Legend BOUCLES SERIES

2027 Legend BOUCLES BASTOGNE

@BASTOGNE

06 & 07/02 2027

REGULATIONS

CATEGORY CLASSIC

LEGEND BOUCLES 2027



R.A.C.B. SPORT

ROYAL AUTOMOBILE CLUB SPA

Bastogne

CLASSIC

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I. PROGRAMME – HONOURS

A. PROGRAMME

Sunday 1 November 2026

Entries open

Friday 22 January 2027

Entries close

Competitor enquiries: competitors@racspa.be

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A.1. CLASSIC

Monday 1 February 2027

19.00: RT reconnaissance videos published online.

Thursday 4 February 2027

09.00 to 21.00: Rally Secretariat open

Rue du Fortin 3 – 6600 Bastogne

11.00 to 19.00 (by appointment): Competition numbers and compulsory advertising fitted by the organiser & administrative checks – *Parc d'Activités Economique 1 – Rue de l'Arbre, 6, Bastogne (Service des Travaux)* &: Administrative checks, issue of rally plates and service plan

12.00 to 20.00: Scrutineering, *Place Mc Auliffe, 6600 Bastogne*

17.00 to 21.00: Shakedown exclusively for the Legend & Challenger categories

Friday 5 February 2027

07.30 to 20.00: Rally Secretariat open – *Rue du Fortin 3 – 6600 Bastogne*

07.30 to 13.30 (by appointment): Competition numbers and compulsory advertising fitted by the organiser & administrative checks – *Parc d'Activités Economique 1 – Rue de l'Arbre, 6, Bastogne (Service des Travaux)* &: Administrative checks, issue of rally plates and service plan

07.30 to 12.00: Issue of Leg 1 and Leg 2 Road Books, Map Books 1 & 2 and reconnaissance sticker, at the event Secretariat – *Rue du Fortin 3 – 6600 Bastogne*

08.30 to 14.30 (by appointment): Scrutineering, *Place Mc Auliffe, 6600 Bastogne*

08.30: Reconnaissance starts

17.00: Reconnaissance ends

17.30: Cars assemble, *Rue des Merciers, Bastogne (Zoning 1).*

19.00–21.00: Compulsory display parade, *Bastogne town centre*

Saturday 6 February 2027

07.00 to 22.30: Rally Secretariat open – *Rue du Fortin 3 – 6600 Bastogne*

07.00: Start list published on the Digital Official Notice Board

07.45: Start park opens; participants must report to TC IN at their due time as published on the start list, *Rue des Merciers, Bastogne (Zoning 1).*

08.00: From the start park TC OUT, cars proceed at one-minute intervals to *Place McAuliffe, Bastogne*.

20.15: First car arrives (Legend category) – end of Leg 1, *marquee, Place Mc Auliffe, Bastogne*

Sunday 7 February 2027

06.30: Start list published on the Digital Official Notice Board

07.00 to 17.30: Rally Secretariat open – *Rue du Fortin 3 – 6600 Bastogne*

07.45: Start park opens; participants must report to TC IN at their due time as published on the start list, *Rue des Merciers, Bastogne (Zoning 1).*

08.00: From the start park TC OUT, cars proceed at one-minute intervals to *Place McAuliffe, Bastogne*.

16.00: First car arrives (Legend category) – end of the competition, marquee, *Place Mc Auliffe, Bastogne*

17.00: Provisional results for the top 15 in the Classic 65 category posted on the Digital Official Notice Board

17.00 + Classic 65 + 10': Provisional results for the top 15 in the Classic 50 category posted on the Digital Official Notice Board

17.30: Classic 65 prize-giving based on the provisional classification – *marquee, Place McAuliffe*

17.30 + Classic 65 + 10': Classic 50 prize-giving based on the provisional classification – *marquee, Place McAuliffe*

Tuesday 9 February 2027

20.00: Full provisional Classic 65 and Classic 50 classifications published on the RAC Spa website www.racspa.be and on the SPORTITY app (Digital Official Notice Board)

20.30: Protest period ends. Protests must be submitted exclusively by email to competitors@racspa.be

Wednesday 10 February 2027

10.00: Full final Classic 65 and Classic 50 classifications published on the RAC Spa website www.racspa.be and on the SPORTITY app (Digital Official Notice Board)

A.2. GENERAL

Digital **O**fficial **N**otice **B**oard:

The Digital Official Notice Board **(TANO)** is available on the official website **www.racspa.be** and on the SPORTITY app.

Event office during the rally:

Secretariat: *rue du Fortin, 3 – 6600 Bastogne*
Tel. +32.4.375.97.64
email: info@racspa.be, web: www.racspa.be

Press Room

Hôtel de Ville, Salle des fêtes – *Rue du Vivier, 58, 6600 Bastogne*

Friday 5 February 2027:	16.00 to 19.00
Saturday 6 February 2027:	07.00 to 22.00
Sunday 7 February 2027:	07.00 to 16.00

Accreditation on Saturday and Sunday only

B. ROLL OF HONOUR: See Appendix V

II. ORGANISATION

ARTICLE 1: ORGANISATION

1.1. Definition

The Royal Automobile Club de Spa organises the "Legend Boucles ® à Bastogne", to be held on 6 & 7 February 2027.

This event will be run in accordance with the International Sporting Code (ISC) and its appendices of the Fédération Internationale de l'Automobile (FIA), the 2027 National Sporting Code and these regulations, approved by RACB Sport on under No. xxxxxxxxxx

REGULARITY CLASSIC

Reserved for cars complying with Belgian road traffic legislation and holding a valid statutory roadworthiness certificate.
A 6-point safety cage complying with the current FIA Appendix K is mandatory in Classic 65 and strongly recommended in Classic 50.

Cars issued with a red card at the statutory roadworthiness inspection will be accepted if they hold a valid competition vehicle certificate ("yellow book").
All vehicles whose "body cage" (body type) existed on 31 December 1990 are admitted without restriction.
The engine fitted must be of the same make as the "body cage" and must have been marketed or homologated by the FIA/CSI before 1 January 1992.

Any car whose engine has been modified from its original specification will be assigned the year coefficient for 1990.

See Art. 4, Cars, and Art. 5, Crews.

The event is organised in accordance with:
- The FIA ISC of the FIA
- The National Historic Technical Regulations (where applicable)
- These regulations and any bulletins
- Belgian road traffic legislation

1.2. Organising Committee

Organiser and promoter:

Royal Automobile Club de Spa
Rue Jules Feller, 1
B-4800 Ensival
Tel. +32 87.79.50.00
Email info@racspa.be
Web www.racspa.be

Chairman: Pierre DELETTRE

Route Co-ordinator: Eric CHAPA
Marketing Manager & Event Coordinator : Pierre-Louis DELETTRE
Logistics & Administration: Véronique POLIS
Secretary of the Meeting: Anne-Marie DE DONDER
Safety Officer: Jean-Paul MALMENDIER
Deputy Safety Officer: André MATHIEU
Local Co-ordinator: Laurent COPINE

1.3. Event officials

Panel of Stewards:
Chairman: TBA
Member: TBA
Member: TBA
Secretary to the Stewards: Paulette GRENSON
RACB Safety Delegate: Alain PENASSE
Clerk of the Course: Etienne MASSILLON
Deputy Clerks of the Course: Eric CHAPA
Colin KOHL
Chief Safety Officer: Jean-Paul MALMENDIER
Deputy Chief Safety Officer: André MATHIEU
Chief Medical Officer: Dr Christian WAHLEN
Sporting Secretary: Isabelle WAHALTERE
Park Co-ordinator: TBA
Technical Delegate: TBA
RACB Safety Inspector: Henri PETIT
Judges of Fact appointed for tyre checks: TBA
Competitors' Relations Officers: Pascal COLLARD (BEL)
Iwan DELHEZ (BEL)
Press Relations Officer – Communications Director: Vincent FRANSSEN
TRACKING & TRIPY timekeeping: Jean-Christophe SPRIMONT
Judges of Fact appointed to monitor prohibited servicing areas: TBA
Classic 65 + Classic 50: Timekeeping: JB Time concept
Results Office: JB Time concept: José BAILLY & Gilles BAILLY

III. GENERAL CONDITIONS

ARTICLE 2: ELIGIBILITY

The Legend Boucles ® à Bastogne does not count towards any Championship.

ARTICLE 3: DESCRIPTION

The route of the LEGEND BOUCLES ® @ BASTOGNE is divided into 2 LEGS. It will run on closed roads.
The route will be "KNOWN" for LEG 1 and LEG 2 in both CLASSIC categories.

For both categories, the planned competitive distance is approximately 167 km, comprising 12 RTs, within a total distance of approximately 500 km.

The itinerary, time controls, passage controls, neutralised sections, etc. will be shown on the time card and in the Road Book, which will give the crew all the information needed to follow the correct route. The route will be shown using tulip diagrams with distances. In general, the Road Book will show all changes of direction. Additional notes will be included to ensure safety or confirm certain passage points.

ARTICLE 4: ELIGIBLE CARS

4.1. For all purposes during the competition, a car will be dated according to its specification or, if this is unknown, the date of its FIA/CSI homologation, rather than its own year of manufacture. For vehicles which have never been homologated, the year of the body cage type (body type) will be taken into account and must be before 01/01/1991.

The engine and gearbox fitted must have been marketed or homologated by the FIA/CSI for that body cage type before 01/01/1991. These vehicles will be subject to the organiser's approval.

4.2. Age category

Cars will be divided into five (5) age categories and the following classes:

4.2.1. Age category 1: up to 31/12/1961
Class 1 : up to 1600 cc
Class 2 : over 1600 cc

4.2.2. Age category 2: from 01/01/1962 to 31/12/1971
Class 3 : up to 1300 cc
Class 4 : from 1301 to 1600 cc
Class 5 : from 1601 to 2500 cc
Class 6 : over 2500 cc

4.2.3. Age category 3: from 01/01/1972 to 31/12/1981
Class 7 : up to 1300 cc
Class 8 : from 1301 to 1600 cc
Class 9 : from 1601 to 2500 cc
Class 10 : over 2500 cc

4.2.4. Age category 4: from 01/01/1982 to 31/12/1986
Class 11 : up to 1300 cc
Class 12 : from 1301 to 1600 cc
Class 13 : from 1601 to 2500 cc
Class 14 : over 2500 cc

4.2.5. Age category 5: from 01/01/1987 to 31/12/1990
Class 15 : up to 1300 cc
Class 16 : from 1301 to 1600 cc
Class 17 : from 1601 to 2500 cc
Class 18 : over 2500 cc

4.3. To calculate the equivalent engine capacity, the capacity of supercharged engines will be multiplied by a coefficient of 1.4 or 1.7, according to the homologation form.
The capacity of a Wankel-type engine will be multiplied by a coefficient of 4.

4.4. In extreme road conditions, as determined unilaterally by the Clerk of the Course, particularly in view of weather conditions, for each LEG, 4-wheel-drive cars will receive a penalty multiplication coefficient. This will be 1.20 for cars below 2,000 cc (after any correction for supercharging) and 1.40 for vehicles of 2,000 cc or above. Competitors will be notified by SMS and a Rally Control communication at Start Park OUT.

4.5. Classes with fewer than 5 competitors at the start after scrutineering may be combined with the higher class(es).

4.6. The organiser may refuse a car which does not reflect the spirit or appearance of the period.
Eligible cars will be selected by the Organising Committee, which reserves the right to accept or refuse an entry without having to give reasons.

4.7. Distance- and time-measuring instruments:

All "tripmeter" systems not included in the list below are prohibited from use throughout the event and must never be carried in the vehicle.
This list is not exhaustive, but any instrument not included in the list below must be approved by Rally Control before the start of the event.

At any time during the event, including **in an RT**, the organiser may appoint Judges of Fact to inspect ALL electronic equipment on board the vehicle and draw up a report. The time taken for the inspection will be neutralised.
No penalty will apply once the vehicle is authorised to restart with a new start time at the inspection location, after the TRIPY has been checked and the absence of unauthorised electronic equipment on board has been verified. A new notional time will be assigned for the remaining route to the next TC. The report will be submitted to the Stewards, who may impose a penalty up to and including disqualification.
Any refusal, intimidation or obstruction of this inspection will be penalised by a decision of the Stewards, up to and including disqualification.

