3. The clocking of the time card can only be carried out if the 2 crew members and the car are in the control zone and within the immediate vicinity of the control table.

20.4.4. Crews won't get any penalties for being early as long as the entry time of the car in the control area corresponds to the ideal check-in time around ideal time. Similarly, crews are not penalised for being late as long as the moment the time card is handed in to the marshal is located before or after the ideal check-in time.

Example: A crew that should be controlled for 18h58'30" will be considered on time if the stamping happened between 18h58'00 and 18h58'59". For a stamping at 17h32'00", between 17h31'30" and 17h32'29".

It is up to the crew to specify the ideal check-in time as long as it is within the regulatory interval.

20.4.5. Then either by hand or by means of a print-out



device the Post marshal write on the time card the actual time at which the card was handed in, and nothing else.

20.4.6. The ideal check-in time is the time obtained by adding the time allowed to complete the road section to the time of the departure of this section, these times are being expressed to the minute.

20.4.7. No penalties will be given to the crew for delay if the act of handing the card to the Post Marshal takes place during the ideal check-in period.

20.4.8.a. If a crew arrives at a time control after its ideal time, its delay is added to the delay already accumulated. There will be no delay penalty for the first 15 minutes of the stage (day), but a penalty of 60 points will be applied for each period of 1 minute and/or fraction of 1 minute per stage (day).

20.4.9. Controls will be close 15 minutes later than the right time of the last competitor. Beyond this, obligation for the crew to re-start at next boucle start.

A time control missing will be penalized by 600 pts. However, art 20.5 & 22.4 may be enforced.

20.4.8.b. For early arrival: 60 pts by 30 seconds, or fraction of 30 seconds.

20.4.10. A crew penalized for early arrival can be neutralized by the Event Director and made to start at the right time.

20.4.11. At the end of the DAY-1 and DAY-2 or when written "early check in" on the time card, the competitors can check in early with no penalty.

If a marshal or an official gives the injunction to return to the stamping area in advance, the crew incurs no penalty but must indicate to the marshal, under his own responsibility, the ideal time to be reported on the time card.

Crews who did not reach the last time control of the DAY-1 must notify the Clerk of the Course if they want to start again at the DAY-2. Written enquiry (enquiry form or e-mail to legendracecontrol@gmail.com) must be sent at the latest on Saturday 1st February 2025 at 22.00.

20.4.12. Lastly, each crew who did not observe the rules for the check-in procedure as defined above (and especially the one about entering the control zone before the actual check-in time), the Chief Marshal at the control post must write an official report to be sent immediately by the Event Director to the Stewards of the Meetings Panel, which will impose any appropriate sanction.



20.5. TIME OF LEAVING CONTROLS

20.5.1. If the next road section does not start with a regularity test, the check-in time entered on the time card shall continue both the arrival time at the end of the road section and the starting time of the following one.

20.5.2. On the contrary, when a time control is followed by a start control of a regularity test, the following procedure will be applied:

20.5.2.a. These two posts shall be included in a single control area, in which the signs will be laid out as follows:

20.5.2.a.1. Yellow warning sign (beginning of zone)

20.5.2.a.2. Red sign with dial (time control post) at approximately 25m

20.5.2.a.3. Red sign with flag (start of the regularity test) at approximately 50 to 200m

20.5.2.b. At the time control of the end of a road section, the Post Marshal will write on the time card both the check-in time of the crew and its provisional starting time for the following road section. There must be a 3' gap to allow the crew to prepare for the start of the RT. Furthermore, in case of a puncture, the crew will be allocated a maximum of 5' extra.

20.5.2.c. After their check-in at the time control the crew will immediately go to the start of the RT. The Marshal in charge of this post will enter the time foreseen for the start of the RT on the time card, which should correspond to the estimated starting time for the road section according to the procedure laid down in the regulations.

20.5.2. d. In case of an incident, should there is a divergence between the two entries the starting time of the RT will be binding, unless the Stewards of the Meeting decide otherwise.

20.6. Voluntary interruption during a section

All crew who can't pursue the entirety of a section for technical or any other reason will be allowed to resume the competition by Event Director. Crew may resume the rally only at the first TC of next section and as much as possible following their starting order. In addition, for all missed control penalties prescribed in Article 29 will be applied.

20.7 In the circumstances referred to in the preceding article, the "Regularity Classic" crew must stop the car in the departure area of the Regularity Test where it resumes the course to allow a Head of the Organisation to confirm the transponder is fully operational. In the cases where this check would not have taken place, occur because of the non- functioning of the transponder.

ARTICLE 21: REGROUPING CONTROLS

21.1. Regrouping controls may be set up along the route. Their entry and exit controls shall be subject to the general rules applying to control posts (Art. 19 & 23). Inside the regrouping park, engines may be started by an external battery that cannot leave with the car and should be left at the park.

21.2. The purpose of these regroupings is to reduce the intervals which may have occurred between crews due to late arrivals and/or renunciations. Thus, the starting time from the regrouping control and not its duration must be taken into consideration.

21.3. On their arrival at these regrouping controls, the crews will give their time card to the Post Marshal. At that point, they will receive information about their departure time. Then they must immediately and directly according to the instructions of the marshals drive their car to the regroup area. Engines must be stopped. The organizers may give them a new time card either at the entrance or the exit of the regrouping area.

ARTICLE 22: REGULARITY TESTS (RT)

22.1. Regularity sections will be included in each boucle. They will be on roads closed to normal traffic. **For "Classic 50" Category the route will be kept secret.**

22.2. For the Classic 65 regularity category (average speed not exceeding 65 km/h for the Classic 65 classification) and for the Classic 50 regularity category (average speed not exceeding 50 km/h), one or more average speed checks will be carried out, and the competitor will have to get as close as possible to this average speed and to his ideal time.

22.3. A calibration route and its road-book will be available at the sporting control and on the website.

22.4. Missing RT: 600 pts of penalties

According to article 20.5, all crew who for technical or any other reason is not able to pursue the entirety of a boucle will resume the competition with the agreement of Event Director. Crew may resume the rally only at the first TC of next boucle and as close as possible



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to their starting order.

22.5 "Classic Category": average speed respect

In a RT, any crew who exceeded of more than 20% the average speed between two timing points may be excluded of the competition following decision of the Stewards of the Meeting panel.

Any dangerous and/or inappropriate behaviour could lead to the exclusion of the race according to the decision of the Stewards of the Meeting panel.

