

34th Edition

RULES OF THE 'SCALEXTRIC' 24 HOURS OF BRUSSELS 2025

1 GENERAL

- 1.1 The BRUSSELS SCALEX CLUB, in collaboration with the CENTRE COMMUNAUTAIRE DE JOLI-BOIS, organizes an endurance race for electric cars (1/32nd) called:
"LES 24 HEURES 'SCALEXTRIC' DE BRUXELLES".
- 1.2 The race takes place on Friday the 14th, Saturday the 15th and Sunday the 16th of November 2025 in the hall of the Centre Communautaire de Joli-Bois, Drève des Shetlands, 15 (near avenue des Grands Prix), 1150 Brussels (BELGIUM).
- 1.3 The total duration of the race is 24 hours. It will start at 15h00 on Saturday and will end at 15h00 on Sunday.
- 1.4 Only cars fully corresponding to the technical rules will be allowed to the race.
- 1.5 The rules and regulations must be observed by all participants. Anything that is not specifically allowed is forbidden.
- 1.6 In the case of a mismatch in the regulations, the French version of the rules and regulations will be binding.
- 1.7 The Race Direction will be the final arbitrator. Its decisions are final.

2 TIMETABLE

Friday 14th November 2025

Doors open and welcome of the competitors	16:00
Free practice	17:00 – 21:00
Closure of the Parc Fermé	21:45
Technical control: open cars	21:45 – 23:45
Technical control: communication of the results by message	24:00 (end of the evening)
Hall closed	00:15

Saturday 15th November 2025

Doors open	07:30
Opening of the Parc Fermé (to take back the refused cars)	08:45
Parc Fermé for refused cars	09:20
Assembly of the car and TC closed car	09:30 – 11:30
Assembly of the car with a delay	11:30 – 11:40
Drivers briefing	13:45
Drivers and marshals ready	14:20
and cars placed on the track	14:20
Warm Up 24 hours	14:25 – 14:50
Start of the 24 hours	15:00
Night session	22:00 – 06:00

Sunday 16th November 2025

End of the race	15:00
Prizes ceremony	15:15 – 15:45
Hall closed	16:00

3 THE CIRCUIT

3.1 The circuit consists of:

- **Up to 20 teams registered:** two tracks of 8 lanes each with an average length of 51,14 meters (track A, track B).
- **Over 21 teams registered:** three tracks of 8 lanes each with an average length of 51,14 meters (track A, track B and track C).

3.2 The lanes of the tracks will be identified by colors and by numbers in the following order: white (1) – green (2) – purple (3) – red (4) – yellow (5) – blue (6) – orange (7) – black (8). The track A includes the lanes 1 (white) to 8 (black), track B includes the lanes 9 (black) to 16 (white) and track C includes the lanes 17 (white) to 24 (black).

CONVERSION PISTE - STICKERS NUMERO - CONVERSION LANE - STICKERS NUMBER					
STICKERS CONVERSION FOR TRACK A		STICKERS CONVERSION FOR TRACK B		STICKERS CONVERSION FOR TRACK C	
LANE - PISTE	STICKER	LANE - PISTE	STICKER	LANE - PISTE	STICKER
1	1	9	8	17	1
2	2	10	7	18	2
3	3	11	6	19	3
4	4	12	5	20	4
5	5	13	4	21	5
6	6	14	3	22	6
7	7	15	2	23	7
8	8	16	1	24	8

3.3 The succession order of the lanes is the following for the race:

- **When using 2 tracks:** 1 - 3 - 5 - 7 - 9 - ... 13 - 15 - 16 - 14 - 12 - 10 - ... - 6 - 4 - 2.
- **When using 3 tracks:** 1 - 3 - 5 - ... - 13 - 15 - 17 - ... - 21 - 23 - 24 - 22 - 20 - ... - 14 - 12 - 10 - 8 - 6 - 4 - 2.