List:

ATB
- VH Trip
- Cadenceur
- La Solution
- E Trip

Blunik
- I
- II
- II+ (GPS recalibration module "Rego App & GPS" prohibited
- Trip

Brantz
- Retrotrip
- 1 Pro
- 2 Pro
- 2 ''S'' Pro
- 2 ''S'' Pro +
- 3 Pro
- Timer
- Laser 3
- Master 3

Crisartech :
Accepted only with the software version which allows the GPS recalibration function to be locked. Any competitor wishing to use an instrument of this make must declare it to Rally Control and report there for the required procedure before the start of the competition (as agreed with the manufacturer Crisartech), between 11:00 and 17:00 on Friday 05/02/2027, *rue du Fortin, 24, 6600 Bastogne.*

Coralba
- Mini
- Rally
- Giant

Chronopist
- Rally Pack 2 (remote control or Telepack GPS extension prohibited

Halda
Korsmit
- Alma Rally
- Alma Rally Plus
- Alma 1 Monit Rally
- Q10
- Q20
- G100
- G200

Regularity Master
Terratrip / Belmog
- 101
- 202
- 303

Tripy
- II
- III

Waytec
- Reguleco
- Regulmaster (remote control or GPS module prohibited)

4.8. The following vehicles are eligible:
All vehicles homologated by the FIA before 31 December 1986 for Classic 50 and before 31 December 1990 for Classic 65.

Cars not homologated by the FIA, subject to RACB acceptance on the basis of a complete technical dossier. In all cases, the body cage type (body type) must pre-date 01/01/1991.

The list of FIA-homologated vehicles is available on the FIA website.
4.9. Cars must comply with road traffic legislation.

4.10. Presentation of cars:

4.10.1. Cars must comply with road traffic legislation.

4.10.2. Replacement of the original dynamo with an alternator is permitted.

4.10.3. Additional front headlamps
A maximum of 4 additional headlamps may be fitted, excluding the original headlamps. The number of headlamps and other external lights must always be even. Pairs of headlamps must always be symmetrical about the car's longitudinal axis.

To respect the spirit of the period, Xenon bulbs are not permitted. LED bulbs are permitted only if fitted inside period lamp units, **with a maximum of 2 LED bulbs per headlamp**. (LED light bars are not permitted).

4.10.4. Wheel rims
The diameter and width of the wheel rims used must comply with the data in the car's homologation form. If the car has not been homologated by the FIA, or the homologation form specifies no maximum dimensions, the diameter and width must comply with Appendix K to the 2027 FIA ISC.

1. Tolerance on wheel rim width
+3 inches: fixed **penalty of 500 points**

2. Tolerance on wheel rim diameter:
+3 inches (and maximum 17 inches) **Fixed penalty of 500 points**.

The penalties are not cumulative.

4.10.5.1. Tyres
Tyres must be approved in accordance with UNECE Regulation 117 and display the mandatory statutory marking comprising

- the "E" type-approval marking Ex (the "X" is the number identifying the country whose approval authority granted the approval)
- and the associated approval number(s)

This marking, including the approval numbers, must remain visible at all times and must therefore be highlighted with yellow paint. It is the crew's sole responsibility to ensure that this marking remains visible from scrutineering and throughout the event.

The scrutineers will act as Judges of Fact for tyre checks. A car fitted with non-compliant tyre(s) will be refused permission to start RTs.
Tyres must also comply with Belgian road traffic legislation. The minimum tread depth must be 1.6 mm.

Furthermore, only WINTER tyres may be used, whatever the weather conditions during the event.
These are defined, in accordance with UNECE Regulation 117, by the specific logo below on the lower part of the tyre sidewall. Its minimum dimensions must be 15 mm wide by 15 mm high, adjacent to the "M+S" or "M&S" marking, where present.


This logo must remain visible at all times and must therefore also be highlighted with yellow paint. It is the crew's sole responsibility to ensure that this marking remains visible from scrutineering and throughout the event.

Tyre barcodes are permitted provided that all other requirements of these regulations are strictly observed.

The following are strictly prohibited:

- Retreaded tyres (the approval number MUST NOT begin with "108R")
- "Racing" tyres
- Studded tyres
- Snow chains or any similar device

Checks will be carried out throughout the event.

4.10.6. The vehicle must carry at least one securely fastened spare wheel of the same type as those permitted.

4.10.7. All cars must carry a valid hand-held fire extinguisher (minimum 2 kg), securely mounted in the vehicle within the crew's reach.

4.10.8. In the event of doubt or dispute, the competitor must provide proof that the modifications made to the vehicle comply with period specifications.

4.10.9. The Group B cars listed in Appendix VI, Art. 1.4 of FIA Appendix K (Audi Quattro S1, MG Metro 6 R4, Citroën BX 4TC, Ford RS 200, Peugeot 205 T 16, Lancia Delta S4, Subaru XT 4WD Turbo) are not permitted.

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

4.10.11. Cars must be fitted with a rigid roof.

4.10.12. Mud and spray flaps must be fitted behind all driven wheels.

4.10.13. It is strongly recommended that the vehicle be fitted with underbody protection.

4.10.14. Fitting a safety cage is strongly recommended in **Classic 50.** This equipment is mandatory for the category "**Classic 65" (6-point cage complying with FIA regulations).**

4.10.15. The vehicle must carry a compliant warning triangle and 2 high-visibility vests, in accordance with the road traffic legislation in force in Belgium.

ARTICLE 5: CREWS

5.1. The crew shall comprise two persons.

5.2. The driver must hold a driving licence valid for the entire duration of the competition.

5.3. Throughout the competition, competitors must comply with the legal requirements governing road traffic.

5.4. Crew members who do not hold a licence issued by the RACB or any other ASN must apply for a "One Event Regularity Pass 50/65" on the RACB website. The licence will be sent by post upon receipt of payment of €60 per person. For any further enquiries, please contact the RACB: licence@racb.com

All licence applications must be submitted by 20 January 2026 on the RACB Sport website.

5.5. Driver and co-driver equipment:
The driver and co-driver must wear a helmet suitable for motor sport (meeting an FIA standard, even if expired, or at least a CE standard) and a seat belt (or harness) in the Regularity sections.

ARTICLE 6: ENTRY APPLICATION – REGISTRATION

6.1. Anyone wishing to take part in the rally is invited to submit the fully completed ONLINE Entry Form on www.racspa.be.

6.2. Crews selected by the Organising Committee will be notified by email and invited to take part in the competition.

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

a. All sporting and technical logistics: Road Books, time controls and regularity tests, the services of marshals and technical staff, calculation of results and classifications, and compulsory insurance covering the civil liability of competitors and the organiser for a historic regularity event. The entry fee includes the insurance premium providing unlimited cover for the competitor's civil liability towards third parties in respect of bodily injury. Cover takes effect from the start and ceases at the end of the competition or upon retirement or disqualification.

b. Insurance cover: Description
The organiser has taken out civil liability insurance in accordance with Chapter 2, Article 5 of the National Sporting Prescriptions and Article 8 of the Belgian Law of 21 November 1989 in force concerning compulsory insurance.
This insurance covers the civil liability of the RACB, the event organiser, the National
Sporting Commission, the authorities concerned and their agents, services, employees or members (paid or voluntary), and the civil liability of the owners, keepers or drivers of the entered vehicles and their employees.

Organiser's civil liability insurance covers:
The organisers' civil liability for accidental damage caused to third parties as a result of an organisational fault during the preparation, running and physical dismantling of the event.
Sums insured:
Bodily injury, property damage and consequential financial loss combined: €5,000,000 per claim
Excess for property damage: €125 per
claim

Motor liability insurance covers:
The civil liability of all motor vehicles entered in the said speed, regularity or skill competition, under a contract concluded pursuant to Article 8 of the Law of 21 November 1989 on compulsory motor vehicle civil liability insurance.
Sums insured:
Bodily injury: unlimited
Property damage: €100,000,000 per claim
Road sections are not covered by the organiser's civil liability insurance policy.

Civil liability cover
The insurance premium included in the entry fee must provide third-party civil liability cover.
Civil liability cover shall be in addition to, and without prejudice to, any personal insurance policy held by a competitor or any other natural or legal person taking part in the competition.
Insurance must be effective for participants following the competition itinerary from the start of the first competitive part until the end of the competition, or from the moment of permanent retirement or disqualification. Cars which have retired and subsequently restarted will not be considered to have permanently retired.

Exclusions from cover
Service vehicles and vehicles used for reconnaissance, even if displaying specific plates issued by the organiser, are not covered by the competition insurance policy.

In accordance with ISC Article 9.15, the Competitor shall be responsible for the acts and omissions of any person participating in, or providing a service on their behalf in connection with, the event; this includes their direct or indirect employees, Drivers, mechanics, consultants, service providers or passengers, and anyone whom the Competitor has permitted to enter the Reserved Areas.

c. One set of Road Books
d. One time card
e. Two rally plates
f. Door numbers
g. Temporary provision of the TRIPY timing and tracking device

Classic 65 and Classic 50 categories:
Participation in the event is subject to each crew paying €1,600 including VAT (€1,509.43 excluding VAT).

Payments **after 30/11/2026** will incur a surcharge of €50 including VAT (€47.17 excluding VAT); payments **after 15/12/2026**, €100 including VAT (€94.34 excluding VAT); payments **after 31/12/2026**, €150 including VAT (€141.51 excluding VAT); payments **after 16/01/2027**, €250 including VAT (€235.85 excluding VAT).

The payment date shall be the date on which payment is received in the RAC Spa account (value date).

Method of payment:
By bank transfer to account No. 068-2450155-59
in the name of the Royal Automobile Club de Spa
IBAN: **BE84 0682 4501 5559** BIC Code: GKCCBEBB

The entry fee includes VAT at 6%, pursuant to Decision No. ET119.653.

If the government increases the VAT rate, the entry fee will be adjusted. Payments made before any such change takes effect will not be subject to an increase.

6.4. The full entry fee is payable no later than the closing date for entries, namely Saturday 16 January 2027.

After this date, a surcharge of €250 will apply.

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

The deduction shall be:

- 30% for requests received before Thursday 28 January 2027.
- 50% for requests received from Thursday 28 January 2027 until the start of the checks: Thursday 4 February 2027 at 11.00. After this deadline, the organiser will retain the full entry fee.
- No refund will be made to competitors refused admission after administrative checks or scrutineering because their car does not comply or they fail to produce the required documents, or who withdraw after Thursday 4 February 2027 at 11.00.
- By entering, competitors and crew members declare that they understand and accept the risks inherent in rallying. They also declare that they are familiar with, and accept, all regulations applicable to this rally.

Fees paid for the "One Event Regularity Pass 50/65" are not included in this refund.

The maximum number of starters is 160 in the Classic categories. The first phase of the procedure will close when the 160th entry application is received. The Organising Committee then reserves all rights of selection and the right to launch a second phase.

6.5. If, at initial scrutineering, a car's configuration does not correspond to the group and/or class in which it was entered, the Stewards may, on the scrutineers' recommendation, reassign the car to the appropriate group and/or class.

6.6. By signing the entry form, the competitor and all crew members submit solely to the sporting jurisdictions recognised by the 2027 FIA ISC and to the provisions of these regulations.

6.7. The Organising Committee reserves the right to refuse the entry of a competitor or driver without giving reasons (Art. 3.14 of the 2027 FIA ISC).

6.8. By entering, the competitor and/or crew members (driver and/or navigator) release the FIA, RACB, Organisers, Promoters and their representatives and employees, and each of them individually, from all liability for any actions, costs, expenses, claims and demands relating to fatal or other injuries arising from or resulting from their entry or participation in the event, whether or not these are the direct or indirect consequence of negligence or fault on the part of the said Organisers, Promoters, their representatives or employees, the RACB and/or the FIA.

6.9. Any use whatsoever of all or part of the event titles "Legend Boucles ®" / "Boucles de Spa ®" is subject to the written authorisation of the Board of Directors of the non-profit association. Payment of the entry fee, or any equivalent arrangement, does not exempt the competitor, their drivers, the manufacturer, team or advertisers from requesting this authorisation. The competitor, or failing that the first driver, must inform them of this requirement.