22.6. During these regularity tests, it is compulsory for all occupants of the car to wear safety equipment and seatbelts (if fitted) in accordance with art. 5, failing which they will be disqualified.

22.7. Crews are forbidden to drive in the opposite direction to that of the event. Doing so will grant them exclusion.

22.8. Starts of RT will be given as follow:

22.8.1. When the car with its crew on board stops in front of the starting control, the Marshal will enter the time scheduled for the start of the car in question on the RT time card (hour



and minutes). He will hand this document back to the crew (within the 30 seconds before the start) and will countdown aloud: 30" - 15" - 10" and the last 5 seconds one by one.

22.8.2. When the last 5 seconds are over, the starting signal shall be given upon which the car must start immediately.

The start of a RT at the time indicated in the time card may only be delayed by the steward on duty at that start in the event of force majeure.

RT shows will have a flying start which will be signalled at the start of the time-taking by a sign with a green flag.

22.9.a. Any crew unable to leave the zone within 20 seconds of the start signal will be moved to free up the timing zone.

22.10. In the event of lateness on the part of a crew, the Post Chief will enter a new time, the lateness then being considered as lateness on a road section.

22.11. A false start, particularly one made before the Marshal gave the signal, shall be penalized by 60 pts. This penalty does not exclude heavier penalties being inflicted by the Stewards of the Meeting, especially if the offence is repeated.

22.12. RT will end in a flying finish, stopping between the yellow warning sign and the stop sign special forbidden on pain of disqualification.

22.13. For the "Classic" category:

22.13.1. Regularity controls are secret, they are not indicated on the road.

22.13.2. For each crew, the ideal time of passage to a regularity control is set according to the time of departure of the regularity test, the distance to be covered up to this point and the average speed imposed, which will be communicated through official channels, therefore it is not related to any precedents delay or advance in regularity controls.

22.14. At a distance of 100 to 1000 meters after the finish signal, the crew must stop at a control ("STOP") indicated by a red "STOP" sign.

22.15 The crew must get their time card signed.

22.16. If the entry cannot be made due to a negligence from the crew, the following penalties will be applied:

22.16.1. At the start: disqualification

22.16.2. at the arrival ("STOP"): 300 pts penalty.

22.17. Timekeeping in RT:

- Each second late in RT: 1 pt
 - 2nd and subsequent second early in RT: 2 pts
 - Maximum penalty for taking an intermediate time: 60pts, for RT 14 120 pts
 - Penalty per time not taken (the competitor does not finish the RT or the transponder is no longer visible): 100pts, for RT 14 200 pts
 - Maximum penalty per RT completed (total time taken): 250pts, for RT 14 500 pts
- For RT 14, the highest penalty is 1000pts.

In case of unaudited speed average as the result of weather conditions, the Stewards of the Meeting panel could, following the proposal of the Race Direction, fix a target time/average in order to get a significant order even after the RT (for example, in the case every competitor would have flat-rate penalty).

22.18. During a RT, external assistance is forbidden. Any infringement will be punished by the Stewards of the Meeting with disqualification. All repairs and refuelling must be carried on out exclusive by the crew using only equipment carried on board the competing vehicle and exclusively by the crew only. (cf. art. 17.6.2.2.).

22.19. The starting intervals for RT must respect the same dispositions as those laid down for the start of the day.

22.20. Any crew refusing to start in a RT on the time and in a position allocated to them will be given a penalty by the competition's Director of at least 500 pts, and which may go as far as disqualification if the Event Director requests it to the Stewards of the Meeting panel, whether the RT happens or not.

22.21. Any crew who refuses to leave normally in the 20 seconds following the starting signal will be pushed out of the timekeeping area in order to clear it and the crew will be



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excluded immediately. Art. 20.5 and 22.4 will be applied.

22.22. Interruption of a RT:

22.22.1. When a RT is definitively stopped for any reason whatsoever before the last crew covered it, a classification for the RT may however be established by allocating to each crew, which has been unable to complete the RT because of the interruption on decision of the Event Director, based upon a time set before the interruption.

22.22.2. This classification may be established even if only one crew could cover the RT in normal racing conditions.

22.22.3. Only the Clerk of the Course may decide to apply or not this disposition.

22.22.4. However, a crew who is totally or partially responsible for stopping a RT may not benefit from this measure. They will be given the time they might have made if it is greater than the longer than the time accorded to the other crews.

22.22.5. If the use of the red flag is needed, the following procedure will be applied:

A red flag will be available every 5 km

The red flag will be showed only to the crews

When a driver passes a red flag, he must immediately slow down and keep this reduced speed until the end and follow the instruction of the Stewards of the road or of the safety cars' drivers.

In the event of non-compliance, the Stewards of the Meeting panel will decide on a penalty.



22.23. A 300-pts penalty will be applied and added to the normal penalty in the RT for non-respect of lap's number or of the RT's route in the RT.

This penalty can be cumulated per the numbers of missing laps or the number of violations of the course.

22.24. During the RT, any incident due to a competitor left before (off road without gravity, stuck, spin,...) not causing interruption of the RT will be treated by the Race direction as a fact of racing and will not be subject to any inclusive time.

ARTICLE 23: PARC FERME

The access to the start & regrouping parcs is free, nevertheless the assistances are forbidden in these parcs & Parc Place Mc Auliffe in Bastogne. There will be no closed park at the finish. The access to the start & regrouping parcs is free, nevertheless the assistances are forbidden in the Place Mc Auliffe Park in Bastogne. There will be no parc fermé at the finish.

7. VI. SCRUTINEERING

ARTICLE 24: SCRUTINEERING BEFORE THE START AND DURING THE EVENT

24.1. Any team taking part in the event must arrive at the signing on with the complete crew at Parc d'Activités Economique 1 – Rue de l'Arbre, 6, at Bastogne (Service des Travaux) accordingly to the time written in the convocations received with the confirmation of entry. **Respect of the time schedule is mandatory.** Being early to scrutineering may result in a penalty of 125 points.

On the contrary; being late will be penalised by 1 point per minute. **These measures are taken to respect the good unwinding of the scrutineering.**

24.2. Any car reporting more than 30 minutes late than the time given in the convocation to the scrutineering will not be allowed to start, except in case of force majeure duly recognized as such by Event Director.

24.3. After scrutineering, if a vehicle is found not to comply with the regulations, the Scrutineers may set a new presentation time before which the vehicle must be made to comply.

