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# NATIONALE 4 CLASSIC

ADMINISTRATIVE CONTROLS - START ZONE:  
TRUCK CENTER HABAY – RESTAURANT FRIT'AUTENTIC  
ZONING DES COEUVINS, 5 – 6720 HABAY (B)  
49.70396°N, 5.62422°E



**07 DECEMBER 2024**

FEDERAL VASAF MARATHON CHAMPIONSHIP  
(TOURING & MARATHON)

## SPECIAL REGULATIONS

ORGANIZED BY



[WWW.NATIONALE4CLASSIC.BE](http://WWW.NATIONALE4CLASSIC.BE)

BE.0828389304 – BG04

## I. TIMING

### 2024

<b>Oct 18</b>		Publication of the special regulations
<b>Oct 20</b>		Opening of registrations
<b>Nov 29</b>		Closing of registrations
<b>Dec 2</b>		Startlist and convocations.
<b>Dec 7</b>	11:00	Opening of the reception, secretariat and administrative checks
	11:15	Opening of the technical inspection & Tripy installation
	13:45	Closure of administrative control
	13:55	Closure of the technical inspection
	14:00	Displaying the list of qualified cars and crews
	14:10	Briefing and final instructions
	14:30	Formalization of the list of qualified cars and crews Departure of the first car for leg 1
	(~) 16:50	Finish leg 1 ( <i>CH B – Km 100</i> ) <i>Regroup in Arlon</i>
	17:20	Departure of the first car for leg 2
	(~) 20:20	Finish leg 2 ( <i>CH C – Km 225</i> ) <i>Regroup in Marbehan</i> <i>End of the contest and meal for the "Découverte" category</i>
	20:30	Departure of the first car for leg 3
	(~) 21:30	General Arrival and Meal ( <i>CH D – Km 275</i> )
	(~) 22:00	Display of results
	(~) 22:30	Formalisation of the results
	(~) 22:45	Announcement of results and price giving

## II. ORGANIZATION

### Art. 1 – Organisation

The non-profit organisation **COUPE DES SOURCES**, an ASAF recognised club, sports registration CSAP Lg04, will organise the first edition of the **National 4 Classic** on **Saturday 7 December 2024**.

This event will be held in accordance with:

- The latest sports regulations of the ASAF (fr.):  
[https://production-asaf.inforius.be/wp-content/uploads/2022/12/23ter\\_ro\\_re\\_2021.pdf](https://production-asaf.inforius.be/wp-content/uploads/2022/12/23ter_ro_re_2021.pdf)
- The Special Regulations of the "Marathon Regularity" Rallies (*Art. 30. and 30.26. of the R.P.R.*)
- The Special Regulations will be published shortly, to which competitors will submit by the mere fact that they undertake to do so.

#### Officials :

- |                                    |                    |                           |
|------------------------------------|--------------------|---------------------------|
| • Race director                    | COLLARD, Thomas    | <i>Lic. ASAF LG 90153</i> |
| • Meeting secretary                | COLLARD, Pascal    | <i>Lic. ASAF LG 90152</i> |
| • Participant contact              | COLLARD, Pascal    | <i>Lic. ASAF LG 90152</i> |
| • Route Manager                    | COLLARD, Thomas    | <i>Lic. ASAF LG 90152</i> |
| • Data Center                      | MINGELS, Elizabeth |                           |
| • Tripy                            | MARECHAL, Olivier  |                           |
| • ASAF Administrative Commissioner | (tbd)              |                           |
| • ASAF Technical Commissioner      | ST-REMY, Guy       | <i>Lic. ASAF LG 406</i>   |
|                                    | SCHULJENKO, Nicole | <i>Lic. ASAF LG 409</i>   |

## III. GENERAL

### Art. 2 – Admission requirements

The National 4 Classic is a **"Regularity Marathon" event** (Art 30 and 30.26 of the R.P.R.) counting for:

- **The FEDERAL VASAF MARATHON CHAMPIONSHIP** (Touring/Marathon only)

### Art. 3 – Description of the route

ASAF VAS	Discovery (N/A)	Classic Touring	Expert Marathon
	<b>225 Km</b>	<b>275 Km</b>	<b>275 Km</b>
	29 TC	30 TC	30 TC
	5 RT	5 RT + 2 Power RT	5 RT + 2 Power RT
	100% Tarmac	99.5 % Tarmac	99.5%

