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LEGEND – CHALLENGER

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31-01/1-02/2026**

## I. PROGRAM - WINNERS

### PROGRAM

Saturday 1<sup>st</sup> November 2025

Opening of entries

Friday 16th January 2026

Closing of entries

#### A.1. LEGEND + CHALLENGER

Thursday 29<sup>th</sup> January 2026

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

11.00 to 19.00 (following notification timetables): Establishment 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

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

14.00 to 19.00 (following notification timetables): Tyres marking, at the Service Park, Rue du Marché Couvert in Bastogne

17.00 to 21.00: Optional shakedown reserved exclusively for the Legend and Challenger categories

Friday 30th January 2026

07.30 to 20.00: Headquarters opening times – rue du Fortin, 3, – 6600 Bastogne

07.00 to 13.00 (following notification timetables): Establishment by the organization of competition numbers and mandatory advertising – Parc d'Activités Economique – Rue de l'Arbre, 6, à Bastogne (Service des Travaux) + Sportive controls, Allocation of competition numbers, « rally » plate & service map

08.00 to 14.00 (following notification timetables):

08.00 to 12.00: Distribution of the road-book leg-1 at the Headquarters – rue du Fortin, 3 – 6600 Bastogne

08.30 to 14.30 (Following notification timetables): Scrutineering, Place Mc Auliffe in Bastogne (6600)

08.30: Start of the recce

09.00 to 12.00 and 13.30 to 16.30: Tyres marking, at the Assembling area, Rue du Marché Couvert in Bastogne

17.00: End of the recce

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

19.00 to 21.00: Mandatory exhibition of the cars, city centre

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 Map Books leg-1 & 2 and communication of the target time for the different Regularity Tests, at the exit of the assembly area and each team leaves minute by the minute according to the list of the cars' starting order to Place McAuliffe in Bastogne and waits for its actual start time

20.15: Arrival of the first car (Legend Category). End of the step 1 – Marquee, Place McAuliffe in Bastogne

Sunday 1st February 2026

.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 leg 2 and communication of the ideal time to be achieved for the different Regularity Tests, at the exit of the assembly area and each team leaves minute by the minute 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

16.00: Arrival of the first car (Legend Category). End of the competition –

Marquee, Place McAuliffe in Bastogne

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

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



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Tuesday 3rd February 2026

20.00: Publishing complete temporary results of Legend & Challenger categories on TOAV, RACSPA website [www.racspa.be](http://www.racspa.be) and on the mobile app

20.30: End of the claims period. Claims must imperatively be made by email to the address [info@racspa.be](mailto:info@racspa.be)

Wednesday 4<sup>th</sup> February 2026

10.00: Publishing oh the definitive results of Legend and Challenger categories on TOAV, RACSPA website [www.racspa.be](http://www.racspa.be) and on the mobile app

**A.2. GENERAL**

**Official Notice Board:**

Virtual notice board (TOAV) on our official website [www.racspa.be](http://www.racspa.be), as well as on the dedicated App for smart phones.

- Headquarters during the event:

Headquarters – rue du Fortin, 3, – 6600 Bastogne

Phone: (+32)4/375.97.64,

Email: [info@racspa.be](mailto:info@racspa.be), Web: [www.racspa.be](http://www.racspa.be)

**Press Office**

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

Friday 30th January 2026: from 16.00 till 19.00

Saturday 31st January 2026: from 07.00 till 22.00

Sunday 1st February 2026: from 07.00 till 16.00

Media Accreditations only on Saturday and Sunday

**WINNERS- HALL OF FAMES : see appendix V**



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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,

**VISA :**

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

#### LEGEND

A: Legend Divisions 1 to 7:

Cars homologated until 31/12/1990, in compliance with their FIA or PTH (FIA Historic Technical Passport) homologation forms. This class is reserved for cars meeting the safety requirements of Article 5 of Appendix VII and Article 3 of Appendix K of the FIA 2026 regulations.

For cars registered in Belgium, their crews must be in possession of a valid competition vehicle certificate ('carnet jaune').

See Art 4. Vehicles and Art. 5. crews.

Technical modifications in relation to the FIA homologation form :

Brakes and suspension are free.

If the gearbox is sequential and/or equipped with steering wheel paddles, the car shall be classified in Division 10.

An increase in cylinder bore of up to 20% is permitted without incurring a penalty coefficient. Beyond this 20% limit, without restriction, as well as in the case of converting from an 8-valve to a 16-valve engine compared to the homologation form, the car shall be classified in Division 10.

The fuel system (carburetors or injection) and its type are unrestricted.

Substitution engines (different block from the homologation sheet) are forbidden.

All points relating to safety in accordance with FIA Appendix K remain applicable.

Finally, the penalty coefficients are not cumulative.

B: Legend Divisions 8 to 11:

B.1: Cars homologated by the FIA until 31/12/1986, not in compliance with their FIA homologation forms, PTH (FIA Historic Technical Passport), or PTN RACB (RACB National Technical Passport). This class is reserved for cars meeting the safety requirements of Article 5 & Appendix VII and Article 3 of Appendix K of the FIA 2026 regulations.

Substitution engines (different block from the homologation form) are authorised. However, the number of cylinders must be identical to the homologated version, and a car homologated with a naturally-aspirated engine may not be fitted with a turbo engine.

All points relating to safety in accordance with Appendix K of the FIA remain applicable.



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B.2 : Rally cars homologated by the FIA between 1 January 1991 and 31 December 2000, in compliance with their FIA homologation form and with the safety requirements of FIA Appendix K 2026 (Appendix VII – Article 3)

### **CHALLENGER**

This class is reserved for cars meeting the safety requirements of Article 5 of Appendix VII and Article 3 of Appendix K of the FIA 2026 regulations.

For cars registered in Belgium, crews must hold a valid competition vehicle certificate ('yellow card').

Cars homologated until 31/12/1990, in compliance with their FIA, PTH (FIA Historic Technical Passport), or PTN RACB (RACB National Technical Passport) homologation sheets, are also included in this class

This class is reserved for cars meeting the safety requirements of Article 5 of Appendix VII and Article 3 of Appendix K of the FIA 2026 regulations.

For cars registered in Belgium, crews must hold a valid competition vehicle certificate ('yellow card').

Cars homologated until 31/12/1990, in compliance with their FIA, PTH (FIA Historic Technical Passport), or PTN RACB (RACB National Technical Passport) homologation sheets, are also included in this class

For cars registered in Belgium, crews must be in possession of a valid competition vehicle certificate ('carnet jaune').

See Art 4. Vehicles & Art.5. Crews

Technical changes to the FIA homologation form: Brakes and suspensions are free. If the gearbox is of sequential type and/or with flying paddles, a coefficient of 1.04 will be applied.

A capacity of 20% maximum is allowed without incurring the application of a penalizing coefficient. Beyond this 20% (without limit) as well as the passage of an engine from 8 valves to 16 valves compared to the homologation form will be applied a penalizing coefficient of 1.04.

The fuel supply (carburetors or injection) and its type are free.

Substitution engine (different block from the homologation form) are prohibited.

All safety issues in accordance with FIA annex K remain applicable.