24.4. The start will be refused to any vehicle which does not comply.

24.5. The scrutineering carried out before the start will be of a completely general nature (checking of licenses, valid driving license, brand and model of the car, apparent conformity of the car with the group in which it is entered, essential safety items, conformity of the car with the Belgian traffic regulations, etc.).

24.6. This shall be followed by:

24.6.1. The identification of the vehicle

24.6.2. Additional checking may be carried out at any time during the competition, either about the crew members or the car. The competitors are responsible for the technical conformity of their car throughout the entire duration of the event, otherwise they could be disqualified.

24.7 Should identification marks (see art. 21.7) be affixed, it is the responsibility of the crew alone to see that they are protected until the end of the event. Should the markings disappear, the car will be disqualified from the event immediately.

The crew is also responsible for putting back all the elements which were checked at the scrutineering.

24.8 Any fraud discovered, and especially presenting as untouched identification marks which have been modified, will result in the disqualification of the crew, as well as the exclusion of any participants or crew who were involved in the infringement even if it was only to facilitate the fraud. This will not prejudice the fact that the National Sporting Authority, to which the entrant or administrator belongs, may ask to impose heavier sanctions.



VII. PROTESTS – CLASSIFICATIONS - PRIZES

ARTICLE 25: CLAIMS

The Event Director's decisions are final. All Stewards of the Meeting's decisions are final.

ARTICLE 26: CLASSIFICATION

26.1. At the end of the event, multiple classification will be established one for Classic 65 & one for Classic 50:

- a) General classification
- b) Age group classification
- c) Class classification
- d) Women's crew classification
- e) Mixed crew classification

26.2. A provisional general classification will be established at the end of each boucle.

26.3. In case of a tie, the crew with the oldest will be the winner. If there is still a tie, the crew with the smallest engine capacity will be the winner.

26.4. Penalties shall be expressed in points. The final classification will be determined by adding the points obtained in the regularity tests and the penalties received during the road sections and any other penalties expressed in points.

26.5. Coefficient

26.5.1 Regarding the classifications, the penalties given to the car for each second late during regularity tests will be multiplied by a reducing coefficient of 0,XY. (XY being the last digits of the homologation year by FIA/CSI or the first registration of the car if it was not homologated by FIA/CSI).

26.5.2. The penalties given to cars for each second early in the regularity tests will not be multiplied by any coefficient

26.5.3. 4x4 cars will receive a coefficient for penalties. It will be 1.20 for cars up to 2000cc (after correction due to eventual turbo charged engines) and 1.40 for cars over 2.000cc.

26.6. RT 13 will be run as a power stage, the intermediate penalties, the fixed penalties of art. 22.17. and the penalties related to the respect of Slow Zones and CPs will be multiplied by two, with the exception of the time control penalties.

26.7. The crew must be present at the final time control to be classified.

26.8. The crew with the lowest total shall be proclaimed the overall winner, the next lowest, second and so on. The Group Classification and Class shall be determined on the same basis.

26.9. The results shall be posted in accordance with the Competition program.

26.10. At the end of the competition the classification is temporary. It becomes final only after the approval of the Stewards of the Meeting.



ARTICLE 27: AWARD CEREMONY

The team or his representative who is not present at their award ceremony will see their prize cancelled, unless derogation was granted by the Organising Committee beforehand.

The award ceremony will take place on Sunday 1st February 2026 at 17.30 at the main Marquee, Place McAuliffe Bastogne

ARTICLE 28: TROPHIES

28.1 General classification: one for the Classic 65 subcategory and one for the Classic 50 subcategory

1st crew	2 trophies
2 nd crew	2 trophies
3 rd crew	2 trophies

28.2 Women's crew and mixed crew classification (or mixed if there is no female crew at the finish). 1st women's crew:
2 trophies

VISA:

APPENDIX I: TERMINOLOGY

Road section:

Section of itinerary between two successive time controls.

Boucle:

All the zones:

- between the start and the first regrouping halt
- between two successive regrouping halts
- between the last regrouping halt and the finish of the stage or the competition.

Neutralization Period:

Time during which the crews are stopped by the competition organisers for whatever reason.

Regrouping:

Scheduled stop to enable the theoretical times to be observed on the one hand, and on the other, to regroup the cars still in the event. The stopping time may vary according to the crews.

Bulletin:

Official bulletin which is an integral part of the regulations of the competition and intended to modify, clarify or complete the latter. The bulletins must be numbered and dated.

The entrants (or crew's members) must confirm receipt thereof by signature.

The bulletins are established:

- By the organisers, up until the day of scrutineering. They are submitted to the approval of the RACB Sport., except regarding possible modifications of the itinerary
- By the Stewards of the Meeting throughout the competition.

Time card:

- Card intended for the stamps of the different control points scheduled on the itinerary.
- A time card must be issued for each section of each boucle.

Regularity Test:

Regularity tests will be organized in each boucle and take place on closed road. They will be held on a "secret" basis.

Disqualification:

A person may not continue to participate in a competition.



APPENDIX II: COMPETITORS' RELATIONS OFFICER

PRINCIPAL MISSIONS

Inform the competitors and play the role of mediator at all times.

This post must be entrusted to an official in possession of a licence issued by his ASN as it implies a certain knowledge of the general regulations. He may be invited to the meetings of the Stewards of the Meeting panel, to be informed of all the decisions taken during those meetings.

The competitors' Relations officer must be easily identified by the competitors. To this it is advisable that:

- He wears a very visible badge
- Be introduced to the competitors when there is a drivers' briefing.
- His picture is included in the Supplementary Regulations or in an Addendum if possible.

PRESENCE AT THE RUNNING OF THE COMPETITION

When the Headquarters office opens, he should have the Secretary of the meeting draft a schedule of his duties which will be posted on the notice board of the event and which will include his presence:

- At scrutineering
- At the Secretariat of the Meeting
- At the regrouping halts
- At the end of boucle halts.
- Near the closed area at the arrival (the latter depending on the event's schedule).

ROLE

- Give accurate answers to all questions asked
- Provide all information or additional clarification about the regulations and the running of the competition

MEDIATION

Avoid forwarding questions to the Stewards of the Meeting panel which could be solved satisfactorily by a clear explanation apart from protests (for example, clarify disputes over times, with the assistance of the timekeepers). The Competitors' Relations Officer shall refrain from saying anything or taking any action which might give rise to protests.