*NB : Vehicle used to plot the route: Ford Focus 2023 (ground clearance 13.5 cm)*

### Art. 4 – Registration – Procedure and costs

**The number of cars allowed is limited to 60.**

#### 4.1 Registration

The registration form, fully completed and legible, the document "copies of licenses" as well as any application for a certificate of participation (TP-L) from candidates **who are not in possession of an annual ASAF/VAS** license and the payment of the latter (**20€**) **MUST** be sent to the COUPE DES SOURCES ASBL:

- Via de website: [www.nationale4classic.be](http://www.nationale4classic.be) ("Inscription" tab)
- Per e-mail: [info@nationale4classic.be](mailto:info@nationale4classic.be)

*NB: No registered mail will be accepted or collected.*

The amount of the contribution to the costs must be transferred to the following bank account before 29 November 2024 at 18:00 and deposited there:

**BE15 0688 9106 1730** of the **bank BELFIUS** on behalf of the non-profit organisation Coupe des Sources with the message "**Nationale 4 Classic [Name of driver – Name of co-driver]**"

*Note: A duplicate of the transfer form is not proof of payment.*

Reminder: The organizer has the right not to allow a car to enter the event, for safety reasons, because of the presentation of the vehicle, to diversify the starting grid or for any other reason.

## 4.2 Registration fee

The amount of the contribution to the costs – **excluding license(s)** – is **€250** including VAT

The contribution to the costs includes the provision of all the elements necessary for the organization of the event (road books, route maps, signs, numbers, trophies, meals, etc.) and the premiums for the following insurances:

- R.C. of the organizer.
- P.J. related.
- Individual cover, in the event of physical accidents, of the volunteers taking part in the contest.
- P.J. in relation to the annual license or the "TP-L".
- R.C. Circulation of the participants during the event.
- P.J. related.
- R.C. "Competitors" with respect to the repayment of the deductible applicable to the amount of damage to roads and road infrastructure, in the event of an accident.

## 4.3 Refunds

### 1. Refund when the limited number of participants is reached

A regularly registered participant who:

- If you are not on the list of accepted participants or on the list of reserve participants (**because he or she did not want to or because the maximum number has already been reached**), his or her registration fee will be refunded in full within 10 days after the allocation of the bib numbers.
- Those who have accepted as a reserve participant will not be admitted to the start and will **automatically** receive a refund of **80%** of the registration fee within 10 days of the event.

## 2. Refund in case of cancellation

- If the event is cancelled, participants will receive a full refund of their registration fee within 10 days of the allocation of the bib numbers.
- If the event is cancelled due to unforeseen or unexpected force majeure (natural disaster, accidental external events, etc.) judged as such by the panel of stewards, the organiser may withhold an amount equal to 20% of the entry fee, if the event has not yet started.
- Once it has begun, he can retain all rights.
- However, if applicable, the portion of the entry fee that should have been used to pay insurance premiums (and which will not be payable to the insurer) must be returned to the participants.

## 3. Refund in other cases (RSG Art. 9.5)

Any participant who has registered (and therefore paid the full registration fee) and who is unable to participate in the event **for reasons of force majeure (to be justified\*\*)** **MUST** notify the Promoter in writing (fax, SMS or email, as permitted) of its withdrawal before the end of the single registration period, as stated above.

**On this condition alone, he would see himself:**

a) all monies paid will be refunded (within 30 days of the end of the event), provided that the Promoter receives the notification of the withdrawal before the end of the single rider registration period;

b) half of the amounts paid will be refunded (within the same period as above) if the organiser receives the notification of the withdrawal after the closing of the registrations for individual participation, but before the opening of the secretariat of the event.

**If a participant withdraws after the secretariat of the event has been opened, the registration fee paid remains the property of the organizer.**

\*\* In the event of a dispute as to whether there is force majeure, the ASAF board will decide without appeal.

## Art. 5 – Refuel

Various refuelling points are listed in the roadbook. The refuelling points are no more than 120 km apart – payment by card (Maestro).

## Art. 6 – Admission of vehicles

The event is open to all cars, registered, insured and in accordance with the rules and laws in force.

The participants assume full responsibility for the consequences of any shortcomings, even if they have been given the start by the organizer, either by mistake, or due to a partial or complete lack of control, or for any other reason.