Finally, the penalizing coefficients are not cumulative.

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](mailto:info@racspa.be)  
Web [www.racspa.be](http://www.racspa.be)

Chairman: Pierre DELETTRE

Coordinator in charge of the routes: Eric CHAPA



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Marketing Manager & Event Coordinator: Pierre-Louis DELETTRE

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: Ludo PEETERS

Member: Steven LASURE

Member: Christophe VIVOY-ISAAC

Secretary of the College: Paulette GRENSON

RACB Sport Safety Delegate Alain PENASSE

RACB Sport Safety Homologation Henri PETIT

Clerk of the Course: Etienne MASSILLON

Deputy Clerk of the Course: Eric CHAPA  
Colin KOHL

Park Responsible: TBA

Scrutineering Responsible: Alain MARQUET

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 FRANSSEN

Safety Officer: Jean-Paul MALMENDIER

Deputy Safety Officer: André MATHIEU

Chief Medical Officer: Dr Christian WAHLEN

Secretary of the meeting: Anne-Marie DE DONDER

Sporting Secretary: Isabelle WAHALTERE

Tracking/positionning Service: Tripy – Jean-Christophe SPRIMONT

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

- Legend + Challenger:

Timekeeping: JB Time Concept

Calculation Office: JB Time concept – José BAILLY – Gilles BAILLY



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### 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 are divided into 2 days. The event will take place on closed roads.

Regularity tests will be "secret" for the Classic Category. For the Legend + Challenger Categories: there would be recce for DAY-1 and it would be on a "secret" basis for DAY-2.

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, neutralisation 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 vehicles never homologated, the first road registration year will be taken into consideration and must be submitted to approval of Organising Committee.

##### 4.2 Divisions/Cars admitted

Cars will be divided into nine divisions and the following classes:

4.2.1. Division 1: up to 31/12/1961

Class 1: up to 1600 cc

Class 2: over 1600 cc

4.2.2. Division 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. Division 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. Division 4 - 2-wheel drive: 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. Division 5 - 4-wheel drive: from 01/01/1982 to 31/12/1986

Class 15: up to 1300 cc



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Class 16: from 1301 to 1600 cc

Class 17: from 1601 to 2500 cc

Class 18: over 2500 cc

4.2.6. Division 6 - 2-wheel drive: from 01/01/1987 to 31/12/1990

Class 19: up to 1300 cc

Class 20: from 1301 to 1600 cc

Class 21: from 1601 to 2500 cc

Class 22: over 2500 cc

4.2.7. Division 7 - 4-wheel drive: from 01/01/1987 to 31/12/1990

Class 23: up to 1300 cc

Class 24: from 1301 to 1600 cc

Class 25: from 1601 to 2500 cc

Class 26: over 2500 cc

4.2.8. Division 8 – 2-wheel drive – Group N & A: from 1 January 1991 to 31 December 1995

Rally cars homologated by the FIA between 1/01/1991 and 31/12/1995, compliant with their FIA homologation form and the safety requirements of Article 5 and Appendix VII& Art.3 of FIA Appendix K 2026.

The list of FIA-homologated vehicles is available on the FIA website <https://historiccdb.fia.com>.

- Class 27: up to 1300 cc
- Class 28: from 1301 to 1600 cc
- Class 29: from 1601 to 2500 cc
- Class 30: over 2500 cc

4.2.9. Division 9 – 4-wheel drive – Group N & A: from 1 January 1991 to 31 December 1995

Rally cars homologated by the FIA between 1/01/1991 and 31/12/1995, compliant with their FIA homologation form and the safety requirements of Article 5 and Appendix VII-Art.3 of FIA Appendix K 2026.

The list of FIA-homologated vehicles is available on the FIA website <https://historiccdb.fia.com>.

- Class 31: up to 1300 cc
- Class 32: from 1301 to 1600 cc
- Class 33: from 1601 to 2500 cc
- Class 34: over 2500 cc

#### 4.2.10. DIVISION 10 – TWO-WHEEL DRIVE

Class A: Modified

Eligible vehicles are cars homologated up to 31 December 1986 which do not comply with their original FIA homologation form or FIA Historic Technical Passport (PTH).

This class is reserved for cars that comply with the safety requirements set out in Article 5 and Appendix VII – Article 3 of FIA Appendix K 2026.

Replacement engines are permitted, provided that:

- The engine block differs from that specified on the homologation form;
- The number of cylinders remains identical to that of the homologated version; and
- Cars originally homologated with a naturally aspirated engine may not be fitted with a turbocharged engine.

Replica and/or kit cars, as listed in Appendix 3 of the present regulations, are authorised in this class.

(*Cars not authorised in the Challenger class*)

All safety requirements in accordance with FIA Appendix K remain fully applicable.

Class B: Groups N & A (1 January 1996 – 31 December 2000)

Rally cars homologated by the FIA between 1 January 1996 and 31 December 2000, in accordance with their FIA homologation form and the safety requirements of Article 5 and Appendix VII, Article 3, of Appendix K 2026 of the FIA.

The list of FIA-homologated vehicles concerned is available on the FIA website <https://historiccdb.fia.com>.

- Class 35: up to 1300 cc
- Class 36: from 1301 to 1600 cc
- Class 37: from 1601 to 2500 cc
- Class 38: over 2500 cc



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4.2.11. Division 11 – 4-wheel drive – Group N-A – WRC: from 1 January 1996 to 31 December 2000

All safety requirements in accordance with FIA Appendix K remain applicable.

Rally cars homologated by the FIA between 1 January 1996 and 31 December 2000, in accordance with their FIA homologation form and the safety requirements of Article 5 and Appendix VII, Article 3, of Appendix K 2026 of the FIA. The list of FIA-approved vehicles is available on the FIA website <https://historiccldb.fia.com>.

- Class 39: up to 1300 cc
- Class 40: from 1301 to 1600 cc
- Class 41: from 1601 to 2500 cc
- Class 42: 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. Wankel turbo-Charged car will be affected by a 4 coefficient.

#### 4.4. Challenger category

4.4.1. Division 1: until 31 December 1961

- Class 1: up to 1600 cc
- Class 2: over 1600 cc

4.4.2. Division 2: from 1 January 1962 to 31 December 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

4.4.3. Division 3: from 1 January 1972 to 31 December 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

4.4.4. Division 4 – 2-wheel drive: from 1 January 1982 to 31 December 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

4.4.5. Division 5 – 4-wheel drive: from 1 January 1982 to 31 December 1986

- 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

4.4.6. Division 6 – 2-wheel drive: from 1 January 1987 to 31 December 1990

- Class 19: up to 1300 cc
- Class 20: from 1301 to 1600 cc
- Class 21: from 1601 to 2500 cc
- Class 22: over 2500 cc

4.4.7. Division 7 – 4-wheel drive: from 1 January 1987 to 31 December 1990

- Class 23: up to 1300 cc
- Class 24: from 1301 to 1600 cc
- Class 25: from 1601 to 2500 cc
- Class 26: over 2500 cc



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4.5. Classes containing less than 5 competitors can be merged into the higher class.

4.6. The organiser 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 kinds of time and distance measuring devices are allowed.