6.10. GDPR (European Union General Data Protection Regulation)

Where personal data relating to a data subject are collected from that person, Royal Automobile Club de Spa ASBL shall provide the following information when the data are obtained:

a) The identity and contact details of the data controller: Royal Automobile Club de Spa ASBL, Rue Jules Feller, 1, 4800 Ensival (Belgium), +32 87 795 00 00
b) The purposes for which the personal data are to be processed: the data are retained for communications relating to the event
c) The legitimate interests pursued by Royal Automobile Club de Spa ASBL are the use of personal data for efficient communication and organisation
d) Royal Automobile Club de Spa ASBL does not transfer personal data received from competitors to other data operators;
e) Royal Automobile Club de Spa ASBL does not intend to transfer these data to any third country.

In addition to the above information, Royal Automobile Club de Spa ASBL shall inform the data subject of:
a) the fact that personal data will be retained until the event is cancelled;
b) the right to request from Royal Automobile Club de Spa ASBL access to, rectification or erasure of personal data, or restriction of processing concerning the data subject, and the right to object to processing and to data portability;
c) where processing is based on consent, the right to withdraw consent at any time, without affecting the lawfulness of processing based on consent before its withdrawal;
d) the right to lodge a complaint with a supervisory authority;
e) whether the provision of personal data is a statutory requirement (particularly for the services of the Walloon Region) or a contractual requirement, or a requirement necessary to enter into a contract; whether the data subject is obliged to provide the personal data; and the possible consequences of failing to provide them.

Where Royal Automobile Club de Spa ASBL intends to process personal data further for a purpose other than that for which they were collected, it shall first provide the data subject with information on that other purpose and any other relevant information referred to in paragraph 2.

ARTICLE 7: AMENDMENTS TO THE REGULATIONS

7.1. The provisions of these regulations may be amended only in accordance with Arts. 3.6 and 11.9 of the 2027 FIA ISC.

7.2. Any amendments or additional provisions will be announced in dated and numbered bulletins, which shall form an integral part of these regulations.

7.3. These bulletins will be published on the **D**igital **O**fficial **N**otice **B**oard, also accessible on the official website www.racspa.be and the dedicated smartphone app. They will also be communicated directly to participants as soon as possible, and participants must acknowledge receipt by signature, unless this is impossible during the running of the competition.

7.4. Each crew must specify on the appropriate form an emergency mobile telephone number for communications during the competition and a contact person at the rally. Rally Control will use the SPORTITY app to communicate neutralisations, RT cancellations and emergency instructions to crews. These communications shall have the same status as any paper communication.

ARTICLE 8 – APPLICATION AND INTERPRETATION OF THE REGULATIONS

8.1. The Clerk of the Course is responsible for applying these regulations and their provisions during the competition.

8.2. Nevertheless, the Clerk of the Course must inform the Stewards of any important decision taken in applying the competition's general or supplementary regulations.

8.3. Any case not provided for in these regulations will likewise be considered by the Stewards, who alone have the power to decide (Art. 11.7.3 of the 2027 FIA ISC).

8.4. In the event of a dispute concerning the interpretation of these regulations, only the French text shall be authoritative.

8.5. For the correct interpretation of this text, the term "crew" shall refer to both the driver and the co-driver.

8.6. Any unfair, improper or fraudulent action by the Competitor or crew members will be judged by the Stewards, who may impose a penalty up to and including disqualification.

8.7. Disqualification may be notified to the crew concerned at any time control.

IV. GENERAL OBLIGATIONS

ARTICLE 9: DRIVING

9.1. Only crews consisting exclusively of the 2 entered crew members will be permitted to start.

9.2. The 2 crew members will be designated driver and co-driver.

9.3. They may share driving time freely, provided that both drivers hold the appropriate competition licence and a valid driving licence.

9.4. Both crew members must remain on board the car throughout the rally, except in the cases provided for in these regulations.

9.5. The retirement of a crew member or the admission of a third person on board (except in cases of force majeure or to transport an injured person) will result in disqualification.

ARTICLE 10: ADVERTISING

10.1. Participants' advertising must comply with normal practice and legal requirements, provided that it:
- Is permitted by national laws and FIA regulations.
- Is not contrary to public decency and accepted standards.
- Does not encroach on areas reserved for competition plates and panels.
- Does not obstruct the crew's view through the windows.

10.2. The organiser's advertising will occupy no more than six areas of 50 cm x 14 cm: four immediately above and below the side competition numbers (doors), and two in locations chosen by the competitor, excluding glazed surfaces, on which all advertising is prohibited (except for the windscreen strip, maximum height 10 cm).
The organiser reserves compulsory advertising space at both ends of the windscreen strip (20 x 10 cm) and on the rear window strip, of a maximum height of 10 cm. If space is insufficient, advertising may be placed beside the number, without touching its background. The area immediately above each competition number is reserved for the organiser's official partner's advertising, which the competitor may not refuse.

The organiser will fit the competition numbers with their different coloured backgrounds and compulsory advertising (including the windscreen strip, by appointment) before the other checks – ***Parc d'Activités Economique 1 – Rue de l'Arbre, 6, Bastogne (Service des Travaux).***

10.3. A car may compete in its original advertising livery, in accordance with the regulations in force.

10.4. The advertising spaces immediately above or below the numbers on competition panels, and the rally plates, are reserved for the organisers' advertising. Competitors may not refuse this compulsory advertising. Advertising on the numbers and rally plates forms an integral part of them. Any damage to this advertising will automatically incur a fine of €500 per missing advertisement. Rally plates will be issued to all competitors at administrative checks. Competitors must attend scrutineering with the numbers and organiser's advertising fitted by the organiser, and the rally plates already affixed by the competitor. Cars which have not followed this procedure will not be scrutineered.

10.5. Commercial rights & advertising
Advertising (cars & clothing) must comply with RACB regulations.

All advertising, promotional or public relations activities require the Organising Committee's prior written authorisation.

Service park spaces are intended solely for sporting use. Public relations activities, sponsors' meals, guest receptions, hospitality units, etc. are excluded.

Any breach of this rule will be charged at €125 per m^2. Any structures or installations must be removed unless the organiser has granted an exemption.

Only an exemption granted by the Organising Committee will be considered.

All aerial advertising and any advertising or promotional activity in the airspace above the RT routes and the entire territory of the Town of Bastogne are also prohibited without the Organising Committee's prior agreement, and are in all cases subject to authorisation by the relevant local authorities and the Directorate-General for Civil Aviation.

All commercial photography of the interior and/or exterior of participating cars requires the Organising Committee's written agreement. In all cases, photographs taken and/or produced during the competition are and remain the Organiser's property, unless otherwise agreed in advance. Distribution, transmission of images and copying on the internet are prohibited without the Organiser's prior agreement.

Any television footage, photography or similar material recorded by journalists, photographers, camera operators, etc. shall be the exclusive property of the Organiser/Promoter, regardless of who initiated it.

The Organiser/Promoter & its official partners reserve the right to use the names, portraits (photographs and television images) and results of drivers taking part in the competition, in Belgium and abroad, for promotional and/or advertising purposes, without notification or payment.

Competitors, participants, their representatives & sponsors are advised that the Belgian law prohibiting advertising and sponsorship of tobacco products & derivatives, promulgated by the King on 10 February 1998, applies strictly. They must comply with it scrupulously.

The Organiser, the Promoter and anyone associated in any way with organising the competition decline all responsibility for the application and outcome of the foregoing provisions and any resulting sanctions.

Articles 6.9 and 6.10 apply in full.

ARTICLE 11: ADMINISTRATIVE CHECKS

11.1. Documents will be checked by appointment.

11.2. Drivers and co-drivers must have:
- a) their appointment notice
- b) their driving licence
- c) their identity card or passport
- d) the car's insurance green card, valid for the duration of the event
- e) valid competition licences, where applicable
- f) the car's official documents
- g) written authorisation for use of a hired or loaned car
- h) the Reconnaissance Form

11.3. Drivers and co-drivers will receive:
- a) two rally plates
- b) the scrutineering sheet
- c) a voucher for their TRIPY unit
- d) and the other necessary documents.

ARTICLE 12: SCRUTINEERING

12.1. Scrutineering will take place by appointment, after administrative checks.

12.2. For scrutineering, the competition numbers, rally plates and organiser's compulsory advertising must be affixed to the car in the specified locations. The TRIPY tracking and timing unit will be fitted during scrutineering.

ARTICLE 13: TIMEKEEPING

13.1. Timing will be carried out using the TRIPY system fitted during scrutineering.

13.2. The event's official time will be the satellite time displayed by the TRIPY tracking transponder; this is displayed on request by pressing the transponder's "Time" button.

13.3. Regularity Tests will be timed automatically by the TRIPY system, requiring a control unit (transponder) to be fitted to each competing car at scrutineering, in accordance with the installation sheet available on the competition website.

13.4. Regularity Tests will be timed to the nearest tenth of a second.

13.5. At each Regularity Test control, the time is recorded when the transponder passes the satellite reference point set by the route planner.

13.6. At administrative checks, the crew will receive a voucher for installation of their TRIPY unit.

13.7. The transponders will be removed by members of the organisation at the end of the competition.
The transponder will normally be secured with hook-and-loop fasteners to the inside of the windscreen, at the top in front of the co-driver.

13.8. The crew is responsible for keeping the transponder in its installed position, including after an accident if the competitor subsequently resumes the route, and for returning it at the end of the event.

13.9. **In the event of retirement,** the crew must return the transponder to Rally Control as soon as possible, and no later than the next leg's start time for the first car **in CLASSIC.**

13.10. Any confirmed fault in the equipment fitted to the car resulting from incorrect or fraudulent use by the crew will be subject to a penalty imposed by the Stewards, which may extend to disqualification.

13.11. The competitor must return the transponder to the organiser at the following locations and times:

- Either immediately upon permanent retirement during the event, to *reception at the IPF building, rue du Fortin, 24, Bastogne*, from 09.30 to 22.30 on Saturday 6/02/2027 and from 09.30 to 16.00 on Sunday 07/02/2027.

- Or at the end of the event, on Sunday 07/02/2027 from 15.30 to 18.00 at the finish TC.

13.11. Any damage, deterioration, theft or loss of the tracking system remains entirely the crew's responsibility until it is returned in proper condition, even in the event of an off-road excursion, retirement, disqualification or other competition incident. The competitor expressly and irrevocably agrees that the organiser will invoice a TRIPY unit to the person identified by the competitor on the TRIPY receipt form if the unit is not returned and/or is damaged.

V. RUNNING OF THE EVENT

ARTICLE 14: START – START ORDER – PLATES – NUMBERS

14.1. A compulsory display/parade will take place on **Friday 5/02/2027 from 19.00 to 21.00**. The cars' presence is compulsory, under penalty of 100 points. Details will be issued in a subsequent communication.

14.2. The start of LEG 1 will be given in the order of the allocated start times published on the Digital Official Notice Board.

14.2.1. For Leg 2, the start order will be determined by the provisional Leg 1 classification, excluding penalties, with the possibility of applying Article 14.4**.**

14.3. Numbers will be allocated at the organiser's discretion.

14.4. The Clerk of the Course is free to reposition any crew during the competition.

14.5. The rally plates supplied by the organiser must be displayed visibly at the front and rear of the car throughout the competition. The front plate must never cover the car's registration plate, even partially, under penalty of €50.

14.6. The door panels supplied by the organisers must be affixed to both front doors of the car throughout the competition.

14.7. At any time during the competition:

14.7.1. The absence of one door panel or one rally plate will incur a penalty of €50.

14.7.2. The simultaneous absence of both door panels or both rally plates may result in disqualification.

14.8. A crew withdrawing from the competition must remove or cover the rally plates and numbers.

14.9. The names of the first driver and co-driver, together with the national flags corresponding to the crew members' passports, must be displayed on each front wing of the car, under penalty of €50.

ARTICLE 15: RECONNAISSANCE

Reconnaissance of the route is permitted on Friday 5 February 2027 from 08.00 to 17.00, with only ONE passage per RT. Reconnaissance must be carried out in a standard production car. Rally cars and/or competing cars are prohibited.
Reconnaissance of certain RTs will be monitored by a PC. A Bulletin will specify the procedure.