### 6.1 Difficulty levels

The difficulty levels of the event are:

**DÉCOUVERTE**, **CLASSIC (TOURING)** and **EXPERT (MARATHON)**.

Reading systems used for each category:

- **Discovery** (ASAF only):
  - 100 % Sphere-arrow with distance, oriented
- **Classic** (ASAF) / **Touring** (VAS) :
  - 75 % Tulip with distance, oriented or not
  - 15 % Drawn IGN card, color, 1:25000 max (300ppi min resolution)
  - 10 % Tulip without distance, oriented
- **Expert** (ASAF) / **Marathon** (VAS) :
  - 50 % Tulip with distance, oriented or not
  - 30 % Drawn IGN card, color, 1:25000 max (300ppi min resolution)
  - 20 % Tulip without distance, oriented or not

### 6.2 Technical control

**The color of the CTA certificate must be GREEN.**

License plate: Normal / "O" plate / Competition (category 1).

### 6.3 Compliance

All these vehicles must comply with the legal requirements for road traffic, both in terms of documents, safety equipment and noise.

### 6.4 Ranking

A general classification, all cars together, is drawn up per category.

## 6.5 Age of vehicles – age coefficients

Coefficients (**Ka**) are assigned to the cars depending on their age. They are determined as follows: the last two digits of the year **of the 1st year of registration**, taking the year 1900 as the basis.  $Ka = (\text{year of the vehicle, minus 1900}), \text{divided by } 100$ .

Examples: 1975 ►  $Ka = 0.75$                       2020 ►  $Ka = 1.20$

This coefficient applies only **to lateness penalty points**, regardless of whether they are imposed in the different TKs or in the RTs. It therefore does not affect the parameters relating to secret controls (see Articles 13.1 and 13.2).

## Art. 7 – Open Start Park

Truck Center - Zoning des Coeuvin 5 - 6720 Habay, Belgium

## Art. 8 – Administrative audits – Licences

Participation in the **National 4 Classic** is open to all ASAF and VAS licensees.

The minimum license to participate (driver and navigator) is the annual license "**L**" (ASAF) or "**R**" (VAS).

Any annual license, including the "**L**" or "**R**" license, can be obtained from a club recognized by the ASAF or the VAS.

**Participants who are not annual licensees of the VAS or the ASAF will apply for a One Day participation ticket "TP-L" (€ 20).**

The "TP-L" application forms are an integral part of these regulations.

**There are two ways to apply for this "TP-L":**

1. **Or** fill in the application form for practical work, which is attached to these regulations, duly completed, attached to the application for registration and returned to the organiser at the same time as the form.  
The amount (**€20 per "TP-L"**) will be paid into the above-mentioned account at the same time as the pledge.  
*As a reminder, there are no medical requirements for TP-L applications; an affidavit of fitness to practice motorsport is sufficient.*
2. **Or** carry out all the formalities described above on the day of the event with the sports commissioner designated for this task.

No experience or medical formalities are required to obtain the annual "L" or "TP-L" licenses.

**All ASAF licenses (including the "L") and TP (including the "TP-L") include "Bodily Injury" and "Legal Protection" coverage.**

The co-drivers of the registered cars must also be at least **18 years old**.

**This cannot be deviated from (even in the case of parentage between the pilot and the co-pilot).**

**It should be recalled that all annual permits issued by the VAS can be put to good use.**

#### Important Note

At a time when the costs inherent in participating in motorsport are rising significantly, applying for an annual "L" license is particularly suitable, at least for TP applicants who want to participate in more than one event (annual license = €35; TP = €20).

From the second participation, the "investment" will be recouped and all events of all ASAF disciplines where an "L" license is required (as well as the VAS events for which an "R" license is required) will be accessible, as well as all VASAF and ASAF (FWB and CSAP) championships, at no other cost.

**It should also be noted that VAS 'R' licenses do provide coverage for personal accidents and legal assistance, but the TP-Rs do not, unlike the ASAF TP-Ls. Therefore, it is preferable for those who want to participate in these events to have an annual VAS or ASAF license.**

**It is therefore better for those who want to participate in these events to have an annual VAS or ASAF license.**

It is worth noting that applications for an annual license must be submitted to one of the 80 automobile clubs recognized by the ASAF (regardless of the club and regardless of geographical location within the Wallonia-Brussels Federation), but there are also those who are satisfied with a token contribution (or even free of charge), depending on the scope of the services they offer. It's up to you to decide what you want.