4.8. Cars must comply with the Belgian traffic regulations.

4.9. Vehicles LEGEND & CHALLENGER

The prescriptions of the article 4.11 "Vehicles Presentation" must be respected and the vehicles must **comply with the safety prescriptions of the FIA Appendix K 2026 which are mandatory**.

The vehicles must be equipped with safety harness (**original safety belts are prohibited**)

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. The installation of a maximum of four additional headlights up to and including Period I (until 31/12/1981) and six additional headlights from Period J2 onwards (from 01/01/1982) is permitted, excluding the original headlights. The number of headlights and other external lights must always be even. Headlights must always be symmetrical with respect to the longitudinal axis of the car.

In keeping with the spirit of the era, xenon bulbs are not permitted. LED bulbs are permitted on the strict condition that they are installed in period-correct headlights, with a maximum of two LED bulbs per headlight. (LED strips are not permitted.)

4.10.4. Rims:

The diameter of the rims used must comply with the data written in the approval form with a maximum tolerance more than 2" and a rim diameter tolerance of 16" maximum.

An exception for Group A cars that can add 2" maximum to their diameter listed on their FIA homologation form according to the Group A regulations of the old J Appendix.

If the car hasn't been FIA approved or if the approval form does not include maximum dimension, then diameter must comply with 2026 FIA Appendix K of I.S.C. form with a maximum tolerance more than 2" and a rim diameter tolerance of 16" maximum with exemption for cars homologated in 17".

The upper half of the rim and tire can not extend beyond the bodywork. (flying in "straight ahead" position).

4.10.5.1 Tyres

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

Ex

- Marking type "E" ("X" is 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.



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

Controls will take place at any time throughout the event.

Only 19 tyres brands are allowed in order to make it easier for the Tyres Judges (only for Legend-Challenger):

- BF-Goodrich
- Bridgestone
- Continental
- Dunlop
- Firestone
- Fulda
- Gislaved
- Goodyear
- Hankook
- Michelin
- Nokian
- Pirelli
- Semperit
- Toyo Tires
- Uniroyal
- Vredestein
- Yokomaha
- Maxxis
- Nankang

4.10.5.2. In the Legend, & Challenger categories, a maximum of 16 tyres per car are allowed. They must be shown to be marked by the organization, at the Marche Couvert, Thursday 30<sup>th</sup> January from 14.00 to 19.00 & on Friday 31<sup>st</sup> January from 09.00 to 12.00 and from 13.30 to 16.30.

Each crew is required to register in a time slot via his team according to the terms and conditions that will be provided with the checks convocation, any breach and non-compliance will be penalized 100 points. The deadline is Wednesday, January 29th to make a appointment.

Control of tyres marking will only be held by the judges of facts and scrutineers.

4.10.5.3. Wheels will be taken apart, not put up on the car, and no car on trailer for the tyre marking. All tyres will be set up on rims. Wheels and tires should not be set up on the vehicle.

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

4.11. All cars in the **Legend + Challenger** category must have a valid manual fire extinguisher (2 Kg minimum), correctly fixed **AND** an installed system (automatic system - manual or electric) in accordance with Art. 253.7.2 of Appendix J of the FIA 2026.



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4.12. 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. For all cars of Legend and Challenger Categories, an official copy of the approval form will be requested at scrutineering.

4.13 Group B cars listed in Appendix VI-Art. 1.4 of FIA Appendix K, (Audi Quattro S1, MG Metro 6R4, Citroën BX 4TC, Ford RS200, Peugeot 205 T16, Lancia Delta S4, Subaru XT 4WD Turbo) are not permitted.

4.14. Cars listed in Appendix VII of FIA Appendix K 2026 (covering cars from 1982 to 2000) must fully comply with Appendix VII (e.g. Lancia 037, Audi Quattro, Opel Manta 400, Renault 5 Turbo, Ferrari 308 GTB, Opel Ascona 400, Citroën Visa 1000 Pistes, as well as more modern cars such as the Subaru Impreza), unless otherwise specified in these regulations. This also includes a mandatory flange, in accordance with Appendix K – Appendix 7, Article 4, for all turbocharged cars.

#### **4.15 Cars must be equipped with a rigid roof.**

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

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

4.18. The presence of a compliant emergency triangle is mandatory on board the vehicle as well as 2 fluorescent vests in accordance with the Belgian Highway 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 valid for the entire duration of the rally.

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

5.4. After the approval of RACB Sport, drivers and co-drivers can participate in the rally upon filling the conditions below:

- The drivers and co-drivers who are holders of a FIA international license ROAD 2026 (H4 regularity not included)
- The drivers and co-drivers who are holders of a license RACB Sport 2026 (rally) or a 2026 national license from a foreign ASN.
- The drivers and co-drivers who are not holders of a license must get a "National One event 80" license from RACB.

To get the "National Regularity" driver or co-driver needs to:

- Being 18 years old for the license delivery date
- Be a holder of a valid driving license.
- Be a holder of a medical certificate delivered by an RACB Sport/ASN registered doctor, allowing competition in motorsport. With ECG if more than 50 years old.
- Received a favourable opinion from RACB Sport under previous motorsport results

Each license must be requested at the latest **for the 15<sup>th</sup> January** to the RACB Sport (cb.sport@racb.com).

5.5. Driver and co-driver equipment :

All drivers and co-drivers in the Legend and Challenger classes must wear equipment that complies with the requirements of FIA Appendix L:

-The suit, underwear, balaclava, socks, shoes, helmets and restraint system.

The suit, underwear, hood, socks, shoes, helmets and frontal head restraint system (Hans or Hybrid) as listed by the FIA ([fia.com](http://fia.com)) [Federation Internationale de l'Automobile \(fia.com\)](http://Federation Internationale de l'Automobile (fia.com))

#### **Head restraint system must be worn in Legend, and Challenger classes.**

The co-driver is permitted not to wear fire-resistant gloves as specified in Appendix L of the FIA 2026 C.S.I.. FIA-approved footwear is still required; however, it must be closed and high-top, and rubber boots are prohibited.



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## ARTICLE 6: ENTRY FORMS – ENTRIES

6.1. Anyone wishing to take part in the rally is invited to return the fully completed ONLINE Registration Form to the website [www.racspa.be](http://www.racspa.be). Registration for the optional shakedown must be completed via the same online form (dedicated tab).

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 in the event of personal injury. 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, disqualification.

### Insurance Coverage

#### Description of Insurance Coverage

The organiser has taken out civil liability insurance in accordance with Chapter 2 – Article 5 of the National Sporting Regulations and Article 8 of the Belgian Law of 21 November 1989 on compulsory insurance.

This insurance covers the civil liability of:

- RACB, the event organiser, the National Sports Commission, the relevant authorities, and their agents, services, employees, or members (paid or voluntary);
- The owners, holders, or drivers of the vehicles involved and their employees.
- 

#### Organisational Civil Liability

Covers the civil liability of the organisers for damage caused to third parties resulting from an organisational error during the preparation, running, or material liquidation of the event.