DISQUALIFICATION:

A person may not continue to participate in a competition

ANNEXE III: CONTROLS SIGNAL



Key - Page 1

 TC @ 50m	 TC	 RT Start between 50 & 200m after TC	 Flying Finish between 25 & 100 m later	 Flying Finish (FF)	 STOP control between 100 & 1000 m after FF	 Passage Control (CP) 50m later	 CP	 Flying start
---	---	---	---	---	---	--	---	---



Key - page 2



3/4 of distance before
STOP from FF



1/2 of distance before
STOP from FF



1/4 of distance before
STOP from FF



to right with
related angle



to left with
related angle



chicane stay RHS



chicane stay LHS

- - - -

tyres walls, straw balls, new jersey, concrete walls



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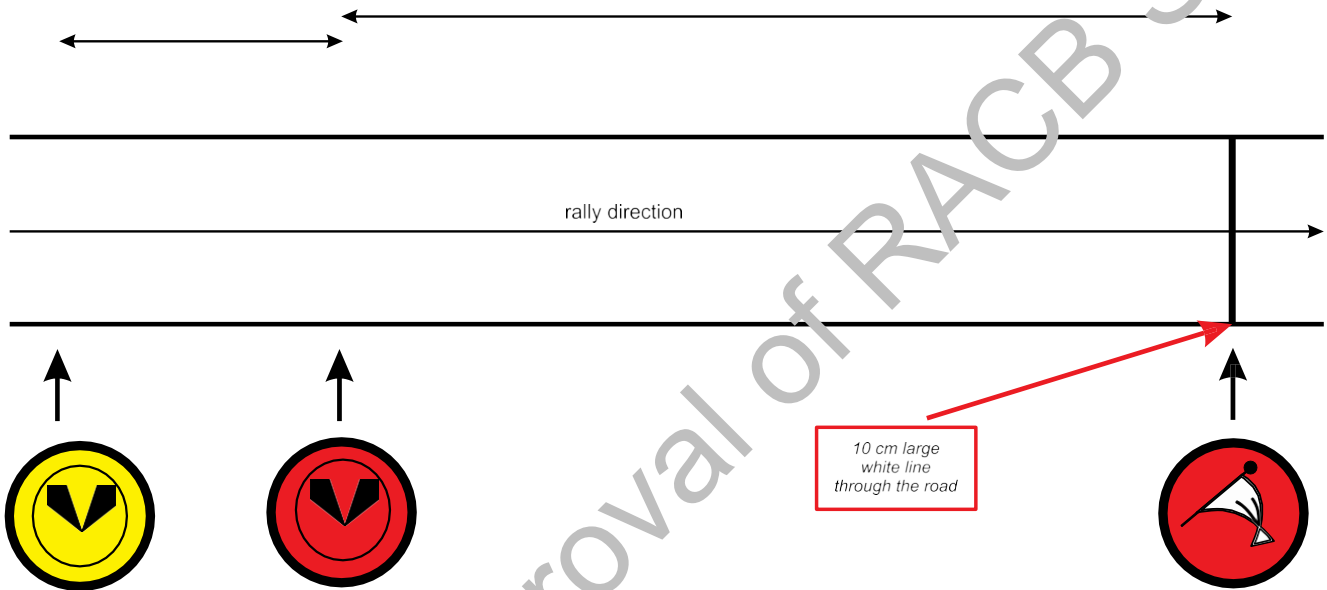
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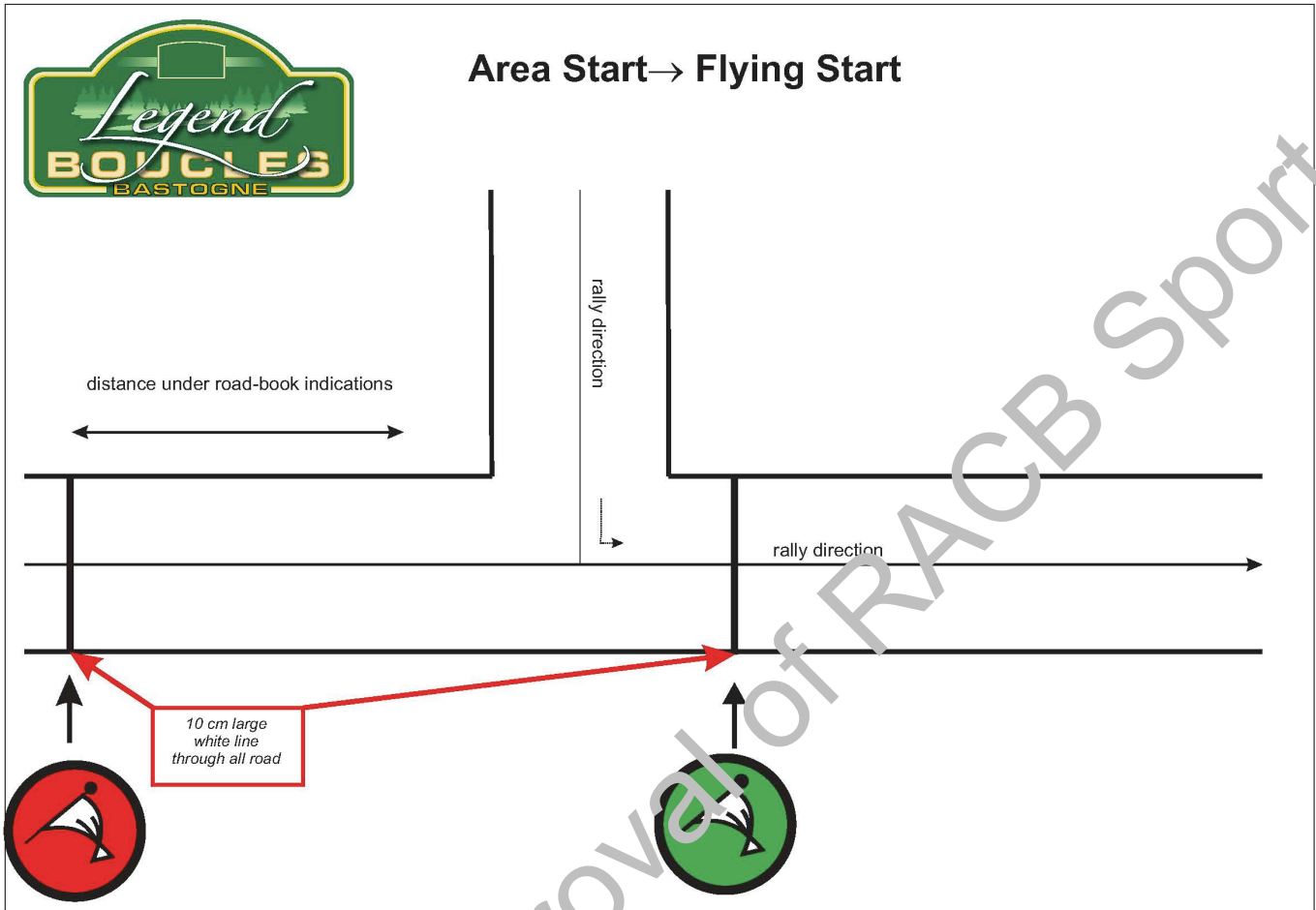