As a reminder, these are the options available to annual 'L' license holders:

- Driver in "Leisure" - "Vintage" - "Regularity" - "4T" Endurance Karting
- Driver or passenger in Historic Hill Climbs/Sprints
- Driver or passenger on test days
- Driver or passenger at Historic Rally Stage, Driver or co-driver at Historic Rally Festival
- Driver or passenger in the "Histo - Demo" Divisions of all disciplines
- Rider in Division 1 and Access Division of Slaloms
- Rider in the CC/Sp Access Division
- Driver or co-driver in Orienteering or Regularity Rallies
- Driver or co-driver in "Regularity VHRS 50 and 65" rallies and sprint rallies (closed roads)
- Driver in non-timed or regularity races, in karting and on the "Circuit"
- Participate in Vintage Demos and Incentive events
- Access to all VAS events where the "R" license is sufficient

## Art. 9 – Technical impositions

### 9.1 Compliance

The participating participants declare in writing on their entry form that their vehicle complies with the legislation on road traffic, whereby the organizers, the CSAP and the ASAF decline any responsibility in this regard.

### 9.2 General

All vehicles must comply with the regulations of the country of registration and with the technical standards set out in this Regulation.

Vehicles participating in this test must comply with Article 30.17 of the RPR and must be accompanied by the following documents:

- The registration certificate
- Any document (if required for this vehicle) of the roadworthiness test of the vehicle (colour **green**, as a reminder)
- The "green" insurance card
- The documents relating to the 'Z' plates, relating to the persons are authorised to use them

**The organisers may carry out checks** on the following points and refuse to start vehicles that do not comply with these points:

- The presentation aspect of the vehicle
- Compliance (which must correspond to that stated on the commitment form)
- The presence of a jack, a spare tire in good condition, a Triangle of safety
- The presence of a valid powder fire extinguisher (at least 1 kg), correct Confirmed and easily accessible
- The presence of safety belts (for vehicles after 1 September 1967 as the anchor points are provided by the manufacturer)
- Check brake fluid level and battery mount
- the condition of the tyres, which must be in good condition, does not exceed the bodywork and tread patterns of at least 1,6 mm at the end of the event. "Racing" tyres that are not allowed for road use are prohibited.
- The operation of lighting, lighting (which must be in accordance with the Highway Code) and windshield wipers

The noise level can be checked before the start or during the event and must comply with the legislation in force (noise emitted, on or off, at 3/4 of the maximum engine speed, **below 95 decibels**).

Additional checks can be arranged at any other time during the event.

## Art. 10 – Roadbook

The roadbook contains a copy of the insurance certificate for the event and an accident report. The mention of a telephone number where the "permanence" can be reached will also appear.

## Art. 11 – Maximum time limits

### 11.1 Period of disqualification (art. 30.15 of the CPR)

The time limits for disqualification are determined by the promoter. These will be communicated during the briefing.

If the organiser were to change it for any reason, it would only be able to do so on condition that all participants were informed before the start of the section in question **by means of a written communication from the race management and a registration form signed by each participant.**

**The exclusion will be pronounced as soon as the period of disqualification has been reached.**

#### **Important:**

The location of the regroup, the name of the street and the municipality, as well as the GPS position and the opening and closing hours of the TKs are mentioned in the roadbook.

### 11.2 General Council

As a result of what is stipulated in point 11.1 above, participants who may be excluded due to too long a delay have an interest (if they want to start the next section or be included in the classification of the event) to "short-circuit" what is necessary from the imposed route in order to arrive at the place of finish of the current section on time.

A penalty in points corresponding to the missing checks will then be applied, in addition to any penalties for early or delay.

It should be noted that clocking in too early will not penalize the TK's at the end of the section.

## Art. 12 – Order of departure

The order of departure is left to the discretion of the organizer. It will be communicated at the same time as the numbers assigned to the participants and can be consulted in your invitation and on the [www.nationale4classic.be](http://www.nationale4classic.be) website.

## Art. 13 – Controles

### 13.1 "Secret" passage controls (« CP »)

These panels with a written letter are at least A4 size, with a white background, with top and bottom bands from 4 to 5 cm wide, in red or orange. These will be presented during the briefing.

**Their only function is to observe the participant's passage and/or make them slow down or stop in place.**

These panels must not **be less than 10 cm from the ground (base of the panel) and no more than 2 m high (ridge of the panel)**. In addition, they must be less than 2 meters from the side of the road.