#### Insured Amounts – Organisational Liability

- Combined bodily injury, property damage, and consequential loss: €5,000,000 per claim
- Excess for property damage: €125 per claim

#### Traffic Liability

Covers civil liability for all motor vehicles involved in the speed, regularity, or skill rally, under a contract concluded pursuant to Article 8 of the Law of 21 November 1989 on compulsory motor vehicle insurance.

#### Insured Amounts – Traffic Liability

- Bodily injury: unlimited
- Property damage: €100,000,000 per claim

Connecting routes are not covered by the organiser's civil liability insurance contract.

#### Civil Liability Coverage

The insurance premium, which must be included in the entry fee, provides civil liability coverage towards third parties.

Civil liability coverage is in addition to and without prejudice to any personal insurance held by a competitor or any other person or legal entity participating in the rally.

The insurance shall be effective at least during the set-up event or "test day", and for participants covering the rally route from the start of the first competitive section until the end of the rally, or from the moment of permanent retirement or disqualification.

- Cars that have retired and later taken a new start shall not be considered as having retired permanently.

#### Exclusion from Coverage

Support vehicles and vehicles used for reconnaissance purposes, even if they carry specific plates issued by the organiser, are not covered by the rally insurance policy.

- b. One set of road books
- c. One time card
- d. Two rally plates
- e. The door numbers with the white background
- f. The temporary availability of tracking and timing devices



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Legend, & Challenger Categories:

For each crew, the participation in the event is conditioned by the payment of 1.850 € VAT incl. (1.745.28€ without) as an entry fee

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

Registration for the shakedown is subject to an additional fee of €200 including VAT (€188.68 excluding VAT). This fee must be paid at the same time as the entry fees, with the reference "+shakedown".

The payment date shall correspond to the date the payment is credited to the RAC Spa account (value date)

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 29 January 2026 at 11 am. 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 29 January 2026 at 11 am.
- By entering, competitors and crews declare that they are aware of the risks inherent in rallies and assume them. They also declare that they are familiar with and accept all the regulations applicable to this rally.

The fees paid for the "One Event Regularity Pass" are not included in this refund.

The maximum number of entries for Legend, & Challenger categories is 160. For the Legend, & Challenger categories, the first stage of the procedure will be stopped when the 160<sup>th</sup> registration is received. Henceforth, the organising committee reserves the right to select and to launch a second phase.

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 members of the crew (the 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, 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.



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#### 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 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 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 inside the Secretariat, in Headquarters and on the official notice board(s), 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 & one contact person present on 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 6

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.

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 disqualification.

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



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## 1. 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 will be free to share the driving time between them if both drivers have the appropriate licence and a valid driving licence.
- 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 cases of force majeure or transport of an injured person), 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.  
**Cars need to have white background or exceptionally with another colour for historic reproduction purposes and only with the organising committee's approval on each side of the front doors, either with a square shape of 50cm side, or a circle of 50cm diameter.**

**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 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 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 m<sup>2</sup>. 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.



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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 and Drone footage, photographs and similar taken by journalists, photographs, 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 of 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) Written authorization in case of renting or provision of the vehicle.

11.3. Crews will receive:



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

## **ARTICLE 12: SCRUTINEERING**

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

12.2. Numbers, "rally" plates and mandatory organisers' advertising must be displayed on the vehicle before scrutineering. Tripy transponder and tracking-timekeeping system too.

## **ARTICLE 13: TIMEKEEPING**

13.1. The Tripy system will be used for the timekeeping measurements. A transponder will be set up by the Tripy Company during the scrutineering.

13.2. The official time of the event will be the satellite time displayed on the Tripy tracking transponder, this time is displayed on demand when the "Time" button on the transponder is pressed.

13.3 Timing of RT 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 RT is measured to a second.

13.5. At each regularity test checkpoint, the recorded time corresponds to the passage of the transponder at the satellite point referenced by the route tracker.

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 pre-controls before scrutineering, and removed at the end of the stage by elements of the organization.

Usually, the transponder will be fitted on the rear glass (rear side) right side of the car. In exceptional cases (vehicles with tinted windows or without custodes), the organisation may decide to fix the transponder on the outer part of the bodywork.

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 secretariat or to race management as quickly as possible, at the latest until the start time of the next stage of the first car or the arrival of the first car in LEGEND

13.10. If breakdowns occur on the timekeeping equipment in the car, due to an inappropriate or a fraudulent use, a penalty will occur, up to the exclusion of the rally. A penalty will be imposed by the Stewards' Panel, up to and including disqualification.

**13.11 For Legend, & Challenger categories, a deposit of 500 € (VAT included) will be asked through the form downloadable on the official web site for the Legend, & Challenger categories.**

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 tripy transponder lent to the crew, if not given back at the latest on Sunday 1st February 2026 at 18.00.
- The amount of 500 € if the Tripy transponder is damaged when given back.

13.12 Payment only possible via "MasterCard" and "Visa" non prepaid.

**The form must be given at the signing on with the credit card for checking.**

Crews must give back the GPS system to the Organisation in the following places & times:

In case of withdrawal during the event, the crew must return the transponder:



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- either at the event HQ between 09.30 to 22.30 for the Saturday 31st January 2026 and between 07.30 and 16.00 for the Sunday 1st February 2026.
- Or at the end of the event, from 15.30 to 18.00 on Sunday 1st February 2026 at the last TC.

Any damage, degradation, theft and the loss of the tracking system remain under the responsibility of the crew until its proper return even in case of road departure, abandonment, disqualification, or other racing fact.

## 2. 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 100pts 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 leg 2, the starting order will be based upon the temporary results of the leg 1, with a possible application of article 14.4. excluding penalties.

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

14.4. However, the competition's Director will be free to modify the starting order of any crew during the Competition.

14.5 The organisation will supply two rally plates.

14.6. 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 €.

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

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

- 14.8.1. That any competition doors number or "rally" plates is missing a cash penalty of 50 € will be handed out

- 14.8.2. That the 2 competition doors numbers or "rally" plates are simultaneously missing, exclusion will be pronounced

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

14.10 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

A recce of some regularity tests will be allowed on Friday 30th January 2026 from 08.30 to 17.00. Only 2 passages by RT are allowed. This recce will be done on board of a normal car. Rally and/or participating cars are forbidden.

ALL RECCE OUTSIDE THIS DAY ARE TOTALLY FORBIDDEN. Severe controls will be enforced by the local authorities and the organisation. Recce's trips must be made at a moderate speed, with the respect of Belgian Driving Code, otherwise contestants may receive the usual penalties and fines. It is strictly forbidden to place some bearings on any stand. Only the two registered crew members may be in the car used for the reconnaissance.

During RECCE, it is totally forbidden to take in the car a Classic 50 category competitor under penalty of departure ban for the classic 50 competitor without any right to any refund.

For the leg 2, the organiser will provide a roadmap which will be realized by an experienced crew member for the Legend and Challenger categories only. Videos of the recce will be online on Monday 26th January 2026 at 19.00 together with pace notes in pdf file.

Participants will have to fill in a recce form via a downloadable document 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.



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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. Any correction or amendment made to the time card will result in a disqualification decided by the panel of Stewards, unless such a correction or amendment has been approved by the competent marshal.

