



Motor Classic Belgium

# Spa 3 Hours

## June 23&24 2017



Iberian Historic Endurance

### GT / Touring 1965/71/76

#### Spa-Francorchamps • June 23 & 24, 2017 Spa 3 Hours • Regulations

#### ARTICLE 1 : DEFINITION OF THE RACE

During the "Spa Summer Classic" meeting 23, 24 & 25 June 2017 organised by Roadbook Organisation (Belgium), **Motor Classic** and **Iberian Historic Endurance** organise a 3-hour endurance race.

The race is part of no championship and will comply with the General and Safety Regulations of the 2017 "Spa Summer Classic" meeting.

Qualifying practice shall be of 1 session of maximum 45-minute duration. The race shall be of maximum 180-minute duration.

Exact time for Opening of the paddock, Signing On, Scrutineering, Driver's Briefing, Practice, the Race as well as the final instructions will be advised by written in due time to each team.

#### ARTICLE 2 : ELIGIBLE VEHICLES

##### 2.1 Cars Allowed To Race

Vehicles entered must conform to 2017 appendix K of the FIA International Sporting Code.

The event is open to the following cars :

- **From Period E [01/01/1947] till Period F [31/12/1965]**

- ✓ Touring cars (TC)
- ✓ Grand Touring car (GTS)
- ✓ Grand Touring Prototypes (GTP)
- ✓ Two-seat racing cars under 2000cc [Open & Closed]

- **From Period G [01/01/1966] till Period H2 [31/12/1976]**

- ✓ Touring cars (TC)
- ✓ Grand Touring car (GTS)

Some cars may be invited on application and merged into a specific class "Invitation".

This category is for cars not allowed in any of the previous categories or cars not complying with the Appendix K.

The organisers reserve the right to refuse an entry without having to justify their decision.

Maximum noise limits for all cars (qualifying and race) : **107dB** on the track, measured at 15m from the centreline of the track.

To know if your car is eligible, contact us with the following information about your vehicle: Make - type or model - year - cylinder capacity. Send a photo if possible and other information such as the history of the car or a record of its achievements.

Motor Classic  
Vincent COLLARD  
Tel 0032 477 46 72 69  
[spa@motorclassic.com](mailto:spa@motorclassic.com)  
[www.spa3hours.com](http://www.spa3hours.com)

Iberian Historic Endurance  
Diogo FERRÃO  
Tel 00351 917515665  
[info@historicendurance.com](mailto:info@historicendurance.com)  
[www.historicendurance.com](http://www.historicendurance.com)

##### 2.2 Vehicle Identity Documents

Cars must be in possession of a Technical Passport (national or FIA) and must conform to 2017 appendix K of the FIA International Sporting Code. **Only HTPs issued from 2012 are valid.** Entrants without Technical Passport for their car, are advised to contact us.

##### 2.3 General Considerations

- Single seater racing cars are excluded.
- The choice of the carburetors for the cars of Period F is free.
- Electronic ignition (MST or similar) is permitted.
- Bumpers:  
Unless they constitute an integral part of the bodywork, the bumpers of homologated cars and their supports must be removed. The following cars are considered as having bumpers constituting an integral part of the bodywork:
  - Jaguar Mark 1 and 2
  - Austin and Morris Mini, and all their derivatives
  - Ford Falcon
  - Ford Mustang
  - All 120 type Volvos
  - Abarth 850TC and 1000
  - Porsche 911, all types
  - Lotus Elan.
- The lights for the identification of the car must remain discreet and continuous LED ribbon should be avoided. Red lights are not allowed in the front of the car.
- The rear window of the car cannot be totally obstructed and must enable to see inside the car.



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Cars and drivers must meet the mandatory safety equipment of historic cars competing in Belgium. See :

[www.spa3hours.com](http://www.spa3hours.com)

#### 2.4 Eligible Tyres

##### ✓ Cars up to 1965

Dunlop Racing "L" or "M" section

or

Avon CR6ZZ

##### ✓ Cars from 1966 to 1971

Dunlop Racing "L" or "M" section

or

Dunlop Racing Post-Historic

or

Avon CR6ZZ

##### ✓ Cars from 1972 to 1976

Dunlop Racing "L" or "M" section

or

Dunlop Racing Post-Historic

or

Avon CR6ZZ

or

Yokohama A048

#### 2.5 Light

2.5.1 Light must be Period Specification, by definition excluding modern Xenon, LED or similar lights. Auxiliary lights may be added up to a maximum of six total forward facing lights excluding parking lights.

