

PORSCHE

CARRERA CUP BENELUX

Bulletin 2/2026 Supplement to the Regulations 2026

The amendment is valid with immediate effect.

Changes made as follows:

- Deletions are printed in '**Bold**', '*Italics*' and crossed out (~~word~~).
- Additions are printed in '**Bold**' and '*Italics*'.

Approved by RACB
permit: S01-PCCB/B26-BU02
date: 20 /05/2026

Sporting Regulations 2026

12.16 Aborting or stopping the race.

Should it become necessary to suspend or stop the race because the circuit is blocked as the result of an accident or because weather or other conditions make it dangerous to continue, the Race Director and/or the Clerk of the Course shall order a red flag to be shown at all marshal posts and the abort lights to be shown at the line. The clock will than stop.

If a race is stopped *before the leading car has finished 2 complete racing laps*, the following rules will apply:

The start will be declared a "No Contest", however penalties may be imposed for any breaches of the regulations during the aborted/stopped race and at the discretion of the Stewards (e.g. where the breach has affected another competitor) these may be applied to the restarted race.

If all cars are directed to the grid, cars may be worked on only if they enter the pit lane or are already in the pit lane at the time of the red flag. Trolleys are not allowed on the grid.

Any car already in the pit lane or entering the pit lane after the red flag may start the race from the pit lane after all cars have started the race and have passed the pit lane exit.

If all cars are directed into the pit lane when the red flag is shown, they must line up in the outer (fast) lane. Cars may only be worked on if they go to their own pit area. Any car which goes to its own pit area will be permitted to start the race from the pit lane when the pit exit light is turned to green after all cars which remained in the outer (fast) lane have started the race and have passed the pit lane exit.

All Drivers having taken the original start shall be eligible for the restart in their original car.

The length of the restarted race will be the actual race time minus at least 5 minutes. The

revised racetime will be defined by the Race Director in consultation with the Stewards.

The grid for the restart will be the original starting grid.

Empty starting places on the grid, caused by Drivers unable to restart or starting from the pit lane, will not be filled. Empty starting rows will be filled by moving up.

Refuelling is prohibited.

The Race Director may decide that the restart will take place behind the Safety Car for

operational or safety reasons, in which case the restart may commence from the pit lane if all cars were directed there.

Retired Competitors unable to take part in the restart of the race in their original car will be classified as non-starters.

If a race is suspended *after the leading car finished two complete racing laps*, the following rules will apply:

After the signal to stop the race has been given, all cars able to do so must reduce speed smoothly and safely to 80 kph and proceed directly with extreme caution and without overtaking to the pit lane in the knowledge that

- a) Race and service vehicles may be on track.
- b) The circuit may be totally blocked because of an accident.
- c) Weather conditions may have made the circuit undriveable at racing speed.

The first car to arrive in the pit lane must proceed directly to the pit exit, staying in the fast lane and stop immediately before the white line at the red light. All the other cars must line up in the fast lane behind the first car.

The Safety Car will then be driven to the front of the line of cars in the fast lane. If a race is suspended (red flag) and subsequently resumed, then Teams are permitted to work on the cars in the fast lane as soon as the Race Director announces that the race will resume. However, refuelling is prohibited, and laptops must not be connected.

If a race is stopped and not continued, then all work must cease, and all cars will be under Parc Fermé conditions from the point in time when it is declared that the race will not be resumed.

Only Team members, officials and duly accredited television cameramen will be permitted in the pit lane.

The delay will be kept as short as possible. As soon as a resumption time is known, the Race Director will inform all Teams by radio and via the official messaging system.

The Race Director will announce when he allows any cars between the Safety Car and the leader to leave the pit lane, under the instructions of the marshals, complete a further lap without overtaking, enter the pit lane and then join the line of cars behind the Safety Car.

Any car which does not stop in the fast lane and decides to go to its pit allocation/working lane will only be permitted to start after all cars in the fast lane have started in the order they came in the pit lane.

Any car that cannot restart from the fast lane behind the safety car will be pushed to the working lane under instructions of the Marshals. That car may rejoin the race after the line of cars has left the fast lane behind the Safety Car.