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 lead to a penalty as in 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 country 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 11.9.3.x. 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.



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## 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 refuelling areas but unless otherwise stated in the roadbook, assistance is prohibited.

17.6.2.2 In the forbidden areas mentioned in the road-book, all repairs and refuelling must be carried out exclusively by the crew using only equipment carried on board the competing vehicle.

Judge of facts will monitor the respect of these prescriptions. And any infringement will result of a penalty which may lead to exclusion. Fuel stations are considered as authorized refuelling 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 area.

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

17.6.3 In the case of a serious breakdown, 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 regroups. 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.

17.8. 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 €

17.9. 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;



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- 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 m<sup>2</sup> 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 29<sup>th</sup> January 2026 at 9.00. Evacuation must be done on Sunday 1<sup>st</sup> 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 tracking transponder, this time is displayed on demand when you press "Time" on the transponder.

18.2. Throughout each stage, 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 park.

The presentation time at TC1a and TC23a Start Park IN corresponds to the publication of the start 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 of the Park OUT park.

18.3. The ideal start time is shown on each crew's control book, which will have been stamped by the steward at the entrance to the TC Start Park IN.

18.4. Any late arrival, ascribable to the crew, at the start of the competition, of leg 1 or of leg 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 starting 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 period 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. For the leg 2, the organizer will provide a notebook (Legend, and Challenger categories only) made by an experienced team member.

18.10. The starting order for leg 2 will be determined on the basis of the classification excluding penalties from leg 1.

## **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:

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 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.



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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) – DISQUALIFICATION**

### **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 time card 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 score sheet will result in disqualification.

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 systematically or regularly fail to present the time card can be excluded from the rally. This decision will be left at the Race Director's discretion.

### **20.1.10. Check Points may be in road section**

#### **20.1.10.a. not applicable**

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.



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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. These penalties are weighted by any coefficient.

20.2.6. Systematic or repeated failure to comply with the time limit in the Slow Zones may result in a penalty that could even lead to the disqualification of the crew. This is at the discretion of the Race Direction. A report can be transmitted to the Stewards for a penalty may lead to 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 marshals 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 to the responsibility to the crew to specify the ideal check-in time as long as it is within the regulatory interval.

20.4.5. The marshals is writing either by hand or by means of a print-out device on the time card the actual time at which the time 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 time 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, the delay is added to any previously accumulated delay. No delay penalty will be applied for the first 15 minutes of the stage (or day); beyond this, a penalty of 60 points will be applied for each period of 1 minute, or fraction thereof, per stage (or day).

Checkpoints will close 15 minutes after the ideal time of the last competitor. Beyond this time, the crew must report directly to the start of the next loop.

Failure to check in at a time control will result in a 600-point penalty. However, Articles 20.6 and 22.4 may apply.

If a crew arrives at a time control after its ideal time, the delay is added to any previously accumulated delay. No delay penalty will be applied for the first 15 minutes of the stage (or day); beyond this, a penalty of 60 points will be applied for each period of 1 minute, or fraction thereof, per stage (or day).

Checkpoints will close 15 minutes after the ideal time of the last competitor. Beyond this time, the crew must report directly to the start of the next loop.

Failure to check in at a time control will result in a 600-point penalty. However, Articles 20.6 and 22.4 may apply.

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

20.4.9. A crew penalized for early arrival can be neutralized



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by the Event Director and made to start at the right time.

20.4.10. At the end of the leg-1 and leg-2 or when written "early check in" on the roadbook, the competitors can check in early with no penalty.

If a marshal or an official gives the injunction to return to the stamping area I, 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 leg-1 must notify the Race's Director if they want to start again at the leg-2. Written enquiry (enquiry form or e-mail to [legendracecontrol@gmail.com](mailto:legendracecontrol@gmail.com)) must be sent at the latest on Saturday 31<sup>st</sup> January 2026 at 22.00.

20.4.11. 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 5' 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 be 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.

## 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 these 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 card either at the entrance or the exit of the regroup area.



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## **ARTICLE 22: REGULARITY TESTS (RT)**

22.1. Regularity sections will be included in each section. They will be on roads closed to normal traffic.

22.2.1. For the Legend category, RTs must be run according to the scratch time principle. The total number of seconds achieved during the RT will be translated into point(s) before the division coefficients are applied.

22.2.2. For the Challenger category (average speed 80 km/h maximum), an average speed control will be organised. Competitors must get as close as possible to this average and to this 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:**

According to article 20.6, 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 to their starting order.

Penalties for missed regularity tests (RTs) will be fixed point deductions, identical for all competitors in this case (not subject to any coefficient).

The table of maximum penalties for missed RTs will be published in the briefing.

22.5. In the Regularity tests, both members of the crew must wear safety equipment (Art.5) otherwise they could be disqualified.

### **22.6. Crews are forbidden to drive in the opposite direction to that of the event. Doing so will grant them disqualification.**

22.7. Starts of RT will be given as follow:

22.7.1. 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.

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

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

22.8.b. The start of all RTs is a flying start. The start will be shown by a green board with flag.

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

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

22.10. 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.

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

22.12. For both categories, 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.

22.13 For the Legend + Challenger categories the crew must ask to write the arrival time on the time card.

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

22.14.1. At the start: exclusion

22.14.2. at the arrival ("STOP"): 150 pts penalty.

22.15. **For Challengers, each second ahead on a regularity test (RT) will be penalised by 1 point, and each second behind will also be penalised by 1 point.**



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Penalties for missed RTs (under normal and extreme conditions) will be fixed point deductions, identical for all competitors in cases not subject to a possible coefficient.

**The table of averages according to weather conditions for uncompleted RTs will be published in the briefing.**

In the event of inappropriate averages (Challenger categories), particularly due to weather conditions, the College of Stewards may, based on a proposal from Race Management, set a target time/average in order to obtain a meaningful classification even after the RT has taken place (for example, if all competitors receive the flat-rate penalty).

For both categories, for RT11, the maximum penalty (total time penalties) is 600 points.

22.16. During a RT, external assistance is forbidden. Any infringement will be punished by the Stewards of the Meeting with exclusion. All repairs and refuelling must be carried 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.).

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

22.18. 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 exclusion if the Event Director requests it to the Stewards of the Meeting panel, whether the RT happens or not.

22.19. Any crew who refuses to leave normally in the 20 seconds following the starting signal will be moved out of the timekeeping area in order to clear it and the crew will be excluded immediately. Art. 20.6 and 22.4 will be applied.

22.20. Interruption of a RT:

22.20.1. 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 fair time set before the interruption.

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

22.20.3. Only the Event Director may decide to apply or not this disposition.

22.20.4. 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.

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

A red flag will be deployed, either physically or electronically via the on-board geolocation system.

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 of the RT and follow the instruction of the Stewards of the road or of the rescue cars' drivers.

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

22.21. 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 route in case a competitor cuts in the RT.

22.22. 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 parks is free, nevertheless the assistances are forbidden in these parcs & in the Parc Place Mc Auliffe in Bastogne. There will be no parc fermé at the finish.