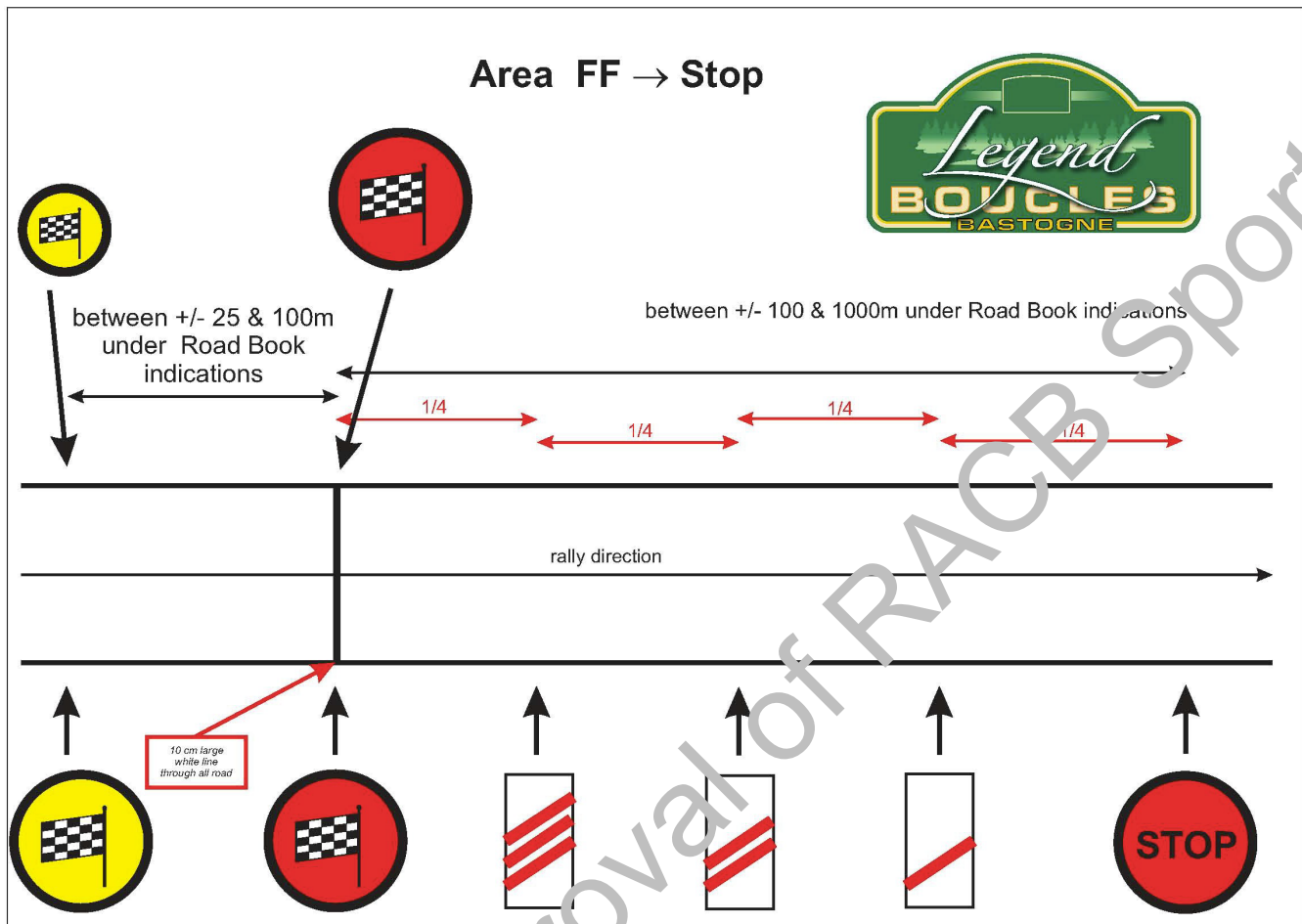
Area TC → Start

50m

between +/- 50 & 200m









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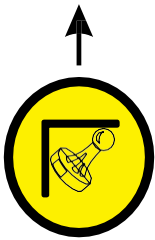
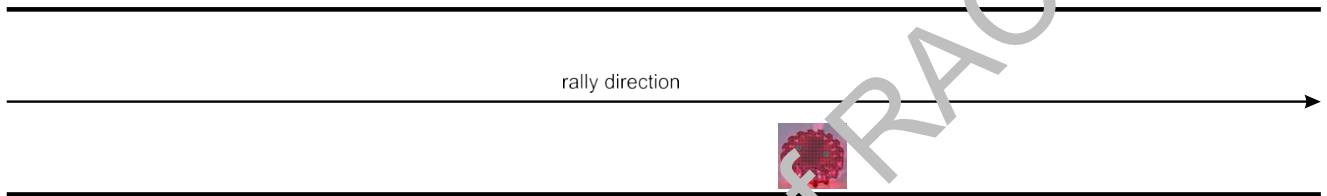