If the dimensions of the signs must meet a minimum, the letter to be collected (written in black and unambiguously worded) may be greatly reduced, at the discretion of the organizer, who may use this possibility to force the participant to stop in order to decipher it (for security reasons only).

In very specific places and only in cases where the standard dimensions of the signs would make them too visible, even if the participant did not take the correct road, the size of these signs can be reduced (minimum 12 x 15 cm), but they must, despite their smaller size, be fully visible to the participants driving on THIS road (smaller dimensions but the same presentation characteristics as the A4 panels).

These reduced panels should only be used when necessary.

**The collected CPs should be entered on the control card as they go along.**

### 13.2 "Human" secret controls (" CPH ")

Checkpoints (pre-signalled and signposted, respectively by yellow and red signs with the design of a stamp – FIA/Rally Style or « CP » inscription) manned by representatives of the organiser, who will affix a mark or stamp in the first free slot of the control card.

### 13.3 Time controls (« CH »)

- The **CH** are intended to verify compliance with the clock-in time.
- The **CH** is indicated in advance by a yellow sign (A3 or A4) with a drawing of a clock and between 50m and 100m further followed by the same red sign.
- Times are recorded in hours and minutes.
- Advance and delay in time control will be penalized.
- The clocking in of the time must be done, under penalty of criminalisation, **in the course of the ideal minute to clock in.**
- Under penalty of penalisation, entering the time control zone (passing through the yellow sign) is not possible before the start of the ideal minute of clock-in.
- During these checks, the delegate shall indicate on the control card the time at which the Participant will have handed over his control card to him.
- The time of check-in is the sole responsibility of the crew.
- Clocking-in earlier than the ideal time will not reduce the accumulated lateness.

### Art. 14 – Regularity tests (RT)

An RT is a section of road on a road "open to public traffic", where the participant must maintain an imposed average speed as much as possible until the end of the regularity test.

However, an RT must be driven in strict accordance with the highway code.

There may be multiple time shots in the same regularity section.

#### 14.1 Departure

The RT starts are given as a manned start (follow the participant's instructions) or according to the "**Autostart**" system:

At the start of the RT, at a place indicated in the Road-Book and by an "organisation" sign on the ground, the participant calculates his own start time by adding the number of minutes provided in the control card to his passage time on the TC before the car start.

Example:           Autostart RT 1 = CH 3 + 11'

You clocked in on TC 3 (CH 3) at 15h27

Your car start time for the RT1 = 15h, 27' + 11' = 15h38.

You will enter RT 1 at 15:38:00.

**Important:**

An autostart is not a free start. Any delay in starting an RT in autostart will affect the time recordings until the crew is "synchronized". However, the organization will ensure that a reasonable amount of time is allowed in the event of an autostart.

## 14.2 Controls

Multiple time can be taken in the same RT, when passing the **CSR (Secret Control of Regularity)**.

These secret time recordings are made thanks to the Tripy system and are expressed in hours, minutes and seconds. Since this time commitment is "secret", there is no mention of the position of the CSRs in the roadbook or in the field.

## Art. 15 – Penalties

### 15.1 Refused Departure

- Vehicle that is non-compliant or dangerous by the organiser or the sports committee Declared.
- Non-payment of the full registration fee.
- Preliminary reconnaissance of the trail.

### 15.2 Exclusion

- Dangerous driving.
- Rudeness or threat to a delegate.
- Not fair-play action.
- Excessive noise: 95 dB (+).
- Serious traffic violation.
- Attempted cheating or unsportsmanlike act.

### 15.3 Common sanctions (art. 30.22.3 RPR)

<i>Points</i>	<i>Coefficient.</i>	<i>Description</i>
<b>1200</b>		By <b>CH</b> missing, extra, out of the expected order or crossed backwards
<b>120</b>		By <b>minute early</b> on the control card
<b>60</b>	x Ka	By <b>minute late</b> on the control card
<b>300</b>		By <b>CPH / Tripy</b> missing, extra or out of the expected order
<b>100</b>		By <b>CP</b> missing, extra or out of the expected order
<b>600</b>		Maximum cumulative penalty for an RT <i>(after applying the coefficient Ka and outside CP/CPH/Tripy)</i>
<b>100</b>		By <b>CSR</b> missing or extra <i>(in RT)</i>
<b>60</b>		Maximum penalty for lateness to <b>CSR</b> <i>(after applying the coefficient Ka)</i>
<b>2</b>		Bee <b>seconds too early</b> in RT
<b>1</b>	x Ka	Bee <b>second too late</b> in RT