ALL RECONNAISSANCE OUTSIDE 5 FEBRUARY 2027 IS STRICTLY PROHIBITED. Strict checks will be carried out by the municipal administrations, the authorities, police and DNF officers and officials, and the organiser. Reconnaissance must be driven at moderate speed and in compliance with Belgian road traffic legislation, failing which the prescribed sanctions/fines will apply. Placing any kind of marker on any surface is prohibited. The organiser may use electronic monitoring equipment. **Only the two entered crew members may be on board the car used for reconnaissance.**
Reconnaissance videos will be made available online on **Monday 1 February 2027 at 19.00**.

Competitors must complete a reconnaissance form, downloadable from the website, which will be collected at administrative checks.

ARTICLE 16: TRAFFIC – REPAIRS

16.1. Throughout the competition, crews must strictly observe the traffic regulations in the municipalities through which they pass. Any crew failing to comply will incur the following penalties:

1st infringement: 10 penalty points for each 5 km/h, or part thereof, over the limit.
2nd infringement: 20 penalty points for each 5 km/h, or part thereof, over the limit.
A fine of EUR 300 will apply when the permitted speed is exceeded by 20% or more.

A fine of EUR 500 will apply when the permitted speed is exceeded by 40% or more.
3rd infringement: The Stewards may impose disqualification.

Other infringements of road traffic legislation
16.1.1. 1st infringement: 50 points
16.1.2. 2nd infringement: 150 points
16.1.3. 3rd infringement: The Stewards may impose disqualification.

Speed checks may be carried out throughout the competition. These checks will mainly take place in built-up areas and at known dangerous locations indicated in the Road Book. In accordance with Art. 11.7.3 of the FIA Sporting Code, data transmitted by the TRIPY tracking system may be accepted by the Stewards as evidence from a Judge of Fact.

16.2. Police and/or DNF officers or officials who observe a traffic infringement by a competing crew must notify the crew in the same manner as other road users.

16.3. If they decide not to stop the offending driver, they may request that the penalties provided for in these Supplementary Regulations be applied, provided that:

16.3.1. Official notification of the infringement is received in writing before publication of the Final Classification.

16.3.2. The reports are sufficiently detailed to establish the offending driver's identity beyond doubt and specify the exact location and time.

16.3.3. The alleged facts are not open to different interpretations.

16.4. It is prohibited, under penalty of disqualification, to tow, transport or have cars pushed, except to return them to the carriageway or to clear the road.

16.5. Crews are also prohibited, under penalty of up to and including disqualification, from:

16.5.1. Deliberately blocking competing cars or performing manoeuvres liable to impede other participants.

16.5.2. Behaving in a manner incompatible with sporting conduct. A car must never be driven unnecessarily slowly, erratically or in a manner considered potentially dangerous to other participants.
16.5.3. If a car stops outside the carriageway being used and obstructs passage, even at low speed, it must be cleared as quickly as possible so that it does not pose a danger or impede other participants.

16.5.4. If the driver cannot clear the car, marshals may assist. If this assistance enables the driver to rejoin the competition, this must be done in full compliance with the regulations and without gaining any advantage.

16.6. Servicing:

16.6.1. Competitors are responsible for their own supplies of fuel, oil, water, etc.

16.6.2.1. Repairs and refuelling are permitted only at the designated locations identified in the Road Book as authorised service areas.

16.6.2.2. In areas designated as prohibited servicing areas, repairs or refuelling may be carried out **only** by the crew, using solely the equipment and supplies carried on board. Compliance will be checked by Judges of Fact, and any infringement will be subject to a penalty up to and including disqualification.

Petrol stations are considered authorised refuelling areas, but servicing there is prohibited unless otherwise stated in the Road Book.

16.6.2.3. Definition of prohibited servicing.

1) Any person other than the driver and/or co-driver of a particular competing car working on or taking action on that car.
2) The driver or co-driver using or receiving any materials (solid or liquid), spare parts, tools or equipment other than those carried on board that competing car.
3) Parking an identified service vehicle, or positioning or installing any materials, spare parts, tools or equipment outside a service park or service area.

16.6.2.4. All intervention or refuelling in RTs is prohibited.

16.6.3. In the event of a major breakdown requiring the car to be temporarily immobilised, the competitor may rejoin the competition at the start of another section, subject to the corresponding penalties.

16.6.4. Refuelling points will be indicated in the Road Book.

16.6.5. Each car must carry a groundsheet or tarpaulin to place under it during every service and regroup. Failure to comply, as observed by an official on duty, will incur a penalty of 150 points.

16.6.6. Crews and their cars may receive outside assistance under the following conditions:

16.6.6.a. The service vehicle will receive a detailed itinerary plan showing the authorised service points.

16.6.6.b. A service vehicle entering a regularity test during the event will result in the disqualification of the corresponding participant.

16.7. The Royal Automobile Club de Spa is responsible for maintaining public order and regulating traffic in the service park, without assuming responsibility for security. Special provisions apply to the privileged service park in Bastogne.

The Royal Automobile Club de Spa will organise a public relations park there.

All spaces in this public relations park must be negotiated and reserved with the promoter. Rates based on the size and degree of privilege of the spaces will be supplied on request.

Any space not ordered and paid for to the promoter, in accordance with the general terms and conditions of sale and the specific agreement for spaces in the Bastogne public relations park, will be withdrawn. Any infringement of this provision is subject to the prescribed sanctions.

16.8. The competitor is responsible for their service vehicles and personnel. Any misconduct or failure to comply with instructions will be penalised against the competing car:
1st infringement: €500
2nd infringement: €750
3rd infringement: €1,250

16.9. Service vehicles must carry:
A tarpaulin measuring at least 3 x 3 m;
A liquid collection tray measuring approximately 50 x 50 cm;
A means of collecting fuel if there is a risk of spillage during refuelling;
A liquid waste container of at least 10 litres and a bag for solid waste;
A 6 kg fire extinguisher.

Servicing must be carried out as follows:
At all service locations, the car must stand on the tarpaulin while work is being carried out;
Whenever there is a risk of fuel spillage, a collection tray or another means of recovery must be used;
Service areas must always be left clean. Waste and all other parts, materials and objects must be removed in the service vehicle;
If the ground has been contaminated, the team must inform Rally Control and provide all relevant details of the contamination;
Gazebos and awnings must be secured with ballast of 5 kg per m² of fabric area;
The foregoing also applies to temporary repairs outside service areas.
Set-up is permitted from Thursday 05.02.2027 at 09.00. The area must be vacated by Sunday 07.02.2027 at 20.00 at the latest.

ARTICLE 17: NOT APPLICABLE

ARTICLE 18: START

18.1. The event's official time will be the satellite time displayed by the TRIPY tracking transponder; this is displayed on request by pressing the transponder's "Time" button.

18.2. Throughout each Leg, crews must maintain the time interval allocated to them in the start order.
These cars will be identified by a specific sticker fitted by the organiser in the start park.

The reporting time at TC 1A and TC TBDA Start Park IN is that published in the start order and must be observed.

The reporting time at the start park, and the time for TC Park OUT, will be specified on the time card sheet.

18.3. Each crew's due start time is shown on its time card, endorsed by the marshal at TC Start Park IN.

18.4. Any lateness attributable to the crew in reporting for the start of the competition, Leg 1 or Leg 2 will incur 5 penalty points per 30 seconds late. A crew more than 15 minutes late will be refused permission to start at that time control. The crew must contact Rally Control to request permission to continue the rally from the start of a subsequent section. Article 20.4.8a does not apply in this case.

18.5. Crews must have their passage checked at every point shown on their time card, in their start order, under penalty of disqualification.

18.6. The target time for covering the distance between 2 time controls will be shown on the time card.

18.7. Hours and minutes will always be shown from 00.01 to 24.00; only completed periods of 1 minute will be counted.

18.8. All crews will receive a Road Book detailing the compulsory route to be followed, under penalty of disqualification.

18.10. The Leg 2 start order will be determined by the provisional Leg 1 classification, excluding penalties.

ARTICLE 19: GENERAL PROVISIONS CONCERNING CONTROLS

19.1. All controls, namely time and passage controls, starts and Flying Finishes, STOP controls and regularity test finishes, regrouping and neutralisation controls, will be indicated by FIA standard signs.

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

19.3. Stopping time in any control area must not exceed that necessary for the control operations.

19.4. The following are strictly prohibited, under penalty of disqualification imposed by the Stewards:

19.4.1. Entering a control area from a direction other than that specified by the event itinerary.

19.4.2. Recrossing or re-entering a control area once the time card has already been checked at that control.

19.5. Crews alone are responsible for their due check-in time; they may consult the official time by pressing the "Time" button on the TRIPY transponder.

19.6. Control marshals may not give crews any information concerning their due check-in time.

19.7. Control posts will open 15 minutes before the first crew's due time.

19.8. Unless otherwise decided by the Clerk of the Course, they will close 15 minutes after the last crew's due time.

19.9. Crews must follow the instructions of the marshal in charge of any control post, under penalty of up to and including disqualification, at the Stewards' discretion.

ARTICLE 20: PASSAGE CONTROLS (PC) – SLOW ZONES – TIME CONTROLS (TC) – EXCLUSION – SPEED CONTROL ZONE

20.1. Passage controls and time controls

20.1.1. The time card must be available on request, particularly at all control posts, where a crew member must present it personally for endorsement.

20.1.2. The crew is entirely responsible for presenting the time card at the various controls and for the accuracy of its entries. The crew must therefore present its time card to the marshal in charge at the correct time and check that the entry is correct.

20.1.3. A missing endorsement from any control, or failure to submit the time card at any control post (time or passage), regrouping control or finish, will incur a penalty of 300 points.

20.1.4. Only the marshal on duty is authorised to make entries on the time card, by hand or using a printing device. Unless approved by the marshal in charge, any correction or alteration to the time card will result in disqualification.

20.1.5. Any discrepancy between entries on the crew's time card and the official competition documents will be investigated by the Clerk of the Course and referred to the Stewards, whose decision shall be final.

20.2. Passage controls

20.2.1. At these controls, the marshals must simply stamp or endorse the time card as soon as the crew presents it. A missing stamp or endorsement will incur a penalty of 300 points.

20.2.2. Passage controls may be located on road sections.

20.2.3. Passage controls requiring a compulsory stop for checking in on road sections may be indicated in the Road Book or may be secret. They will always be indicated by FIA standard signs and will necessarily be encountered if the competitor follows the Road Book route.

20.2.4. Secret passage controls in Regularity Tests or on road sections may also be virtual, monitored by satellite using the TRIPY tracking system. In this case, there is no requirement to stop, and they are not shown in the Road Book.
Missing a TRIPY passage control on a road section will incur a penalty of 50 points.

20.3. Time controls

20.3.1. The check-in procedure begins when the car passes the entry sign (yellow sign) into the time control area.

20.3.2. Between the area entry sign (yellow sign) and the control post, the crew must not stop or drive abnormally slowly.

20.3.4. The time card may be checked in only when both crew members and the car are within the control area and in the immediate vicinity of the control table.

20.3.5. The crew will incur no penalty for early arrival if the car enters the control area during its due check-in minute or the preceding minute (the co-driver is responsible for presenting the time card during the due minute).

Example: A crew due at a control at 18.20 will be considered on time if it checks in between 18.20.00 and 18.20.59.

The crew is responsible for specifying its due check-in time, provided that it is within the permitted interval.

20.3.6. The marshal will then enter on the time card, by hand or using a printing device, the actual presentation time, and only that time.

20.3.7. The due check-in time is obtained by adding the time allowed for the road section to its start time, expressed in minutes.

20.3.8. The crew will incur no penalty for lateness if the time card is presented to the marshal during the due check-in period.

20.3.9. If a crew checks in at a time control after its due time, its lateness will be added to that already accumulated. No lateness penalty will apply for **the first 15 minutes** of the leg (day); beyond this, 10 penalty points will apply for every minute or part of a minute late per leg (day).

Controls will close 15 minutes after the last competitor's due time. After this, the crew must report to the start of the next Section.

Failure to check in at a time control will incur a penalty of 600 points. However, Arts. 20.6 and 22.4 may apply.