- 3.4 Use of the tracks with 17 teams registered: use of 2 tracks with “bye 1” between lane 15 and lane 16.
- 3.5 Use of the tracks with 18 teams registered: use of 2 tracks with “bye 1” between lane 15 and lane 16 and “bye 2” between lane 2 and lane 1.
- 3.6 Use of the tracks with 19 teams registered: use of 2 tracks with “bye 1” between lane 7 and lane 9, “bye 2” between lane 15 and lane 16 and “bye 3” between lane 2 and lane 1.
- 3.7 Use of the tracks with 20 teams registered: use of 2 tracks with “bye 1” between lane 7 and lane 9, “bye 2” between lane 15 and lane 16, “bye 3” between lane 10 and lane 8 and “bye 4” between lane 2 and lane 1.
- 3.8 Use of the tracks with 25 teams registered: use of 3 tracks with “bye 1” between lane 23 and lane 24.
- 3.9 Use of the tracks with 26 teams registered: use of 3 tracks with “bye 1” between lane 23 and lane 24 and “bye 2” between lane 2 and lane 1.
- 3.10 Use of the tracks with 27 teams registered: use of 3 tracks with “bye 1” between lane 15 and lane 17, “bye 2” between lane 18 and lane 16 and “bye 3” between lane 2 and lane 1.
- 3.11 Use of the tracks with 28 teams registered: use of 3 tracks with “bye 1” between lane 11 and lane 13, “bye 2” between lane 23 and lane 24, “bye 3” between lane 14 and lane 12 and “bye 4” between lane 2 and lane 1.
- 3.12 Use of the tracks with 29 teams registered: use of 3 tracks with “bye 1” between lane 9 and lane 11, “bye 2” between lane 19 and lane 21, “bye 3” between lane 20 and lane 18, “bye 4” between

lane 10 and lane 8 and “bye 5” between lane 2 and lane 1.

- 3.13 Use of the tracks with 30 teams registered: use of 3 tracks with “bye 1” between lane 7 and lane 9, “bye 2” between lane 15 and lane 17, “bye 3” between lane 23 and lane 24, “bye 4” between lane 18 and lane 16, “bye 5” between lane 10 and lane 8 and “bye 6” between lane 2 and lane 1.
- 3.14 The competitors may not modify the tracks in any way, nor try to improve the quality of the metal rails or the adherence of the plastic surface. Only the Technical Team of the BRUSSELS SCALEX CLUB may have access to the tracks.
- 3.15 If one or more teams are missing, an equal number of lanes won't be used. The succession order of the lanes will be adapted. The choice of the unused lanes is made by the organization.

4 DURATION OF THE RACE

- 4.1 The race will last for 24 hours. It will be divided into the same number of heats as enlisted teams to allow each team to race on every lane.
- 4.2 There will be a 6/7-minute break between each period. Some breaks could be longer than those 7 minutes.

The break periods will be used only:
 - 1) to change the cars from one lane to another and replace the numbered sticker by the officials;
 - 2) to allow the drivers to change positions.
- 4.3 A night session will take place (to be determined but probably between 22:00 and 06:00). During this night session, the lighting of the hall is strongly decreased.
- 4.4 In the case that the organizers are forced to turn the hall lighting back on permanently, the race direction may terminate the night session. Article 13.8 will no longer apply.

5 TEAM & CATEGORIES

- 5.1 Each team must be composed of a minimum of 4 drivers and a maximum of 7 drivers. Only one driver less than 16 years but more than 14 years is allowed. If, for any reason, the team does not bring 4 drivers, the organization will nominate the driver(s) to complete the team.
- 5.2 Categories: There are two categories based on the technical choice of the car:

“P1”: white race number on red background.

“P2”: white race number on blue background.

The ranking of the race, displayed on the screens will allow to clearly distinguish the categories.

6 FREE PRACTICE

- 6.1 A total duration of 4 hours of free practice is foreseen on Friday: number and length of the heats yet to be defined.
- 6.2 Each team can only drive on its assigned lane. A team can only drive if one driver of the team is marshallng. If this is not observed, the team will first be given a warning, followed by a penalty of 3 laps. At the third warning, the car will be penalized by 10 laps. Laps are subtracted during the first period of the 24 hours.



7 DRIVERS BRIEFING AND WARM UP

- 7.1 The briefing will take place on Saturday at 13:45. The presence at the briefing is mandatory for all the teams.
- 7.2 We will ask the teams to mention us the name of the driver that will take the start of the race.
- 7.3 The teams will start the Warm Up and the race on the lane attributed by the Race direction.