Area CP

50 m



rally direction



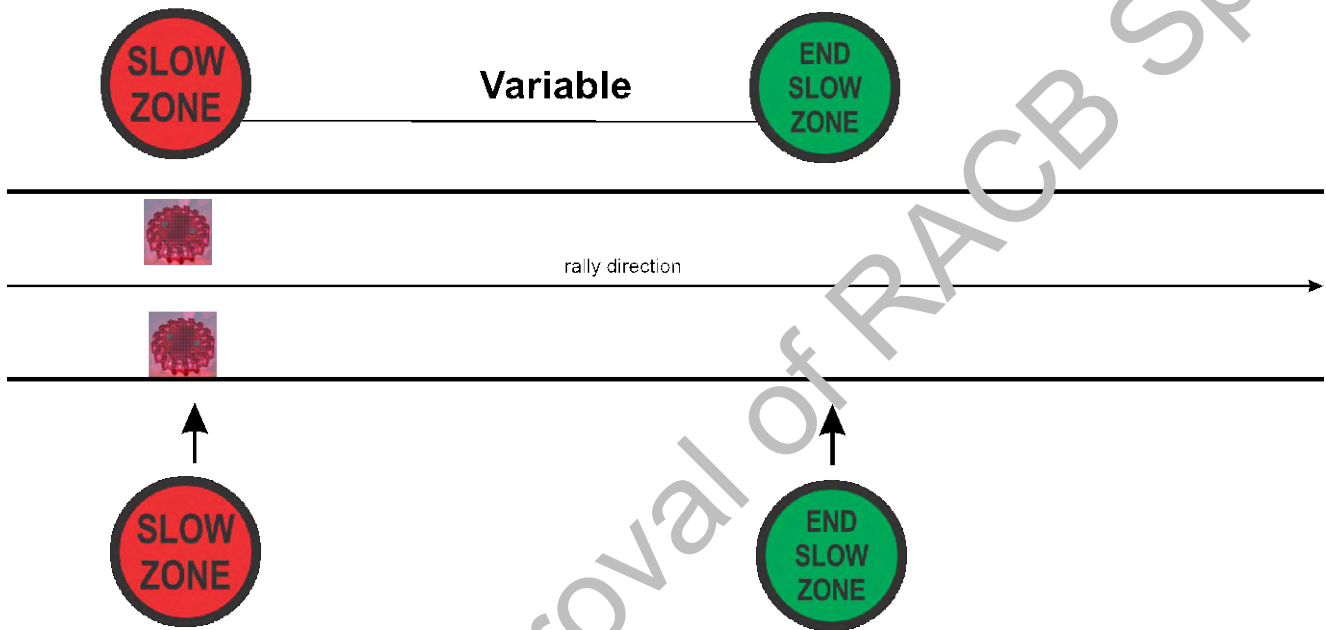


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Slow Zone





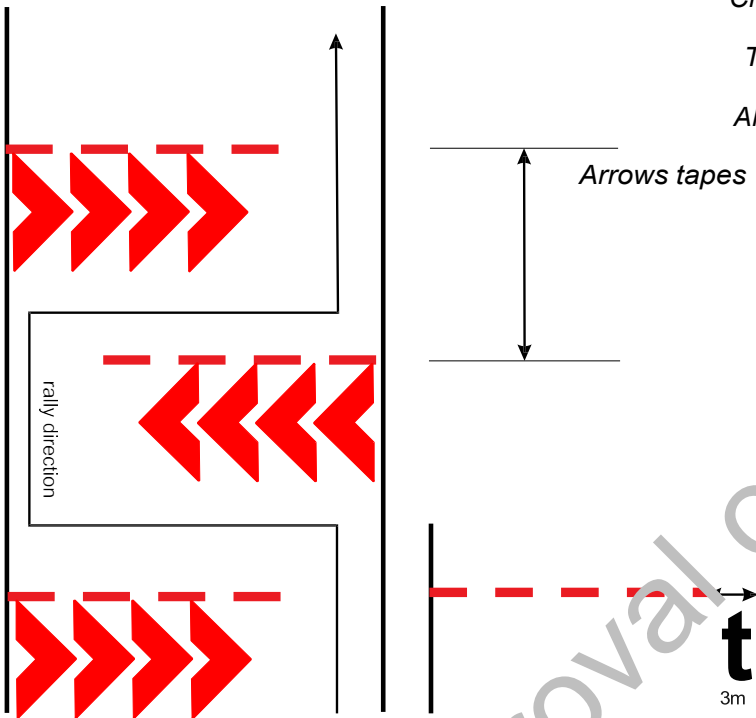
Chicanes

Chicanes may be reversed LHSIRHS.

They may have a different drawing.

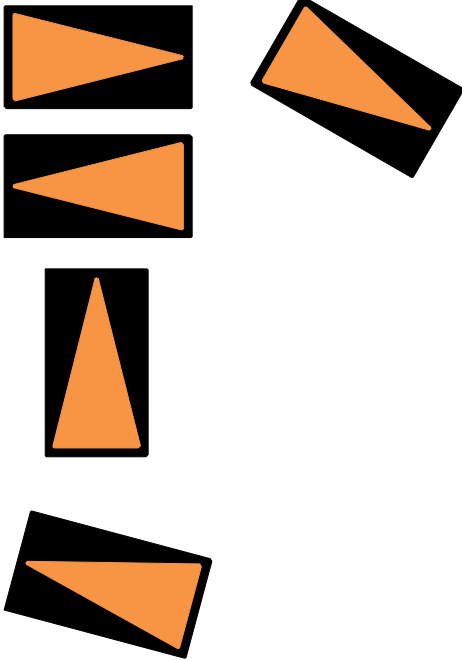
Always follow road-book indications.

Arrows tapes will be fixed in front of chicane giving direction.





« RAC » kind arrows signage



50 m before turn, allways RHS but may be fixed on both sides in case of tricky turn

Arrow angle should show the angle as on a stopwatch, lower = tidy, higher = open.

Forward arrow should represent a blinded crest without a turn follow it immediately.

A yellow arrow will precede the orange



APPENDIX IV

1) Behaviour in the Event of an Accident (National Highway Code)

In the event of an accident causing only material damage, the competitor or their representative must report it verbally at the next Time Control, and submit a written detailed report to the Race Direction Office or to the Retirement Officer no later than the end of the Stage. Failure to do so will result in a fine of €500.

In addition, if personal injury occurs, the driver is required to immediately inform the competent police authorities as well as rally headquarters using the emergency number printed on the back of the logbook.

If a participating driver is involved in an accident during the rally in which a member of the public or any other person is injured, the driver and/or co-driver must remain at the scene and stop the next car, which must then report the accident at the next radio point indicated in the road book, or at the next Time Control (road section).

Hit-and-run is a criminal offence under Belgian law. Any competitor stopped by this procedure will be awarded a notional time.

Safety and accident procedures for competitors will also be listed in the road book.

2) Breakdown

For safety reasons, any car unable to complete a Special Stage will be transported by the Organiser either to the end of the Special Stage or to a safe location for recovery.

3) Derogation Clause

The Organiser accepts no responsibility for the consequences of any infringement of the laws, regulations, or provisions in force in the country committed by Drivers or Competitors. Such consequences will be borne solely by the offender(s).