20.3.10. For early arrival: 60 points per minute or part thereof.

20.3.11. At the Clerk of the Course's discretion, a crew penalised for early arrival may be neutralised for the time necessary to restart at its due time.

20.3.12. Early check-in without penalty is permitted at the final time controls of Leg 1 and Leg 2, or where "early check in" is written on the itinerary.

20.3.13. If a marshal or official instructs a crew to enter the check-in area early, the crew will incur no penalty, but remains responsible for telling the marshal the due time to enter on the time card.

Crews which have not passed the final TC of Leg 1 must notify Rally Control if they do not wish to resume the Competition in Leg 2. Written notification (retirement form and/or email to **legendracecontrol@gmail.com**) must be submitted by Saturday 6/02/2027 at 22.00 at the latest. The TRIPY unit must be returned at the same time.

20.4. Start times from controls

20.4.1. If a road section does not begin with a regularity test, the check-in time entered on the time card is both the arrival time at the end of the road section and the start time of the next section.

20.4.2. Where a time control is followed by a regularity test start control, the following procedure will apply:

- Both posts will form part of a single control area, with the signs arranged as follows:
  Yellow warning sign (start of area)
  Approximately 25 m further on, a red clock-face sign (time control)

Between 50 and 200 m further on, a red flag sign (regularity test start)

20.4.3. At the time control at the end of the road section, the marshal will enter on the time card both the crew's check-in time and its provisional start time for the next road section.
There must be an interval of 5 minutes to allow the crew to prepare for the RT start. In the event of a puncture, the crew will also be allowed a maximum of 5 additional minutes.

20.4.5. After checking in at the TC, the crew must proceed immediately to the regularity test start. The marshal in charge will enter the scheduled start time for the test on the time card; this will normally correspond to the crew's start time under the prescribed procedure.

20.4.6. If, following an incident, the two entries differ, the regularity test start time shall prevail, unless the Stewards decide otherwise.

20.5. Voluntary interruption during a section

Any crew unable to complete a section for technical or any other reasons may resume the competition with Rally Control's agreement. The restart may take place only at the TC designated by Rally Control or the Competitors' Relations Officer. The prescribed penalties will also apply for any control(s) missed.

20.6. Slow Zones – SZ

Slow Zones are used to reduce speed before an area requiring additional safety measures.

20.6.1. Identification of Slow Zones: A Slow Zone is always shown in the Road Book, with the distances at its entry and exit.

A red sign on the right (at least) and left (where possible) of the road will mark the start of the Slow Zone (see description in the appendix).

A green sign on the right (at least) and left (where possible) of the road will mark the end of the Slow Zone (see description in the appendix).

20.6.2. Slow Zone length: Depending on the location, 200 m or 300 m; the distance will be specified in the Road Book.

20.6.3. Required average speed: 36 km/h, equivalent to 20 seconds for 200 m and 30 seconds for 300 m. The required time is always shown in the Road Book.

20.6.4. Procedure: The sole requirement is the time taken between entering and leaving the Slow Zone. The crew is responsible for managing its progress between the 2 signs, either by remaining in motion or by stopping within the zone for a period of time. Caution is nevertheless recommended, as other competitors on the road may manage the Slow Zone differently.

20.6.5. Penalties: Times are recorded by satellite using the TRIPY system.

Failure to observe the required time through the Slow Zone: 50 penalty points for every 5 seconds, or part thereof, early.
No coefficient is applied to these penalties.

20.6.6. Systematic or repeated failure to observe the required time in Slow Zones will be reported at the Clerk of the Course's discretion to the Stewards, for a penalty up to and including disqualification of the crew.

20.8. Speed Control Zone – SCZ **New for 2027**

The organisers may establish Speed Control Zones where a closed-road route passes through a built-up area, or at other locations at their discretion.

20.8.1. Description (diagrams are available in the description in the appendix)

An SCZ is an area within an RT in which **timing is neutralised**.
At the entrance to the SCZ, there is a deceleration area of approximately 200 m, followed by the passage through the built-up area, then an acceleration area of approximately 100 m.

An initial red "**Neutral IN**" sign marks the exact point at which timing stops.
Approximately 200 m further on, a red "**DZ**" sign marks the start of the speed-controlled area.

The end of the speed-controlled area is marked by a green "**FZ**" sign.
Approximately 100 m further on, a green "**Neutral OUT**" sign marks the exact point at which timing resumes.

The signs will always be placed on the right (at least) and left (where possible) of the road.
The locations of these signs will be shown precisely in the Road Books and marked for reconnaissance.

20.8.2. Instructions to be observed:

20.8.2.1. The speed between DZ and FZ **must NEVER exceed 50 km/h** (instantaneous speed monitored by satellite using the TRIPY transponder).
Any excess speed, however brief, will incur **50 penalty points for every 5 km/h**, or part thereof, over the limit.

An excess of more than 20 km/h, or a 3rd speeding penalty in an SCZ, will be reported to the Stewards for a penalty up to and including disqualification.

20.8.2.2. The "Neutral IN" and "Neutral OUT" signs must always be passed at a minimum speed of 30 km/h; otherwise GPS measurement accuracy cannot be guaranteed. No protest will be admissible if the speed is lower.

20.8.2.3. Between the "Neutral IN" and "Neutral OUT" signs, stopping completely is prohibited under penalty of 150 points, except in cases of force majeure or when a marshal requires a stop.

20.8.2.4. Overtaking another competitor between the "Neutral IN" and "Neutral OUT" signs is prohibited under penalty of 50 points, except in cases of force majeure, which will be assessed using the TRIPY records.

20.8.3. Specific provisions for the Classic category

20.8.3.1. The "**Neutral IN**" sign will always mark the **end** of an RT section and may or may not be a timing point, as decided by the route planner.

20.8.3.2. The "**Neutral OUT**" sign will be equivalent to a new **Flying Start**, with distance and timing reset to 0 (specific Road Book for Classic).
This means that the result of the sector preceding the SCZ does not affect the following sector. An RT will therefore be equivalent to several short RTs separated by one or more SCZs.

Unless otherwise specified in the briefing, the required average speed remains the same as for the preceding sector.

ARTICLE 21: REGROUPING CONTROLS

21.1. Regrouping areas may be established on the route. Their entry and exit controls will be governed by the general rules for control posts (Arts. 19 & 20). Within a regrouping park, engines may be started using an external battery. This battery may not subsequently be carried in the car.

21.2. Regroups serve to reduce the gaps between crews caused by delays and/or retirements. The regroup departure time must therefore be taken into account, rather than its duration.
21.3. On arrival at regrouping controls, crews will hand their time card to the marshal. Crews will receive instructions concerning their departure time. They must then drive their car immediately and directly into the regrouping park, following the marshals' instructions. They must then switch off the engine. The organisers may issue a new time card either on entry to or exit from the regrouping park.

ARTICLE 22: REGULARITY TESTS (REGULARITY TESTS)

22.1. RTs will be organised in each section. They will take place on roads closed for private use.

22.2. For the Classic 65 Regularity category (average speed not exceeding 65 km/h for the Classic 65 classification) and the Classic 50 Regularity category (average speed not exceeding 50 km/h), one or more average-speed checks will be provided. The target time at a regularity control is determined by the start time of the regularity test, the distance to that point and the required average speed, which will be communicated through official channels. It therefore does not depend on lateness or earliness at previous regularity controls. The competitor must come as close as possible to that average speed and target time.

Regularity controls are secret and are not indicated on the road.

22.3. A calibration route will be provided; its itinerary will be available at document checks and on the organiser's website.

22.4. Missed regularity test:
Any crew unable to complete a section for technical or any other reasons may resume the competition with Rally Control's agreement. The restart may take place only at the TC designated by Rally Control or the Competitors' Relations Officer.

Penalties for missed RTs will be fixed points penalties, identical for all competitors in the same situation (not subject to any coefficient).

22.5. During these Regularity Tests, the car's crew members must wear the safety equipment specified in Article 5.5, under penalty of disqualification.

22.6. Crews are prohibited from driving in the opposite direction to the regularity test, under penalty of disqualification.

22.7. RT starts will be given as follows:

22.7.1. When the car stops at the start control with its crew on board, the marshal will enter the scheduled start time (hours and minutes) on its time card. The card will be returned to the crew within the 30 seconds preceding the start. The marshal will announce aloud 30 seconds, 15 seconds, 10 seconds and the final 5 seconds individually.

22.7.2. When the final 5 seconds have elapsed, the start signal will be given, upon which the car must start immediately.

22.8.1. The marshal at an RT start may delay the start beyond the time entered on the time card only in a case of force majeure.

22.8.2. Show RTs will have a flying start; the point at which timing begins will be indicated by a flag sign on a green background.

22.9.1. If the crew is late, the marshal will enter a new time on the time card; the delay will then be treated as lateness on a road section.

22.9.2. A crew unable to start within 20 seconds of the start signal will be moved to clear the timing area.

22.10. A false start, particularly a start before the marshal's signal, will incur a penalty of 60 points. This penalty does not exclude more severe sanctions which the Stewards may impose, particularly for a repeated infringement.

22.11. RTs will end with a flying finish. Stopping between the yellow warning sign and the STOP sign is prohibited under penalty of disqualification.

22.12. For both Classic categories, the crew must stop at a control ("STOP"), indicated by a red "STOP" sign, between 100 and 1,000 metres after the red Flying Finish sign.

22.13. For both Classic categories, the crew must have its time card initialled at the STOP control.

22.14. If, through the crew's fault, the time card cannot be initialled, the following penalties will apply:

22.14.1. At the start: disqualification
22.14.2. At the finish ("STOP"): 150 penalty points.

22.15. Penalties

22.15.1. In regularity tests, the penalties will be:

- **0.1 point per 0.1 second of lateness exceeding 0.3 seconds, multiplied by the coefficients listed in Article 26.5.1.**
- **0.2 points per 0.1 second of earliness exceeding 0.3 seconds.**
- Maximum penalty for an intermediate timing point: 60 points; for a Powerstage RT: 120 points.
- Penalty per timing point missed (the competitor does not finish the RT or the transponder is no longer visible): 100 points; for a Powerstage RT: 200 points.
- Maximum penalty per RT completed (total of all timing points): 250 points; for a Powerstage RT: 500 points.
- Penalty per RT not completed: 500 points; for a Powerstage RT: 1,000 points.

22.15.2. **Compliance with the average speed**
Within an RT, any competitor who exceeds the required average speed between two timing points by more than 20% may be excluded from the competition by a decision of the Stewards.
Any dangerous and/or inappropriate behaviour may result in disqualification from the competition by a decision of the Stewards.

22.15.3. If average speeds are inappropriate, particularly because of weather conditions, the Stewards may, on Rally Control's proposal, set a target time/average speed to obtain a meaningful classification, even after the RT has been run (for example, if all competitors would otherwise receive the fixed penalty).
For both Classic categories, if an RT is run as a Powerstage, the maximum penalty (total of all timing points) will be adjusted.

22.16. The start intervals for crews must comply with the same provisions as those for the start of the relevant leg.

22.17. Any crew refusing to start an RT at its allocated time and position will incur a minimum penalty of 500 points imposed by the Clerk of the Course. The Clerk of the Course may refer the matter to the Stewards for a penalty up to and including disqualification, whether or not the RT is contested.

22.18. Interruption of an RT:
22.18.1. If an RT is permanently stopped before the last crew has passed, for any reason, an RT classification may nevertheless be established by the Clerk of the Course assigning all crews affected by the interruption a fair time actually recorded before the RT was stopped.
If an RT cannot be completed in full, the Clerk of the Course may decide to establish a classification based on an intermediate time, identical for all competitors, calculated using the TRIPY system.

22.18.2. This classification may be established even if only one crew has completed the route under normal conditions.

22.18.3. The decision whether or not to apply this provision rests solely with the Clerk of the Course.

22.19.4. Any crew responsible or jointly responsible for an interruption may never benefit from this measure. It will therefore be credited with its actual time difference, if recorded, where this exceeds the notional time allocated to other crews.

22.19.5. If use of the red flag is necessary, the following procedure will apply:

A red flag will be displayed physically or electronically on the on-board tracking system (TRIPY).