- 7.4 A Warm Up of 2 x 10 minutes is organized before the race: from 14h25 to 14h50. A 10-minute warm-up for the even-numbered tracks + byes and a second warm-up for the uneven numbered tracks + byes.
- 7.5 During the Warm Up, all the rules valid for the race about the drivers and the marshals are applicable. For the interventions on the car, see article 14.2.

8 THE RACE

- 8.1 The total running time of the race is equal to the number of tracks used multiplied by the duration of each heat.
- 8.2 The actual driving time (per driver) must be within a range of time between the total race time (7.1) divided by the number of drivers in the team, plus the duration of one heat or minus the duration of one heat. A schedule will be displayed at race direction.
- 8.3 The driving time does not include the time of the breaks between heats.
- 8.4 The penalties for non-respect of the minimum and maximum driving times are as follows: 5 laps per each started 5 minutes period over the maximum or under the minimum



Example:

1 driver of a team of 5 = 5h25m driving time on max 5h13m (+12') = 3 x 5 minutes □ 15 laps

1 driver of a team of 6 = 2h20m driving time on min 2h39m (-19') = 4 x 5 minutes □ 20 laps

- 8.5 Relays are left up to the team.
- 8.6 Only one person from each team may be present on the drivers' platform. When changing drivers, **the new driver and only him** must register at the Race Direction and **the change must take place immediately after**. During the change, the car must be stopped in the straight line in front of the driver. The driver change is forbidden in the **last 2 minutes** of a heat. A 5 laps penalty will be given to those who do not respect this article.
- 8.7 During a Safety-car, a driver change will be allowed after an interruption of more than 10 minutes.
- 8.8 Each team must provide a driver and the number of marshals indicated on the marshalling timetable at all times. The marshals must be drivers of the team excepted for short time standing in. If the marshal isn't present, a penalty of 5 laps per started minute of absence will be imposed.
- 8.9 The marshal(s) must occupy the place(s) indicated on the document given to the team on arrival. A change of marshal during a heat must be made quickly and with as little disruption as possible to the drivers.
- 8.10 If several cars leave their lanes, the marshal will replace the first car to leave the track, then the second and so on.



If a car knocks another car off the track or out of its lane, priority will be given to the car that is the victim of its rival's accident. Marshals are requested to be as impartial and fair-minded as possible.

- 8.11 The marshal must stay attentive permanently. Only one marshal by place. No drinks, no food. The use of a mobile phone is forbidden. The Race Direction will be empowered to take action against a team whose marshal don't observe this or demonstrates clear bad will. The marshal's team will first be given a warning, followed by a penalty of 5 laps. At the third warning, the team will be penalized by 20 laps.
- 8.12 A marshal is only authorized to quickly put back in place the pick-up, an upturned braid or an out-of-whack tire. Any other intervention must be carried out at the technical table. In this case, the marshal will raise the car to indicate that an intervention is necessary.
- 8.13 Except a switch of marshals, the race directors, the track commissioners and the marshals having to retrieve a car, it is forbidden to cross over the track and to walk between them. During the whole race weekend, the surroundings of the tracks are only accessible to the marshals, the race directors and the track commissioners. If this is not observed, the team will first be given a warning, followed by a penalty of 5 laps. At the third warning, the car will be penalized by 20 laps.

- 8.14 The Race Direction will be empowered to take action against a team whose one of the drivers has an inappropriate or disturbing behavior. The driver's team will first be given a warning, followed by a penalty of 5 laps. At the third warning, the team is penalized by 50 laps.
- 8.15 Any driver, team member, with an unappropriated, violent or aggressive (verbal and or physical) behavior can be excluded immediately. The team will be penalized with 100 laps and any other penalties due to driving times (see point 7.4).
- 8.16 The paddock zone includes the driver's platforms and the whole area behind the driver's platforms. By team, only two drivers can be present in the paddock zone, either to change of driver or to talk briefly to the driver on the platform. Non respect: penalty of 5 laps.