The Organiser also accepts no responsibility in the event of natural disasters, demonstrations, acts of vandalism, riots, assaults, sabotage, terrorism, or similar events in which Competitors, Drivers, team members, or vehicle occupants may be victims. The consequences (material, criminal, or sporting) shall be borne entirely by those concerned.

**Annexe V - Bijlage V - Appendix V -Hall of Fames Routes
Blanches - Boucles de Spa - Legend Boucles de Spa - Legend
Boucles Bastogne**

1953	RICHARD (B): Volkswagen
1954	GENDEBIEN - WASHER (B): Aston Martin
1955	No classification, all crews were outside the time limit
1956	EVARD - COLLIGNON (B): Ford Anglia
1961	BOUVY - ROLAND (B): Porsche 356
1962	SANDER - SANDER (B): Daf
1963	Event cancelled
1964	STAEPELAERE - MEEUWISSEN (B): Ford Cortina Lotus
1965	MOMBAERTS - MOSBEUX (B): Lotus Elan
1966	STAEPELAERE - CHRISTIAENS (B): Ford Cortina GT
1967	HAXHE - TRICOT (B): Lotus Elan
1968	JACQUEMIN - CHAVAN (B): Renault 8 Gordini
1969	JACQUEMIN - DEMAY: Alpine A110
1970	CHAVAN - VANGUTSHOVEN (B): Alfa Romeo Duetto
1971	PEDRO - JIMMY (B): BMW 2002 TI
1972	ADRIAENSENS - DAEMERS (B): BMW
1973	HAXHE - DELFERRIER (B): Daf 66
1974	BRINK - "GERD IDEL" (D): Porsche C
1975	STAEPELAERE - VAILLANT (B): Ford Escort
1976	BLOMQUIST - SYLVAN (S): Saab 99
1977	POND - GALLAGHER (GB): Triumph TR7
1978	DUMONT - MATERNE (B): Opel Kadett GTE
1979	KLEINT - WANGER (D): Opel Ascona
1980	BLOMQUIST - CEDERBERG (S): Saab 99 Turbo
1981	SNYERS - SYMENS (B): Ford Escort RS
1982	COLSOUL - LOPES (S): Opel Ascona
1983	DUEZ - LUX (B): Audi Quattro
1984	CAPONE - CRESTO (I): Lancia 037
1985	WALDEGARD - THORZELIUS (S): Audi Quattro A2
1986	PROBST - DE CANCK (B): Ford Sierra XR 4X4
1987	SNYERS - COLEBUNDERS (B): Lancia Delta 4WD T
1988	SNYERS - COLEBUNDERS (B): BMW M3
1989	SNYERS - COLEBUNDERS (B): Toyota Celica 4WD
1990	SABY - GRATLOUP (F): Lancia Delta Integrale 16 V
1991	SNYERS - COLEBUNDERS (B): Ford Sierra Cosworth 4X4
1992	VERREYDT - BIAR (B): Toyota Celica GT4
1993	de MEVIUS - LUX (B): Nissan Sunny GTI-R
1994	CHATRIOT - GIRAUDET (F): Toyota Celica 4WD
1995	SNYERS - COLEBUNDERS (B): Ford Escort Cosworth
1996	de MEVIUS - FORTIN (B): Ford Escort Cosworth
1997	VERREYDT - JAMAR (B): Toyota Celica
1998	de MEVIUS - FORTIN (B): Subaru Impreza WRC
1999	MUNSTER - VERGALLE (B): Subaru Impreza
2000	VERREYDT - ELST (B): Seat Cordoba

2001	PRINCEN - COLEBUNDERS (B): Peugeot 206 WRC
2002	COLS-LOPES (B): Mitsubishi Lancer Evo VII
2003	TJOEN-CHEVAILLIER (B): Toyota Corolla WRC
2004	TJOEN-CHEVAILLIER (B): Toyota Corolla WRC
2005	Event cancelled to the calendar elaboration
2006	TIMMERS - SMETS (B): BMW 325ix
2007	DUEZ - MUTH (B): Porsche 911
2008	SNIJERS - SOENEN (B): Ford Escort BDA
2009	SNIJERS - SOENEN (B): Porsche 911 Gr. 4
2010	THIRY - GILSOUL (B): Audi Quattro A2 Gr. 4
2011	STOUFF - ERARD (B): Ford Escort Mk 1
2012	VAN DE WAUWER - MARNETTE (B): Lancia Beta Monte Carlo
2013	DUVAL - BOURDEAUD HUI (B): Ford Escort Mk II Gr. 4
2014	DUVAL - BOURDEAUD HUI (B): Ford Escort Mk II Gr. 4
2015	DUVAL - BOURDEAUD HUI (B): Ford Escort RS
2016	MUNSTER - HANSEN (B): Porsche Carrera RS
2017	NEUVILLE - GILSOUL : Porsche Carrera RS
2018	BOUFFIER (F) - ALNET (F) : Ford Escort RS
2019	HIRVONEN (FIN) - OTTMAN (FIN) : Ford Escort RS
2020	MEEKE (GBR) - MARSHALL (GBR) : Ford Escort RS
2021	Event cancelled -COVID 19
2022	LEFEBVRE (FRA) - PORTIER (BEL): Ford Escort RS
2023	STOUFF - ERARD (B) : Ford Escort MkI
2024	STOUFF - ERARD (B) : Ford Escort Mk2
2025	CHERAIN - WITHERS (B): Ford Escort Mk2