A red flag must be available at intervals of approximately 5 km. The red flag will be shown to crews only.
On passing a displayed red flag, the driver must immediately reduce speed, maintain this reduced speed until the end of the Regularity Test, and follow the instructions of any marshals or safety car drivers encountered.

Failure to comply with this rule will incur a penalty determined by the Stewards.

22.20. A penalty of 300 points will be added to the normal RT penalty for failing to complete the required laps or follow the RT route during regularity tests. This penalty is cumulative

according to the number of laps missed or instances of failing to follow the route where a competitor takes a shortcut in an RT.

22.21. During RTs, any incident caused by a competitor who started earlier (minor off-road excursion, becoming stuck, spinning, etc.) which does not interrupt the RT will be treated by Rally Control as a competition incident and will not give rise to any fixed compensation.

ARTICLE 23: PARC FERMÉ

Access to the start and regrouping parks is unrestricted. However, servicing is prohibited in these parks and in the park at Place Mc Auliffe, Bastogne. There will be no finish parc fermé.

VI. CHECKS

ARTICLE 24: CHECKS BEFORE THE START AND DURING THE EVENT

24.1. Every crew taking part in the event must attend administrative checks together, before scrutineering, at *Parc d'Activités Economique 1 – Rue de l'Arbre, 6, Bastogne (Service des Travaux)*, in accordance with the appointment notices sent with their entry confirmation. Compliance with the schedule is compulsory. Early arrival may incur a penalty of 125 points.
Lateness may be penalised at one point per minute late. These measures are intended to ensure the smooth running of the checks.

24.2. A crew reporting for any of the checks more than 30 minutes after its individual appointment time may be refused permission to start, except in a case of force majeure accepted by the Clerk of the Course.

24.3. If a car is found not to comply at scrutineering, the scrutineers may set a new presentation time for the car to be brought into conformity.

24.4. Any non-compliant car will be refused permission to start.

24.5. The checks carried out before the start will be of a general nature (competition licences, valid driving licences, car make and model, apparent conformity with the group in which the car is entered, essential safety equipment, compliance with national road traffic legislation, etc.).

24.6. The following will be carried out:
24.6.1. Identification of the car
24.6.2. Additional checks on crew members and the car may be carried out at any time during the competition. The crew is responsible for its car's technical conformity throughout the competition, under penalty of disqualification.

VII. PROTESTS – CLASSIFICATION – AWARDS

ARTICLE 25: PROTESTS

All decisions of the Clerk of the Course and/or the Stewards shall comply with the judicial provisions of the FIA Sporting Code.

ARTICLE 26: CLASSIFICATION

26.1. Several classifications will be established at the end of the event:

a) FINAL classification
b) Classification by age category
c) Classification by class
d) All-female crew classification
e) Mixed crew classification

26.2. An unofficial partial classification will be established at the end of each section.

26.3. In the event of a tie, the crew of the oldest car will be declared the winner.
If the tie remains, the crew of the car with the smallest engine capacity will win.

26.4. Penalties will be expressed in points. The final classification will be established by adding the points scored in the regularity tests, the penalties incurred on road sections and any other penalties expressed in points.

26.5. Multiplication coefficients

26.5.1. For all classifications, the penalties imposed on cars for each second of lateness in regularity tests will be multiplied by a reduction coefficient of 0.XY. (XY represents the last two digits of the car's year of homologation if it was homologated by the FIA/CSI, or of its first registration if it was not homologated by the FIA/CSI.)

26.5.2. Penalties imposed on cars for each second of earliness in regularity tests will not be multiplied by any coefficient.

26.5.3. In extreme road conditions, 4-wheel-drive cars will receive a penalty multiplication coefficient in accordance with Article 4.4.

26.6. On Sunday 7 February 2027, one or more RTs may be run as a **Powerstage.** All penalties (including fixed penalties) will be doubled, except for time control (TC) penalties. The Powerstage RT(s) will be announced by bulletin and in the written briefing.

26.7. To be classified, the competitor must check in at the event's final time control.
26.8. The crew with the lowest total will be declared the winner of the overall classification, the next lowest second, and so on. Group and class classifications will be established in the same way.

26.9. Results will be posted in accordance with the competition programme.

26.10. The classification is provisional at the end of the competition. It becomes final after approval by the Stewards.

ARTICLE 27: PRIZE-GIVING

A crew or its representative absent from the prize-giving will forfeit its prize(s), unless the Organising Committee grants an exemption.

The prize-giving will take place on Sunday 7 February 2027 at 17.30 – *marquee, Place McAuliffe, Bastogne.*

ARTICLE 28: PRIZES AND TROPHIES

28.1. Final classification:

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

28.2. All-female crew classification, or mixed crew classification if there is no all-female crew:
1st all-female/mixed crew: 2 trophies

APPROVAL: XXXXXXXXXXXX

APPENDIX I: TERMINOLOGY

Road section:
Part of the itinerary between 2 successive time controls.

Section:
A series of road sections between:
- the Start Time Control and the first regrouping park
- two successive regroups
- the last regroup and the finish of the section or competition

Neutralisation:
A period during which crews are stopped by the organiser for any reason.

Regroup:
A scheduled stop organised to bring the event back to its theoretical timetable and regroup the crews still competing. The stopping time may differ between crews.

Bulletin:
An official document forming an integral part of the competition's Supplementary Regulations, intended to amend, clarify or supplement them.
Bulletins must be numbered and dated.
Bulletins will be published on the Digital Official Notice Board.
Regardless of the method of publication, competitors (or crew members) must acknowledge receipt of each bulletin by signature, unless this is physically impossible during the running of the event.
Bulletins are issued:
- By the organiser, up to the day of the checks. They are subject to RACB Sport approval, except for any changes to the itinerary.
- By the event Stewards, throughout the competition.

Time card:
- A card on which endorsements from the various controls on the itinerary are recorded.
- One time card must be provided for each section.

Regularity Tests:
Regularity Tests will be organised in each section, on closed roads. For the Legend and Challenger categories, they will be of the "known" type on Saturday and Sunday.

Disqualification
A person or persons may no longer continue to take part in a competition.

APPENDIX II: COMPETITORS' RELATIONS OFFICER

Main duties:
To inform crews and maintain a permanent liaison with them.
This position must be held by an Official of the Competition licensed by their ASN, as it requires a sound knowledge of the general regulations. The officer may be invited to Stewards' meetings to be informed of all decisions taken. Competitors' Relations Officers must be readily identifiable by competitors. To this end:

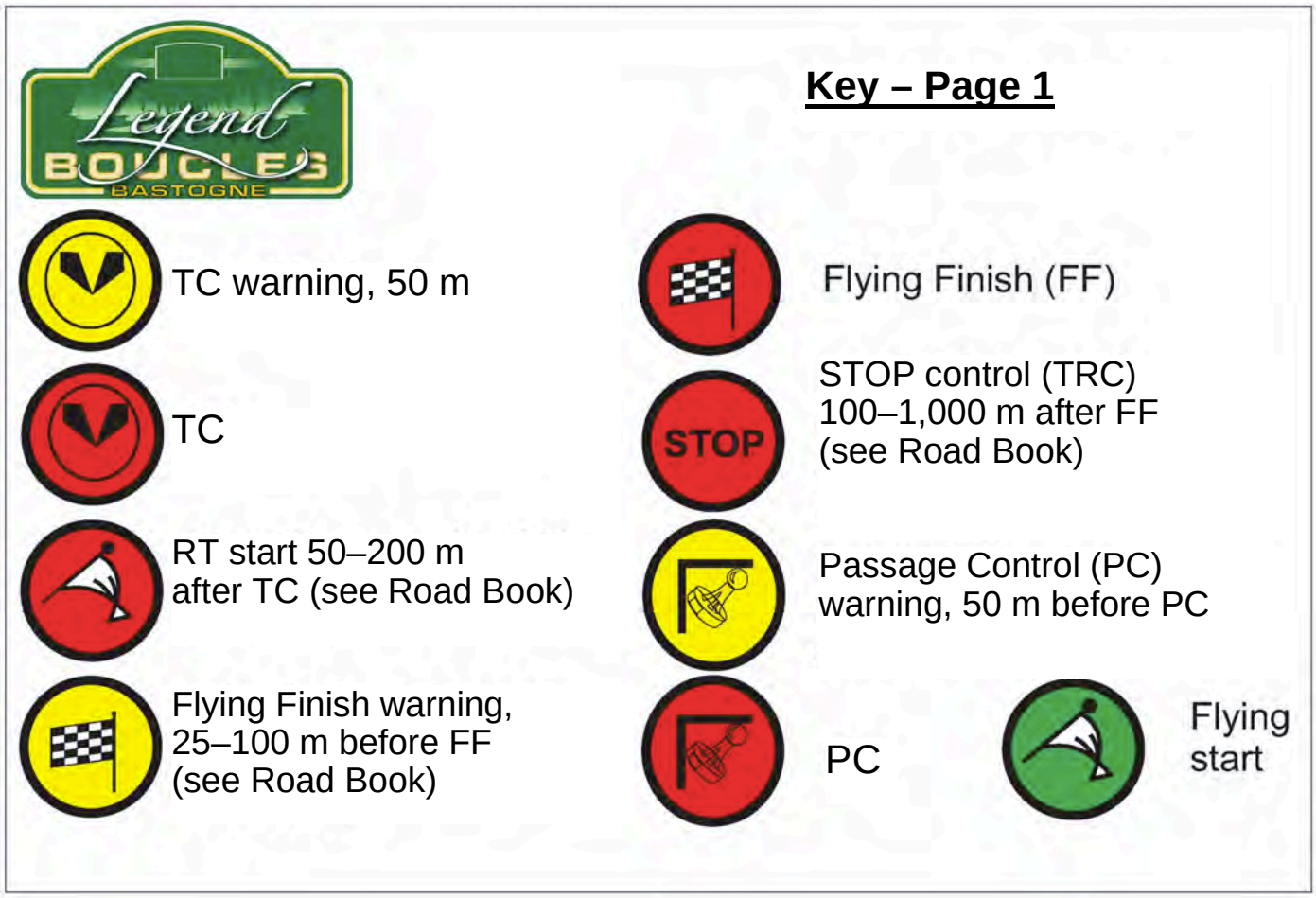
- They must wear a clearly visible badge and/or distinguishing identification.
- They must be introduced to competitors at any drivers' briefing.
- Where possible, their photograph must be included in the Supplementary Regulations or a bulletin.

Presence during the competition
When the Secretariat opens, the officer must have the Secretary of the Meeting draw up a schedule of their availability, to be published on the Digital Official Notice Board. It must include:
- Presence at scrutineering
- At the Secretariat of the Meeting
- At regrouping parks
- At end-of-Leg parks
- Near the finish podium (insofar as the competition schedule permits).

Role
- To provide precise answers to all enquiries.
- To provide any additional information or clarification concerning the regulations and the running of the competition.
- To notify crews of individual decisions affecting them (insofar as the competition schedule permits).

Liaison
To avoid referring to the Stewards any enquiries which can be satisfactorily resolved by a clear explanation, provided that they are not protests (e.g. clarifying disputed times with the timekeepers' assistance). The Competitors' Relations Officer must refrain from any words or actions liable to provoke protests.

APPENDIX III: CONTROL SIGNS.