9 RESULTS & PRIZES

- 9.1 Teams will be ranked in function of the number of laps accomplished by the team, taking into account any penalties incurred. In the case of an equal number of laps, the position of the last passage on PC-Lapcounter will be taken into account.
- 9.2 Results will be published at the end of each heat.
- 9.3 Any claims must be made to the Race Direction within 15 minutes of the official publication of the results.
- 9.4 Trophies will be given to all drivers of the three first teams of the different categories.

10 INTERRUPTIONS

- 10.1 Other than the official breaks, the organisation may need to interrupt the race for various reasons. These interruptions will be indicated by the race direction as SAFETY CAR / PACE CAR.
- 10.2 The Race Director is the only person empowered to interrupt the race.
- 10.3 The race time will be stopped in case of SAFETY CAR. In the case of a long interruption, the race direction may decide to restart the stopwatch. In this case, any teams that were bye in that heat will have to stop for the equivalent time in the following heat (as indicated by the race direction).
- 10.4 What to do when the car stops on the track:

- 1) The car stops or loses power:
 - a) inform the Race Director who will start the stop-watch;
 - b) check that the hand controller is working (change it).
- 2) Go to the Technical area, where the car will be checked:

First possibility: If the car works correctly, the track is faulty. The Race Director will cut the electric power and indicate the SAFETY CAR procedure. The stop-watch will also be stopped. While the Technical Team tries to solve the problem as quickly as possible, a number of laps, calculated using the average speed of the car during the current period, will be added to the score. No work may be done on any car.

Second possibility: The car does not function on the test bench. The problem is not due to the track. The power is not cut off, the stop-watch is stopped and the car must be taken to the technical table to be repaired.

- 3) In all other cases, the Race Direction will decide on any action to be taken. Their decisions will be final and binding.

11 THE TRACK - TECHNICAL FEATURES

- 11.1 The voltage used, for both free practice and the race, is adjusted around 12 volts.
- 11.2 Power is supplied with brake. Regulation on positive voltage.

12 TECHNICAL CONTROL

- 12.1 Technical control will be carried out by a group of controllers appointed by the race direction of the BSC. In order to achieve the technical control within the foreseen schedule, we ask the teams to carefully observe the two following articles, and consequently to organize themselves well.
- 12.2 **First stage of the technical control: Technical control of the open car.**

 Each team involved in the free practice of Friday enters in "Parc Fermé" an open car without motor and rear tires **on Friday 21h45 at the latest**. Penalty if a team is too late: 10 laps for every quarter of an hour of delay.

With regard to spare parts, we ask that these are present in your box by the start of the warm-up.

 The car is checked on Friday evening by the group of controllers without the presence of any member of a team and the results of the technical control are communicated by the race direction at the end of the evening by text-message or WhatsApp message. The refused cars are given back to the concerned teams on Saturday at the **opening of the Parc Fermé at 08:45**. They must be set in compliance and enter in Parc Fermé on Saturday before 09:15. Penalty for exceeding the 30-minute deadline: 2 laps per minute of delay. If the technician has not finished after 35 minutes (at 9:20), he must stop the work on the car.

If, at the second control with the car open, the car is again not accepted, the car must be set in compliance during the second stage of the technical control. The group of controllers cannot ensure the control the car before the start of the race.

- 12.3 **Second stage of the technical control: Assembly of the car and technical control of the closed car.**

The teams are divided in several groups. The Race Direction will communicate on Friday the number of the group to each team. The timetable indicates for each group when the technician of the team must come with his tools. **One member** by team is present at the technical table for the assembly of the car. The mechanic takes place at the table and receives the box of the team containing the cars, the parts and the set of tires. He receives a random chosen motor. After this a stop-watch is started and the present mechanics for all the teams have **maximum 15 minutes** to place the motor and the tires, to connect the lighting system and to close the car. Oiling and greasing are allowed with the products provided by the organization. No product is allowed on the tires.

When the technician has finished, the controller checks the lighting and the correct direction of rotation, then the technician switches the lighting system of the car off and places his tools in the box of the team.

If the direction of the rotation isn't correct and/or the lighting does not work, the technician must rectify this during the time allowed for assembling the car.