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### 3. 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 the Parc d'Activité Economiques 1 rue de l'Arbre, 6 in Bastogne (city workshop) 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 Tyres marking

Only marked tyres will be allowed for Legend and Challenger categories.

Tyres marking will be organised at the Service Park on Thursday 29th January from 14.00 to 19.00 and on Friday 30th January from 9.00 to 12.00 and 13.30 to 16.30. For the Legend, & the Challenger categories, a maximum of 16 tyres is allowed.

Upon receipt of the convocation to the scrutineering, it will be the responsibility of the crews to register for the tyres marking according to the procedures mentioned on the convocation.

24.8. 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 excluded from the event immediately.

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

24.9. Any fraud discovered, and especially presenting as untouched identification marks which have been modified, will result in the exclusion 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 accomplice belongs, may ask to impose heavier sanctions.

### VII. CLAIMS – CLASSIFICATIONS - PRIZES

#### ARTICLE 25: PROTESTS

The Clerk the Course'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:

- a) General ranking
- b) Classification by division
- c) Classification by class



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- d) Women's crew ranking
- 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. Legend & Challenger Categories**

26.5.1. A coefficient will be applied by division

For divisions 5, 7, 9, and 11, two coefficients will apply—one for normal road conditions and one for extreme road conditions—determined daily by the Race Director based on weather conditions. Competitors will be notified via text message and announcements from race management at the start park

Division	Normal conditions	Extremes conditions
1	<b>0.8</b>	<b>0.8</b>
2	<b>1</b>	<b>1</b>
3	<b>1</b>	<b>1</b>
4	<b>1</b>	<b>1</b>
5	<b>1.01</b>	<b>1.03</b>
6	<b>1.01</b>	<b>1.01</b>
7	<b>1.02</b>	<b>1.04</b>
8 (Legend)	<b>1.03</b>	<b>1.03</b>
9 (Legend)	<b>1.03</b>	<b>1.05</b>
10 (Legend)	<b>1.04</b>	<b>1.04</b>
11 (Legend)	<b>1.07</b>	<b>1.09</b>

26.6. On Sunday 1st February, all the RT are in power stage. Every penalty (including flat-rate penalties) will be doubled.

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 organisation 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:

1 <sup>st</sup> crew	2 trophies
2 <sup>nd</sup> crew	2 trophies
3 <sup>rd</sup> crew	2 trophies

28.2. Division group classification:



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1st crew      2 trophies

28.3. Ranking for female or mixed crews (if no female-only crews are present):

- 1st female/mixed crew: 2 trophies

**VISA: REC01-LC-M002**



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## 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:



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- 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.



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### ANNEXE III: CONTROLS SIGNAL



#### Key - Page 1



TC @ 50m



Flying Finish (FF)



TC



STOP control  
between 100 & 1000 m  
after FF



RT Start between 50 &  
200m after TC



Passage Control (CP)  
50m later



Flying Finish between  
25 & 100 m later



CP



Flying  
start



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3/4 of distance before  
STOP from FF