Once the Race Director is satisfied that racing may resume the Safety Car will leave the pit lane after the pit exit green light is turned to green, and all Drivers must follow, no more than five car lengths apart.

The message "SAFETY CAR DEPLOYED" will be sent to all Teams via the official messaging system, all marshal posts will display waved yellow flags and "SC" boards for the duration of the intervention.

The Safety Car will leave the circuit after one lap to enter the pits (i.e., one out-lap) unless:

- The race is being resumed in wet conditions and the Race Director deems more than one lap necessary.
- All cars are not yet in a line behind the Safety Car.
- A further incident occurs necessitating another intervention.

As the Safety Car is approaching the pit entry, the yellow flags and SC boards at the marshal posts will be withdrawn and replaced by waved green flags with green lights at the Line.

To avoid the likelihood of accidents before the Safety Car returns to the pits, from the point at which the lights on the Safety Car are extinguished, Drivers must proceed at a pace which involves no erratic acceleration or braking nor any other manoeuvre which is likely to endanger other Drivers or impede the restart and should maintain speed and position as they approach the finish/control line. This will apply whether any such car is being driven on the track, the pit entry road or the pit exit road.

Overtaking or overlapping remains strictly forbidden until the cars have crossed the finish/control line. If a Driver has a problem on track or must slow down due to a technical issue, he must make this known to the other Drivers behind him by putting on his indicators (hazard button). In that case only the other Drivers will be permitted to overtake the much slower car.

If a race is aborted or suspended after the leader has completed more than 75% of the actual racing time (disregarding the "+ 1 lap") then, at the race Director's sole discretion, the race may not be restarted. If a race is stopped (red flag) before the time is achieved and the race is not restarted, then the results will be declared based on the classification order when the leading car crossed the control (timing) line for the penultimate time before the Race was stopped.

14.3.2

15. If a car stops during any session or race, it must be removed from the track as quickly as possible so that its presence does not constitute a danger or hinder other Competitors. If the Driver can restart and drive the car from a dangerous position under his own power and without any mechanical assistance from the marshals, he may re-join.

During free practice and qualifying sessions, if any mechanical assistance is required to move the car, then the car will be permitted to re-join the session only if the car can rejoin under its own power after having received any assistance. During the race, if any mechanical assistance is required to move the car, then the car will not be permitted to re-join the race.

A Driver who abandons a car must leave the steering wheel in place and the car in neutral.

Art. 17

Protest deposit - payable in cash to the RACB

17 PROTESTS AND APPEALS.

Protests and appeals shall be covered by the FIA International Sporting Code. The protest fee is regulated by the RACB.

In accordance with Art. 15.1.4 of the FIA International Sporting Code, the Series is registered with the FIA by the RACB which is the competent sporting court for appeals.

Protest deposit	- payable to the RACB; international status: EUR 500
Appeal deposit	- payable to the RACB; international status: EUR 2.000
Petition of Review deposit	- payable to the RACB; international status: EUR 2.500
Appeal to the FIA	- payable to the FIA; EUR 6.000

Deposits payable to the RACB must be paid by bank transfer (IBAN : BE54 3100 2286 4097 – BIC : BBRUBEBB). Competitors are reminded that in case of a petition of review or appeal, this must be confirmed within 96 hours counting from the end of the competition concerned (petition of review) or the moment the stewards are notified of the intention (appeal) to sport.court@racb.com.

In accordance with the FIA International Sporting Code Article 12.3.4, certain decisions are NOT subject to appeal. No appeal may be made against any element of decisions resulting in the application of the following penalties applied by the Stewards or the Race Director:

- a) “Drive-Through” or “Stop-and-Go” penalties, including those imposed during the last laps of a race (or after the race) and converted to a time penalty.
- b) Penalties stating or implying the deletion of one, several or all practice, qualifying lap times or disallowance of race lap times.
- c) Time penalties.
- d) Drop of grid positions.
- e) Imposition of Reprimands
- f) Imposition of penalty points.

Should a notice of Intention to Appeal be submitted to the Stewards, Competitors should note the provisions of Article 15.5.2 of the FIA International Sporting Code regarding the immediate liability for payment of the appeal deposit even where the declared intention is not subsequently followed up.