Key – Page 2



3/4 of the distance from FF to STOP



1/2 of the distance from FF to STOP



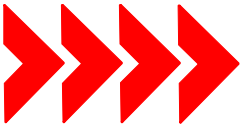
1/4 of the distance from FF to STOP



right, following the angle



left, following the angle



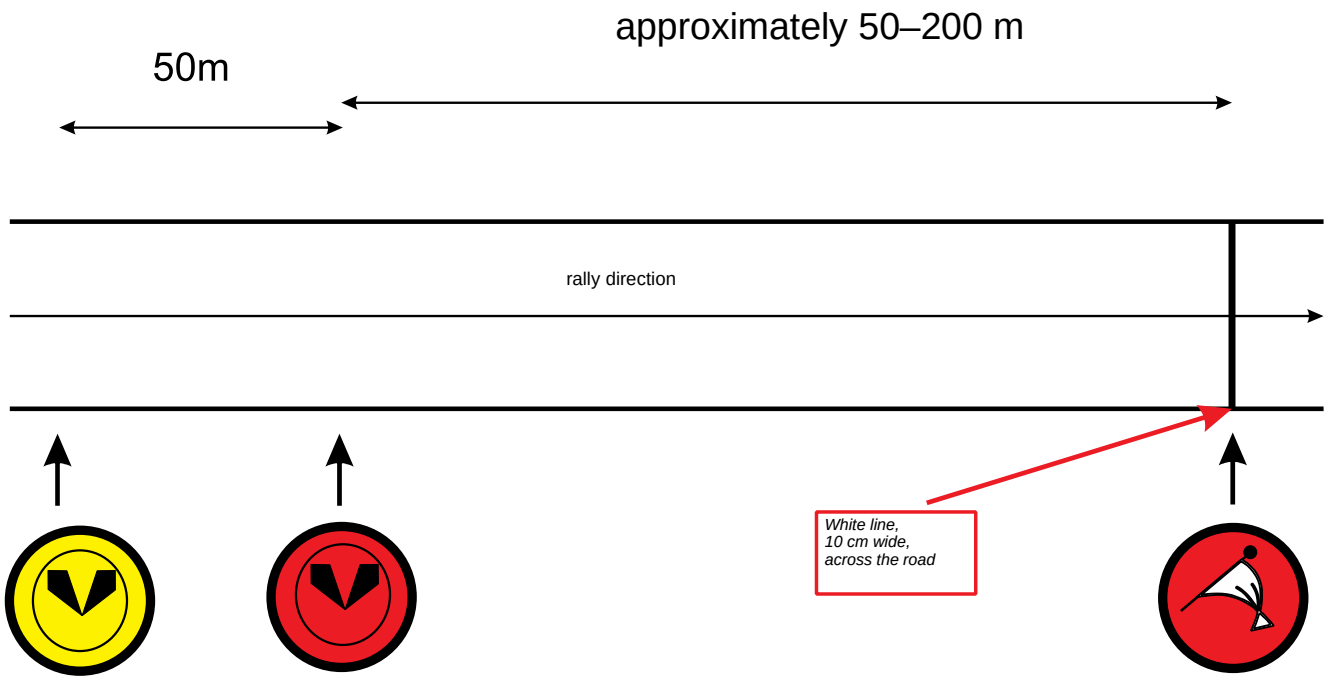
chicane: keep right

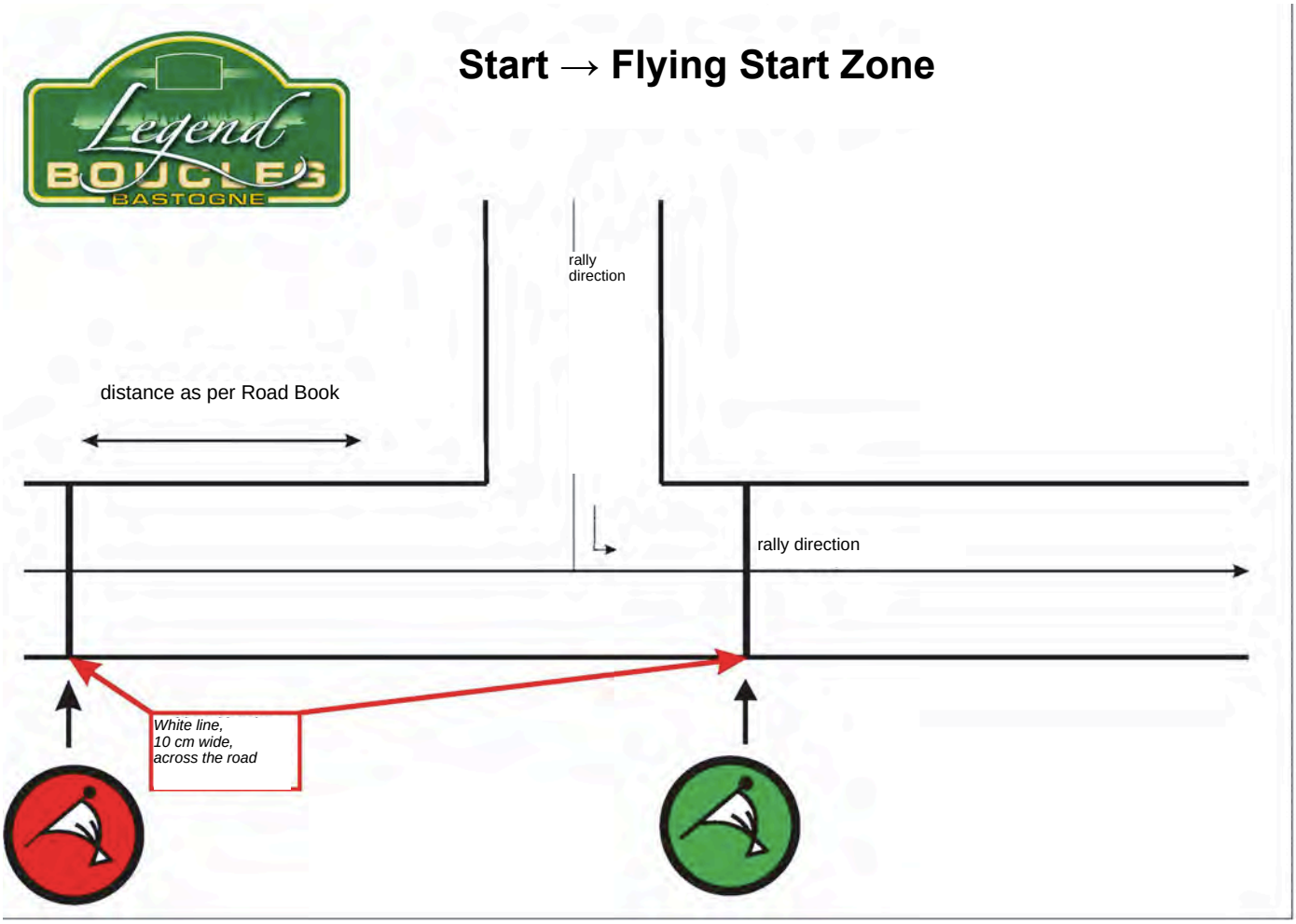


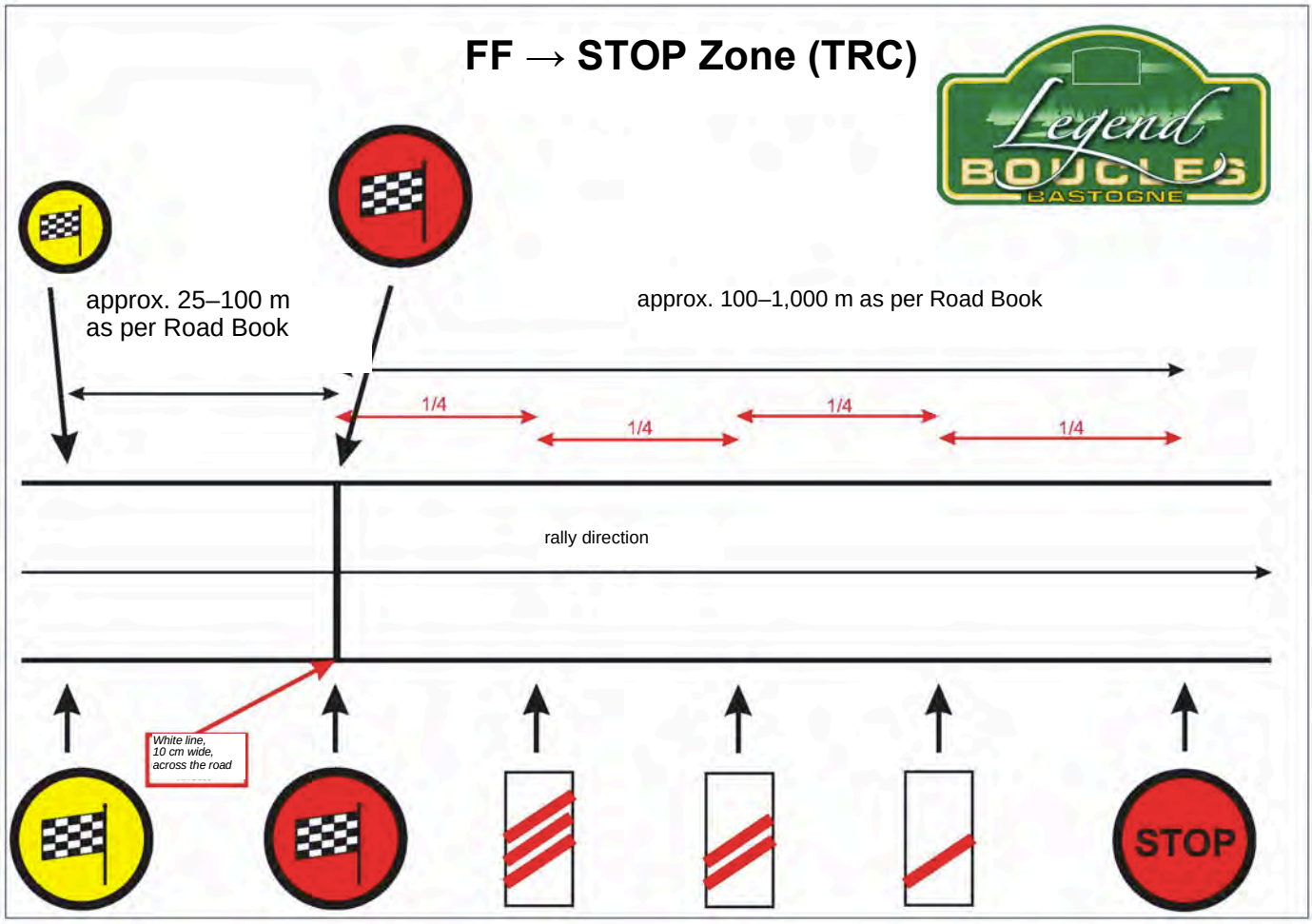
chicane: keep left

tyre wall, straw bales, New Jersey barriers, Mofils, big bags

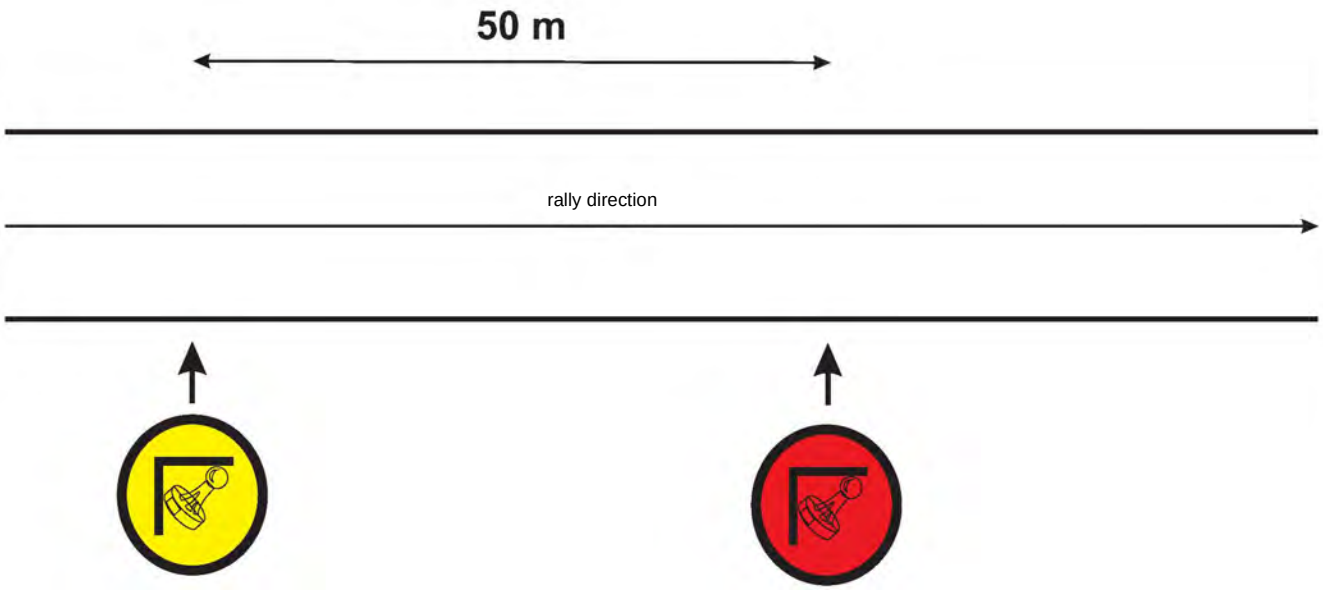
TC → Start Zone



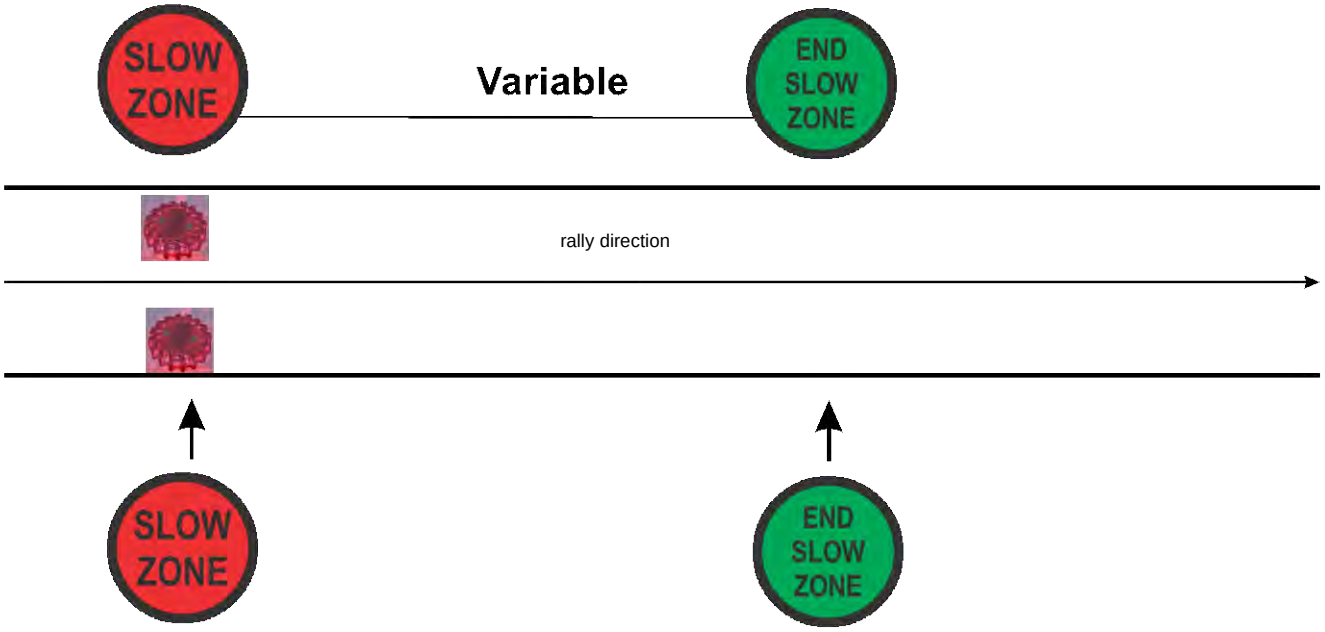

Start → Flying Start Zone
rally direction
distance as per Road Book
rally direction
White line,
10 cm wide,
across the road


FF → STOP Zone (TRC)
approx. 25–100 m
as per Road Book
approx. 100–1,000 m as per Road Book
1/4
1/4
1/4
1/4
rally direction
White line,
10 cm wide,
across the road
STOP

PC Zone



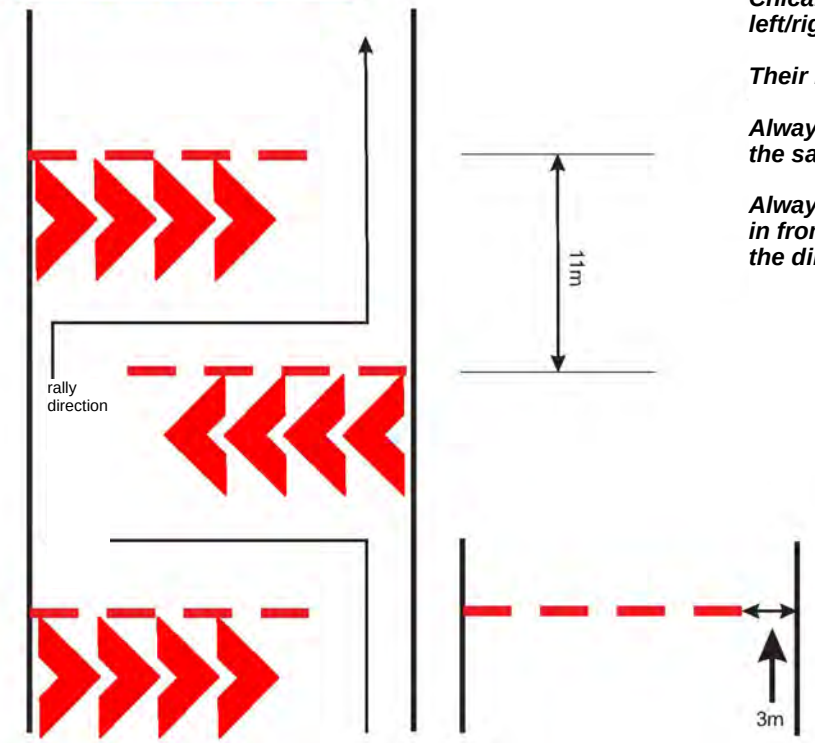
Slow Zone



Speed Control Zones (SCZ)



Chicanes



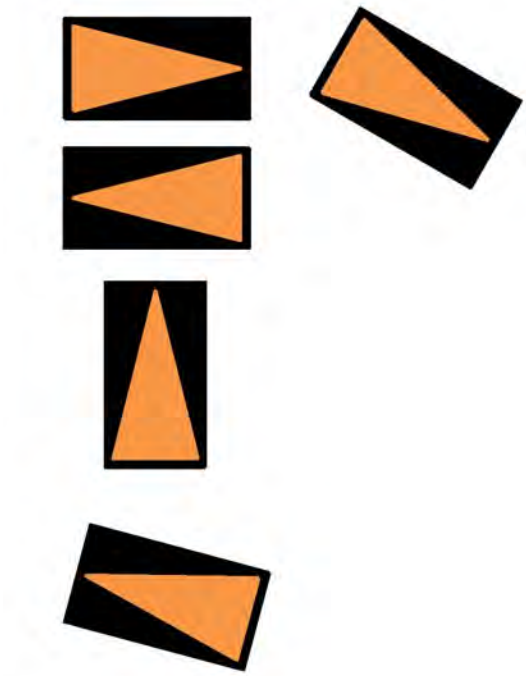
Chicanes may be reversed left/right.

Their layout may differ.

Always refer to and follow the safety plan and Road Book.

Always place braking-zone tape in front of the obstacle, following the direction.

RAC direction arrows



50 metres before a bend, always on the right, but may be placed on either side in particularly difficult situations.
The arrow's angle should reflect the angle of the bend as a reference: pointing down = tighter; pointing up = more open.

The straight-ahead arrow denotes a blind crest with no bend immediately after it.

APPENDIX IV

1) Procedure in the event of an accident

In the event of an accident involving property damage only, the competitor or their representative must (as a legal obligation) report it verbally at the next Time Control and submit a detailed written report to the Retirement Officer at Rally Control before the end of the Leg at the latest; otherwise a fine of €500 is payable. If bodily injury is involved, the driver must also immediately inform the relevant police authorities and the organiser's control centre using the emergency number printed on the back of the time cards.

If, during the event, a participating driver is involved 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 next car, which must then report the accident at the next radio point indicated in the Road Book or at the next time control (road section).

Failing to stop after an accident is a criminal offence under Belgian law. Any competitor stopped under this procedure will be assigned a fair time.

- The safety and accident procedures for competitors will also be included in the Road Book.

2) Recovery

To ensure safety, a car unable to finish a Regularity Test will be transported by the organiser to the end of the special stage or to a safe location for recovery.

3) Disclaimer

The Organiser declines all responsibility for the consequences of any infringement by Drivers or Competitors of the laws, regulations and requirements in force in the country. Those responsible shall bear the consequences.