 Penalties for overflow of the delay of 15 minutes for the assembly of the car: 1 lap by started minute of overflow. If the technician has not achieved the assembly of the car after 20 minutes, he must stop. The technician leaves the table so the next group can start. After all groups are passed, all the teams that haven't finished are gather together for an extra 10 minutes.

If, after this extra 10 minutes, the car is again not accepted, the car must be set in compliance during the first heat of the race.

Cars and spare parts will be weighed and measured and the installation and origin of parts will be checked at the technical control. The lighting system will be tested. Only parts submitted for the Warm Up and found in the team box may be used until the end of the race. It is advisable to write the name of the team on the chassis.

- 12.4  A team submitting at the technical control a car who doesn't meet at least 5 criteria of the technical rules will be penalized by 20 laps.
- 12.5 A team presenting a non-compliant bodywork at the technical inspection that cannot be made compliant will be presented a reserve bodywork by the organization.
- 12.6 Upon completion of the technical control, the cars will be placed in Parc Fermé until the Warm Up. Only the track commissioners and the race director may touch the cars in order to place them on the starting grid.
- 12.7 Only a car accepted at the technical control may start the Warm Up and the race.

13 THE HAND CONTROLLERS

- 13.1 The hand controllers with ordinary resistance and the electronic hand controllers enabling only the adjustment of the sensitivity, the acceleration and the brake are allowed on condition that they conform to the article 12.2. There is no limit on the number of hand controllers.
- 13.2  **Are forbidden**, the systems who give extra voltage when speeding up (by example return of voltage stored in a condenser) or negative voltage when braking. Penalty for the use of a non regular controller: 100 laps.

14 THE CARS

- 14.1 Authorized car: TOYOTA GR010 HYBRIDE and ACURA ARX-05 de SLOT.IT
- 14.2 The P1 category will be reserved for the TOYOTA GR010 HYBRIDE equipped with the SLOT.IT MN13CH 22.500 RPM motor while the P2 category will be reserved for the ACURA ARX-05 equipped with the SLOT.IT MN09CH 20.500 RPM motor. The motors will be provided by the organization.
- 14.3 All cars must correspond to the technical rules attached to these rules.
- 14.4 Several cars may be used during practice as long as they are in accordance with the technical rules.
- 14.5 **The tires will be provided by the organization for the race.**
- 14.6 **The organization** will provide **the motor without the pinion**. The motors are marked by the organization. **One** motor is given and must be immediately placed in the car at the technical table. The motor cannot be opened. No manipulation on the motor can be done apart from lubricate the output(s) of the motor axle and lubrication when putting the pinion on the motor. Injection of products in the motor is forbidden. The use and even the possession in the hall of a magnetization device is forbidden. Penalties for what is written before: see article 13.11.

During the Warm Up or during the race, if necessary, a team may request the use of another motor to replace the one in the car.

- 14.7  At the start of the race, the cars shall be equipped with all his accessories, except for side mirrors that **must be** removed, wipers, antennas and other parts indicated in the technical rules that are optional. During the race, lost small parts (see technical rules) should not be mandatory fastened again. We advise to glue the small parts with a **minimum** quantity of glue. A surplus of glue will be refused. The windscreen, cockpit, entire driver, interior and spoiler must be in place during the whole race. At the end of the race, the cars of the top 3 in each category will be weighed. The bodywork must have the minimum weight (see technical rules) with a tolerance of 1gr, so minimum weight – 1 gr at the end of the race. A 40 lap penalty will be given for a non-conform bodywork.
- 14.8  All the cars must be equipped during the entire race with a lighting system of permanent type. The lighting system must be disconnected before the start of the race and may be disconnected after the night session. Thus the lighting system must be connected mandatory before the end of the heat before the night session. One front light and one backlight must work during the whole night session. **(lighting intensity may vary and be low, but must be visible at all times, without flickering)**. If this isn't the case, a penalty of 10 laps per remaining night heat (including the running night heat) will be given to the team.