LEGEND BOUCLES - CLASSIC	
2007	1. LAUSBERG-PIROTTE: Opel Kadett GTE
	2. VAN PEER-LAMBERT: BMW 202 Tii
	3. PAISSE-GULLY: Porsche 914/6
2008	1. PENDERS/LIENNE: Alfa Romeo Bertone
	2. PAISSE-GULLY: Porsche 914/6
	3. BERTRAND-CHAPA: Ford Escort Mexico
2009	1. LOPES-LAMBERT: Porsche 911
	2. VERHELLE-THIRIONNET: Ford Cortina GT
	3. CHABALLE-DELVENNE: Bmw 2002
2010	1. LAREPPE-LAMBERT: Opel Ascona B
	2. HOLVOET-VANOVERSCHELDEN: Toyota Celica 1600 GT
	3. VERHELLE-THIRIONNET: Ford Cortina GT
2011	1. VAN ROMPY-PIROTTE: Opel Kadett GT/E
	2. DELINCE-MINGUET: Ford Escort RS 2000
	3. BERTRAND-CHAPA: Ford Escort Mexico
2012	1. HORGNIER-ALBERT: Lancia Fulvia 1.6 HF
	2. DE MUNCK-VANOVERSCHELDE: Lada 1600
	3. TANNIER-PANIER: Lancia Fulvia 1.6 HF
2013	1. HOLVOET - VANOVERSCHELDE: Toyota Celica 1600 1700 2300
	2. VERELLE - THIRIONNET: Ford Cortina GT
	3. VAN ROMPUY-VANOVERSCHELDE: Opel Ascona 1900
2014	1. CRUCIFIX - CALDEIRA: Porsche 911 Carrera
	2. VANROMPUY - VANOVERSCHELDE: Opel Ascona B 1900
	3. REUTER - VANDEVORST: Porsche 914/6
2015	1. BERTELOOT - CANCEL: Porsche 911 SC
	2. PIRAUX - MONARD: Renault 5 Alpine
	3. BAILLET - BAILLET: Porsche 911
2016	1. DEFLANDRE - LIENNE: Porsche 911
	2. REUTER - VANDEVORST: Porsche 914/6
	3. MAGDZIAREK - HOGHE: BMW 2800C5
2017	1. PIRAUX - MONARD: Renault 5 Alpine Gr2
	2. CHABALLE - CHALSECHE: Volvo 122 5 2P
	3. REUTER - VANDEVORST: Porsche 914/6
2018	1. VAN DALEN - MINGUET: Ford Escort RS2000 MKII
	2. GENGOU - GATHY: Volvo 142 B20
	3. DELHEZ A - DELINCE: Ford Escort RS2000 MKII
2019	1. VAN DALEN - MINGUET: Ford Escort RS2000 MKII
	2. DELHEZ - DEFLANDRE: Ford Escort RS
	3. GENGOU - GATHY: Volvo 142 S B 20
2020	1. LAMBERT - LAMBERT: BMW 2002 TI
	2. VAN DALEN - MINGUET: Ford Escort RS2000
	3. PIRAUX - MONARD: RENAULT 11 TURBO
2021	Event cancelled -COVID 19
2022	1. LAMBERT - ALBERT: BMW 2002 TI
	2. BERTELOOT - GENGOUX: PORSCHE 924
	3. SCHOONBROODT - GEHLEN: Ford Escort MK1
	1. SCHOONBROODT - GEHLEN: Ford Escort MkI

2023	2. GENGOU – GATHY : Volvo 142
	3. NINANE – SIMON : Opel Kadett C
2024	1. BARTHOLEMY – LIENNE : Ford Escort Mk1
	2. LOUYS – LEJEUNE : MG B V8
	3. LAMBERTY – FRANKENBER : Opel Ascona B 2.0 S
2025	1. DELFLANDRE – DEFLANDRE : Porsche 911
	2. BAILLET – BRIGNON (F) : Ford Escort MK2
	3. UGNON – DESMET : BMW 320

LEGEND BOUCLES - CHALLENGER	
2018	1. DEFLANDRE – LAMBERT : Ford Escort RS2000 MKII
	2. LAUSBERG – LAUSBERG : Porsche 911 SC 2.7 GR3
	3. OLIVIER – MAGNIETTE : Ford Escort RS2000 MKII
2019	1. BLEROT – DAUBY : BMW 325 i
	2. KENIS – BJORN : BMW 2002 Ti
	3. LAUSBERG – LAUSBERG : Porsche 911 2.7 SC Gr.3
2020	1. VAN HOVE – WINDEHAUSEN: ALFA ROMEO ALFETTA GTV6
	2. CAPRASSE – KAIRIS: AUDI QUATTRO
	3. MAGEROTTE – HENNUY: FORD ESCORT RS
2021	Event cancelled -COVID 19
2022	1. THEIS – PERREE: Ford Escort MK1
	2. MAUROIT – DODION: Bmw 325i
	3. VAN HOVE – WINDEHAUSEN : Alfa Romeo Alfetta GTV6
2023	1. MAGEROLLE – HENNUY: Ford Escort Mk2
	2. THEIS – PERREE: Ford Escort Mkl
	3. MONSEUR – HANQUET: BMW 325i
2024	1. JAUMIN – GODFRIN: BMW 325i
	2. NIELEN – NIELEN: BMW 325i
	3. MAGEROTTE – HENNUY: Ford Escort Mk2
2025	1. KETTELS – SULBOUT: Ford Escort MK2
	2. NIELEN – NIELEN: BMW 325
	3. VAN HOVE – WINDEHAUSEN: Alfa Romeo GTV6
LEGEND BOUCLES - CLASSIC 50	
2020	1. BARTHOLEMY – BARTHOLEMY: PORSCHE 911S
	2. EVRARD – COLIN : AUTOBIANCHI A112 ABARTH 70HP
	3. COLLIGNON – VANDERMEULEN: VOLVO 122 2 PORTES
2021	Event cancelled -COVID 19
2022	1. DUFRASNE – DOGNE DUFRASNE: DAF MARATHON
	2. BARRES – LEGAL: Mercedes Benz 450 SLC 5.0
	3. RORIFE – PEIGNEUX: Volvo 122
2023	1. DUFRASNE – DOGNE: BMW 323i
	2. SIMON – BERNARD: PORSCHE 924
	3. VINETTE – VINETTE: BMW 2002 Ti
2024	1. LEGENNE – LEGENNE (F): OPEL COMMODORE GS 2.0 S
	2. AMBROSINI – ABEL (F): Audi 80 GT
	3. NEUVILLE – NEUVILLE: PORSCHE 944

2025	1. SIMON – BERNARD: Porsche 924
	2. VARREWAERE – CRACCO: Nissan Sunny
	3. AMBROSINI – ABEL (F): Audi 80 GT
LEGEND BOUCLES - YOUNGTIMERS	
2022	1. BLEROT – DAUBY: Bmw 325i
	2. BLEROT – HENKINET: Bmw 325i
	3. DELVIGNE – MINGUET: Nissan Sunny GTI-R
2023	1. BLEROT – DAUBY: BMW 323i
	2. HUBIN – DEFOURNY: Opel Omega A30 24
	3. PUYPE – PUYPE: BMW 320i
2024	1. de MEVIUS – BARJOU (B/F): Nissan Sunny Gti-R
	2. HUBIN – DEFOURNY: Opel Omega A 3.0 24V
	3. MARCY – PODGORNÝ: Porsche 911 Carrera

Pending approval of RACB Sport