### 15.4 Special Penalties

<i>Points</i>	<i>Description</i>
<b>600</b>	By attempting to falsify, erase, overload the <b>CP</b>
<b>1800</b>	By attempting to falsify, erase, overload the <b>CPH</b>
<b>3600</b>	By attempted falsification, erasure, overloading in the times of the <b>CH</b> or <b>RT</b> on the control card ( <i>not signed by an organization member</i> )
<b>15000</b>	Loss or modification of the control card
<b>100</b>	<b>Lateness</b> at the hour of <b>convocation</b>

### 15.5 Speeding

Speed checks will be carried out with the Trimy system. These checks will be carried out in **Instantaneous speed** sectors that are clearly defined in the roadbook. The penalties imposed are equal to the difference between the measured instantaneous speed limit and the maximum permitted speed.

Examples:	Maximum speed allowed	30 km/h		
	Maximum recorded speed	31 km/h	1 point	(= 1 <sup>2</sup> )
		35 km/h	25 points	(= 5 <sup>2</sup> )
		40 km/h	100 points	(= 10 <sup>2</sup> )

(If the maximum permitted speed is exceeded by 2x)      60 km/h      **exclusion**

**Please note:** In addition to any sanctions imposed by the Federation and the police authorities, any participant who has been responsible for damage to a third party or to property of a third party and who has not taken all the necessary measures, i.e. leave their contact details with the opposing party and return the "declaration of claim" document as soon as they return to a regroup, will be permanently excluded from the event and will not be able to participate in subsequent years.

**As a reminder, the organization pays for insurance that covers these claims!**

## Art. 16 – Complaints / Appeals

- Any complaint relating to the part dealt with must be submitted to the race director within half an hour of the arrival of the crew.
- Any complaint regarding the ranking must be submitted to the race director within half an hour after the results are posted.
- Only written and individual complaints will be considered.
- It is always possible to lodge a complaint against the decision of the organising committee with the ASAF Stewards or to appeal against a decision of the latter.
- In the latter case, the closure will be suspended in whole or in part until the judgment is issued by the ASAF Sports Court. Any "insane appeal", judged as such by the Board of Administration, shall not be taken into account.

## Art. 17 – General

### 17.1 Devices

Any measuring or guiding equipment is permitted.

### 17.2 Calibration

Over a distance of at least **5 km**, a calibration for measuring devices will be set up by the organizer.

### 17.3 Catering & Hospitality

Apart from the meals included in the rally, not included in the registration fee meal will be available on Saturday noon upon reservation in advance by the crew themselves at the host establishment.

Following the same principle, the establishment has double rooms for stays from Saturday to Sunday, subject to availability and on reservation by the crew at their own expense with the non-profit organisation Coupe des Sources.

## Art. 18 – Cylinder classes

The vehicles in each category are divided into the following classes:

- A**     **0 to 1300cc**
- B**     **1301cc to 2000cc**
- C**     **more than 2000cc**

The organizer can, in the end, group classes that do not have 5 participants, where the class is immediately higher.

## IV. PRICES

### Art. 19 – Announcement of results

The announcement of the results and the presentation of the trophies will take place 10 minutes after the official results.

The trophies will be distributed as follows:

- First Lady by Categories
- Top 3 by categories
- Best of class by category

## V. CONTACT POINT

### Art. 20 – Permanence

From the publication of these regulations and for the duration of the event:

- Thomas Collard 0032 494 69 84 77
- Pascal Collard 0032 476 95 72 85

Or via the following e-mail addresses

- Thomas Collard [info@nationale4classic.be](mailto:info@nationale4classic.be)

For more information, please visit [www.nationale4classic.be](http://www.nationale4classic.be)

## IV. APPROVALS

### Art. 21

For the articles not included in these regulations, the texts of the most recent ASAF requirements in **French** apply.

### Art. 22

All contingencies, disputes and disputes will be decided by the Race Management in consultation with the ASAF Stewards' Board.

The regulations have been approved by:

- **Philippe Hellings**, CSAP Liège.
- **Katty Bario**, ASAF, Licence ASAF 11, 14/10/2024