- 14.9 Decoration is mandatory but unrestricted. However, **space must be reserved on the front hood and the two sides (behind the front wheel arches) for the official number given by the organizers during the technical control.** It is forbidden to paint the headlights lenses.
- 14.10 The screws attaching the body and the motor mount must be on the car at all times. If a screw is missing or lost on the track, the team will receive a 20 laps penalty. If a screw's hole is broken, it must be glued within the half hour, excepted if the impossibility of repair is certified by the race direction.
- 14.11 Any fraud detected before, during or after the race will be penalized by 200 laps. Moreover, the car must immediately be made to conform to the technical rules and to this rule.
- 14.12 In case of contradiction between this rules and the technical rules, the technical rules will apply for all that relates with the conformity of the car and the race rules will apply for all that relates with the course of the race. As a last resort, it is the race direction who decides.

15 MAINTENANCE

- 15.1 During the free practice, the interventions on the car around the track are forbidden in order to not disturb the other drivers.
- 15.2 A Warm Up of 2 x 10 minutes takes place before the start of the race. During the Warm Up, any intervention on the car must be made at the technical table. The tuning of the car and the maintenance with the products putted at disposal are allowed. At the end of the Warm Up, any work on the car will be stopped until the start of the race.
- 15.3 During the race, all repairs (excepted those allowed by the marshals, see 7.12), addition of products, cleaning of tires or braids, etc. must be mandatory and exclusively done at the technical table.
- 15.4 Each team's spare parts must be in the box allocated on the technical table from the start of the warm up until the end of the race. The spare tires (not used) must stay in their original packing (if provided).
- 15.5 Only products and rags supplied by the organization can be used. The products are: oil, grease, petrol for cleaning and adhesive paper. To improve the grip of the tires, according to the circumstances of adherence, the race direction will decide to authorize or not the use of WD40.
- 15.6 No work may be done on the cars during the breaks. Any intervention in progress must be suspended immediately.
- 15.7 The car may only be removed for maintenance in the " Pit Stop" area and must be put back in the same place afterwards.
- 15.8 If the car breaks down, it may be removed from the track at the point of break-down. It must be replaced on the track at the Pit Stop.
- 15.9 In case of no-respect to one of the articles 14.1 to 14.8, the race direction will give penalties in function of the seriousness of the offence (stop & go, 10 laps, 20 laps, 50 laps, 200 laps).

16 RACE ENTRY

- 16.1 The selection procedure is communicated to all the teams and is available on the website of the BSC. The list of the selected teams is published on the website www.brussels24hours.be.
- 16.2 The selected teams must send by October 31, 2025 at the latest the driver's photos in **passport format** (with clear identification of the drivers "SURNAME-Firstname.jpg").

17 REMINDER : Table of PENALTIES

Article 5.2	Free practice: Drive without Marshall or on another lane	Warning, then 3 laps, then 10 laps
Article 7.4	Driving time not respected	5 laps by 5 minutes over or under
Article 7.6	Incorrect change of driver	5 laps
Article 7.8	Marshall not present at post	5 laps by started minute
Article 7.11	Incorrect behavior Marshall	Warning, then 5 laps, then 20 laps
Article 7.13	Cross over the track or walk between the circuits	Warning, then 5 laps, then 20 laps
Article 7.14	Incorrect behavior driver	Warning, then 5 laps, then 50 laps
Article 7.15	Incorrect violent and/or aggressive behavior	DSQ driver + 100 laps + penalties point 7.4
Article 7.16	More than 2 drivers or 2 drivers too many time in the paddock area	5 laps
Article 11.2	Car entered too late in Parc Fermé	10 laps by started quarter of an hour delay
Article 11.2	Non regular car first technical control part and not regular after 30 min delay	2 laps per started minutes of delay
Article 11.3	Exceeding time for the assembly of the car	1 lap by started minute delay with a maximum of 5 minutes
Article 11.4	Car not in accordance on 5 points	20 laps
Article 12.2	Hand controller not endorsed	100 laps
Article 13.7	No-respect of the minimum weight of the bodywork at the end	40 laps
Article 13.8	Going back on the track with defective lighting	10 laps by remaining night period, inclusive current period
Article 13.10	Screw missing or lost	20 tours
Article 13.11	Technical fraud detected	200 tours
Article 14.	Fraud about maintenance	Following seriousness: stop & go, 10 laps, 20 laps, 50 laps, 200 laps