1/2 of distance before  
STOP from FF



1/4 of distance before  
STOP from FF

## Key - page 2



to right with  
related angle



to left with  
related angle



chicane stay RHS



chicane stay LHS



tyres walls, straw balls, new jersey, concrete walls

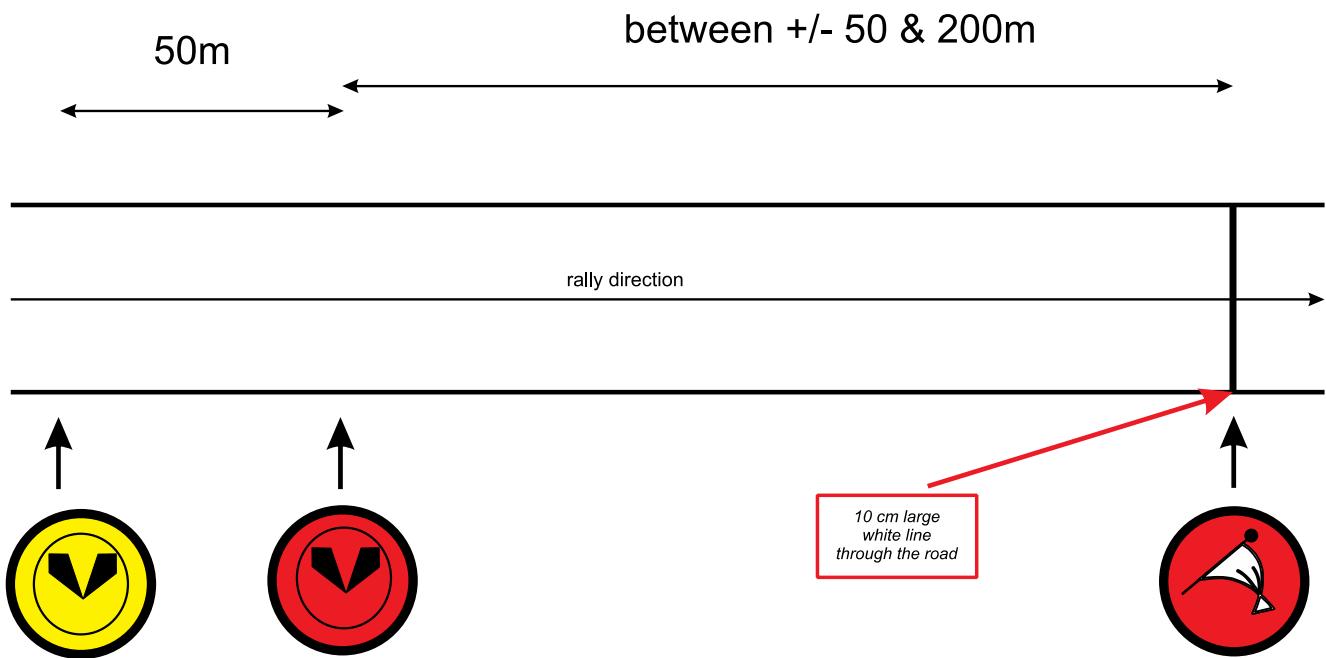


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## Area TC → Start





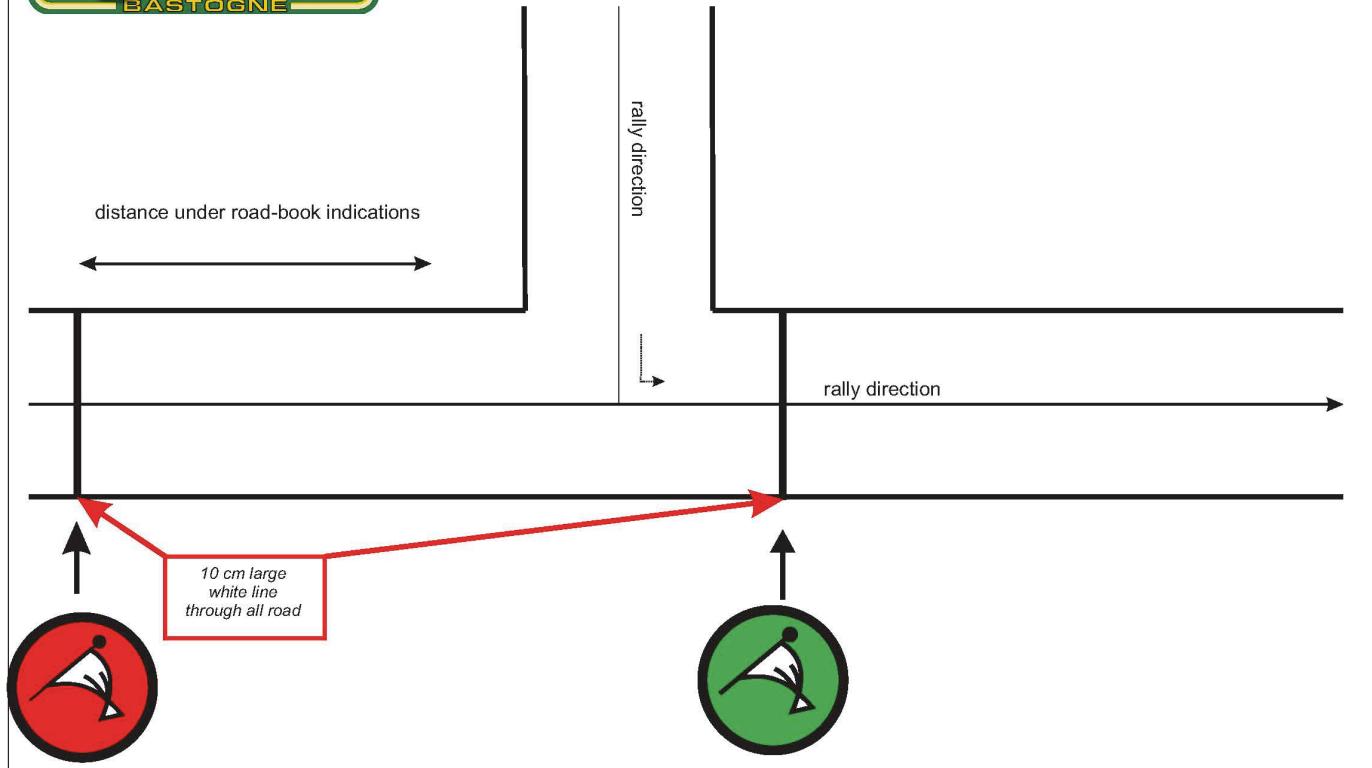
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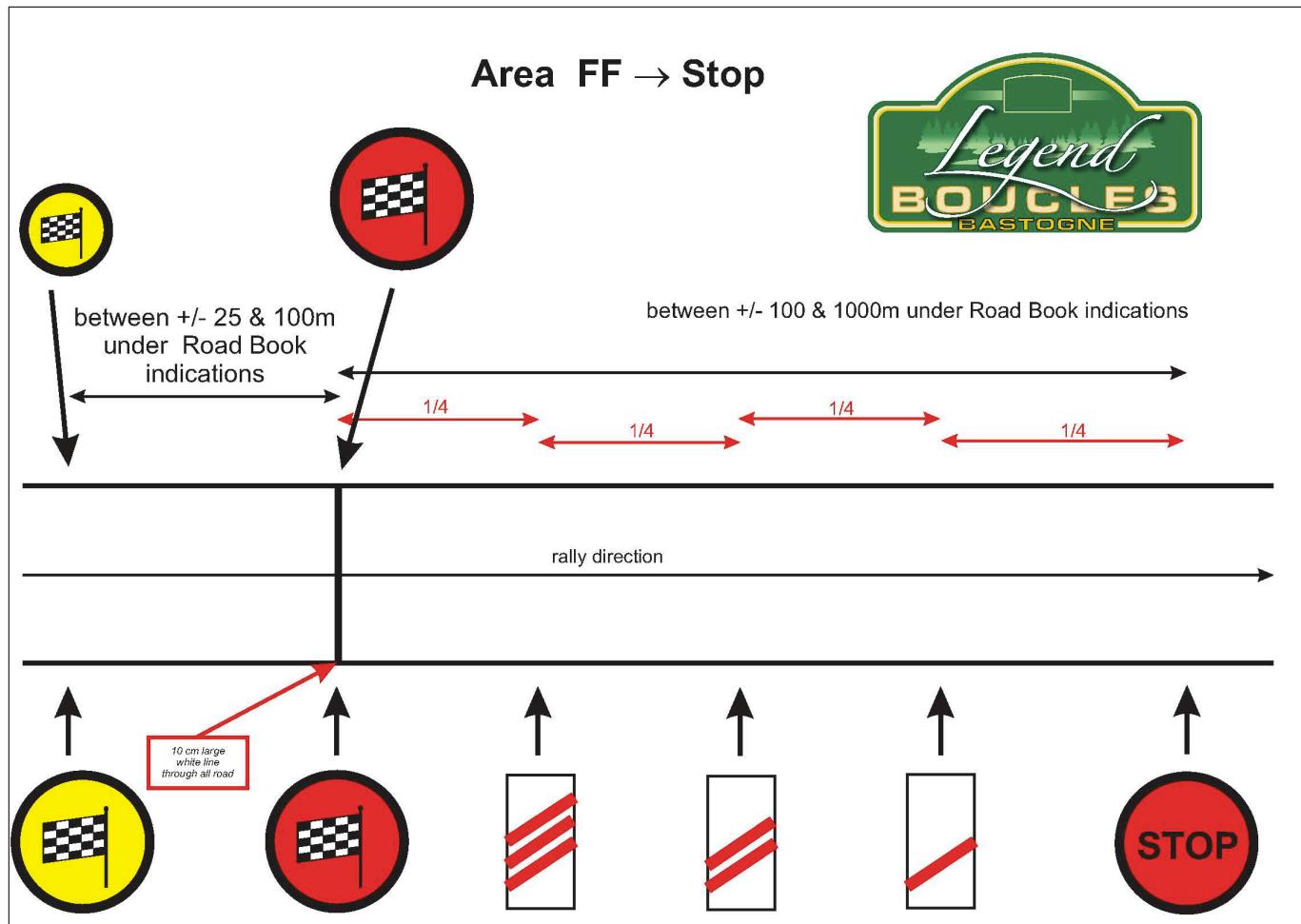
## Area Start → Flying Start





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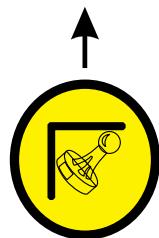