The Organiser also declines all responsibility in the event of cataclysms, demonstrations, protests, vandalism, riots, assaults, sabotage, terrorism, natural disasters, etc. affecting Competitors, Drivers, team members or vehicle occupants, who must bear the material, criminal and sporting consequences themselves.

APPENDIX V – ROLL OF HONOUR

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	EVRARD - COLLIGNON (B): Ford Anglia
1961	BOUVY – ROLAND (B): Porsche 356
1962	SANDER - SANDER (B): Daf
1963	Event cancelled
1964	STAEPELAERE - MEEUWISSEN (B): Ford Cortina Lotus
1965	MOMBAERTS - MOSBEUX (B): Lotus Elan
1966	STAEPELAERE - CHRISTIAENS (B): Ford Cortina GT
1967	HAXHE - TRICOT (B): Lotus Elan
1968	JACQUEMIN - CHAVAN (B): Renault 8 Gordini
1969	JACQUEMIN - DEMAY: Alpine A110
1970	CHAVAN - VANGUTSHOVEN (B): Alfa 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	STAEPELAERE - 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 MkI
2024	STOUFF – ERARD (B) : Ford Escort Mk2
2025	CHERAIN – WITHERS (B): Ford Escort MK2
2026	LEFEBVRE (FRA) – MALFOY (FRA): BMW M3

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. VAN ROMPUY – VANOVERSCHELDE: Opel Ascona B 1900
	3. REUTER – VANDEVORST: Porsche 914 /6
2015	1. BERTELOOT – CANCEL: Porsche 911 SC
	2. PIRAUX – MONARD: Renault 5 Alpine
	3. BAILLET – BAILLET: Porsche 911
2016	1. DEFLANDRE – LIENNE: Porsche 911
	2. REUTER – VANDEVORST: Porsche 914/6
	3. MAGDZIAREK – LHOMME: BMW2800C5
2017	1. PIRAUX – MONARD : Renault 5 Alpine Gr2
	2. CHABALLE – CHALSECHE : Volvo 122 5 2P
	3. REUTER – VANDEVORST : Porsche 914/6
2018	1. VANDALEN – MINGUET : Gord 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

CLASSIC

LEGEND BOUCLES - CLASSIC	
2020	1. LAMBERT – LAMBERT : BMW 2002 TI
	2.VAN DALEN – MINGUET : Ford Escort RS2000
	3. PIRAUX – MONARD : RENAULT 11 TURBO
2021	Event cancelled -COVID 19
2022	1. LAMBERT – ALBERT : BMW 2002 TI
	2.BERTELOOT – GENGOUX : PORSCHE 924
	3.SCHOONBROODT – GEHLEN : Ford Escort MK1
2023	1. SCHOONBROODT – GEHLEN : Ford Escort MkI
	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
2026	1.NINANE - CARA: Opel Kadett GT/E
	2. GEORGES - LAHAYE: VW Golf Gti
	3. VAN LOOCKE - VANBECELAERE: Citroen Visa GTI

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 MkI
	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
2026	1. MARTINY - LEJEUNE: BMW 325i
	2. GLAUDE G - ALLARD: Volvo 142
	3. JAUMIN - GODFRIN: BMW 325i

CLASSIC

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
2026	1. VARREWAERE - CRACCO: Nissan Sunny
	2. HENDRICKX - HENDRICKX: Alfa Romeo Giulia GT1300 Junior
	3. SENTE - ANTOINE: VW Gold Gti

LEGEND BOUCLES - YOUNGTIMERS	
2022	1. BLEROT – DAUBY: Bmw 325i
	2. BLEROT – HENKINET: Bmw 325i
	3. DELVIGNE – MINGUET: Nissan Sunny GTI-R
2023	1. BLEROT – DAUBY: BMW 323i
	2. HUBIN – DEFOURNY: Opel Omega A30 24
	3. PUYPE – PUYPE: BMW 320i
2024	1. de MEVIUS – BARJOU (B/F): Nissan Sunny Gti-R
	2. HUBIN – DEFOURNY: Opel Omega A 3.0 24V
	3. MARCY – PODGORNY: Porsche 911 Carrera