Area CP

50 m



rally direction



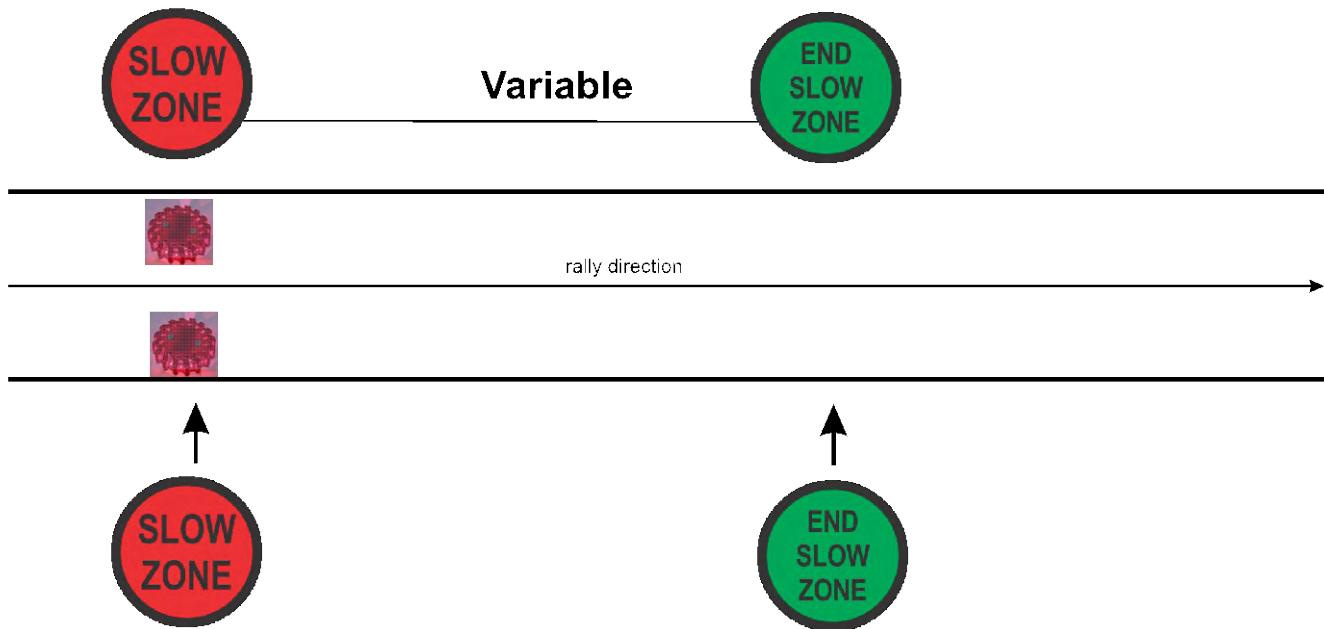


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**Slow Zone**

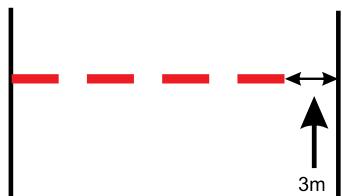
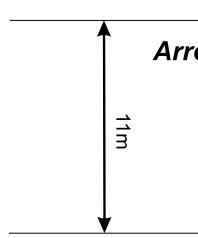
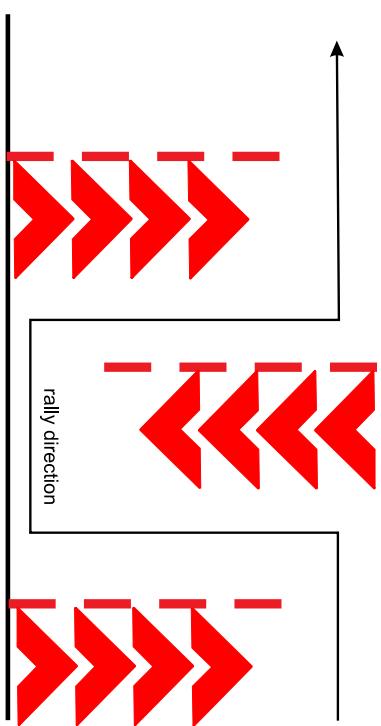




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## Chicanes

*Chicanes may be reversed LHS/RHS.*

*They may have a different drawing.*

*Always follow road-book indications.*

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



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LEGEND BOUCLES ®

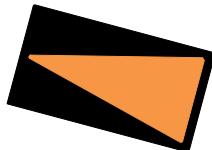
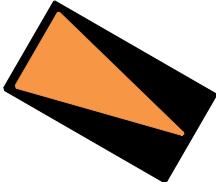
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## « RAC » kind arrows signage



*50 m before turn, always 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*



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## APPENDIX IV

### 1) Behaviour in the event of an accident

In case of an accident with only material damage, the competitor or his representative will have to declare it verbally at the next Time Control and in writing with a detailed report at the latest before the end of the Stage to the Race Direction Office to the Abandonment Officer, otherwise a fine of € 500 is due. In addition, in case of personal injury, the driver is obliged to immediately inform the qualified police authorities as well as the race headquarters on the emergency number printed on the back of the logbooks.

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

Hit and run is a criminal offence under Belgian law. Any competitor stopped by this procedure will receive a fair time.

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

### 2) Breakdown

To ensure safety, the car that cannot finish the special stage will be transported by the Organisation to the end of the special stage or to a safe place for evacuation.

### 3) Derogation clause

The Organiser declines all responsibility in relation to the consequences of any infringement of the laws, regulations and prescriptions in force in the country committed by the Drivers or Competitors. These consequences will be borne by the offender(s).

The Organiser also declines all responsibility in the event of cataclysms, demonstrations, acts of vandalism, riots, assaults, sabotage, terrorism, natural disasters, etc. of which the Competitors, Drivers, team members or occupants of a vehicle could be the victims and for which the consequences (material, penal and sporting) will have to be borne by themselves.

**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	STAEPALAERE - MEEUWISSEN (B): Ford Cortina Lotus
1965	MOMBAERTS - MOSBEUX (B): Lotus Elan
1966	STAEPALAERE - 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 Roméo 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	STAEPALAERE - VAILLANT (B): Ford Escort
1976	BLOMQVIST - SYLVAN (S): Saab 99
1977	POND - GALLAGHER (GB): Triumph TR 7
1978	DUMONT - MATERNE (B): Opel Kadett GTE
1979	KLEINT - WANGER (D): Opel Ascona
1980	BLOMQVIST - CEDERBERG (S): Saab 99 Turbo
1981	SNYERS - SYMENS (B): Ford Escort RS
1982	COLSOUL - LOPES (B): Opel Ascona
1983	DUEZ - LUX (B): Audi Quattro
1984	CAPONE - CRESTO (I): Lancia 037
1985	WALDEGAARD - 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 - GRATALOUP (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 Mk1
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 Roméo 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. HORGNIES-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 TA23
	2. VERELLE - THIRIONET: Ford Cortina GT
	3. VAN ROMPUY-VANOVERSCHELDE: Opel Ascona I 2000
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. PIRAU - MONARD: Renault 5 Alpine
	3. BAILLET - BAILLET: Porsche 911
2016	1. DEFLANDRE - LIENNE: Porsche 911
	2. REUTER - VANDEVORST: Porsche 914/6
	3. MAGDZIAREK - LHOMME: BMW2800C5
2017	1. PIRAU - MONARD : Renault 5 Alpine Gr2
	2. CHABALLE - CHALSECHE : Volvo 122 5 2P
	3. REUTER - VANDEVORST : Porsche 914/6
2018	1. VANDALEN - 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. PIRAU - 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 Mk1

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 Mk1
	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 – WINDERHAUSEN: 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
<b>LEGEND BOUCLES - YOUNGTIMERS</b>	
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 – PODGORNY: Porsche 911 Carrera