2.5.2 All cars must have a red light in working order which is of a model approved by the FIA, faces rearwards at 90 degrees to the car's centre line, is clearly visible from the rear, is not mounted more than 100mm from the car's centre line, is at a height of no less than 350mm, is no less than 450mm behind the rear wheel centre line and can be switched on by the driver when seated normally in the car.

2.5.3 Red lights are not allowed in the front of the car.

#### 2.6 Radio Communication

Radio communications between cars and pits are forbidden.

#### 2.7 Maximum Noise Limits

Qualifying and race : **107dB** on the track, measured at 15m from the centreline of the track.

A dynamic control is done during each lap of the circuit. If noise limit is not respected, the car is stopped and a static control is carried out. If the car meets the required standards during the static control, it will be authorised to return to the track. However, should it be observed that the car exceeds, on three consecutive occasions, the maximum permitted during the dynamic control, it will be excluded from the activity.

#### 2.8 Scrutineering

2.8.1 Drivers equipment (helmets, overalls, gloves, balaclava) must be produced for approval.

2.8.2 No car may take part in qualifying practice or racing prior to approval by the Scrutineers.

2.8.3 The race numbers and advertising signs must be affixed on the car BEFORE scrutineering.

2.8.4 Any car may be prohibited from starting for safety reasons.

2.8.5 The Clerk of the Course may order a car that has been involved in an accident to stop in order that the car be rescrutineered and the driver undergo a medical examination.

#### ARTICLE 3 : CREWS - DRIVERS - LICENCES

3.1 A car may be driven by a minimum of 2 and a maximum of 3 drivers during the race.

3.2 The maximum duration of uninterrupted driving of a driver can not exceed 70 minutes. (With 15 minutes break before driving again).

3.3 All entrants and all drivers must hold a licence :

Licence from Belgium - RACB Sport :

- ✓ National Historic H-Circuit
- ✓ National Circuit C
- ✓ International Historic H2
- ✓ International C

Licence from United Kingdom - RAC MSA :

- ✓ Race National 'A'
- ✓ Race International Historic
- ✓ Race International



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#### Licence from The Netherlands - KNAF :

- ✓ EU/Nationaal licentie or Internationaal licentie

#### Licence from France - FFSA :

- ✓ Nationale Concurrent Conducteur Auto, with a letter of authorization from the ASN
- ✓ Internationale Concurrent Conducteur "C" Auto

#### Licence from any other european country :

- ✓ National A degree (or equivalent) with a letter of authorization from the ASN
- ✓ International for racetrack

#### Licence from a non-european country :

- ✓ International degree for racetrack with a letter of authorization from the ASN

**3.4** Drivers must comply with the requirements of appendix L to the International Sporting Code concerning crash helmets, fire-resistant clothing and licences.

**3.5** All entrants, or their duly authorized representative, must be present for the administrative checking, which will take place before scrutineering.

**3.6** During the checks, each driver must sign an insurance waiver.

**3.7** The briefing is compulsory for all the drivers throughout its duration. Precise details will be announced in due time.

#### **ARTICLE 4 : PIT STOP REGULATIONS**

Pit stop will be done in the allocated pit-lane. Change of driver is allowed during the pit stop. Refuelling of the car is NOT permitted in the pit-lane. See article 6.

#### **ARTICLE 5 : BREAKDOWN AND REPAIR DURING THE RACE**

**5.1** In case of breakdown on the track, the car can be repaired to resume the race only if in safe position.

If a team is located inside the paddocks, the car can be repaired where the team is situated before resuming the race.

**5.2** The entrant is responsible for the cleanliness of the pit and/or paddock area assigned and for all people that come in. In case of damages to the pit and/or paddock area, a corresponding invoice will be sent to the competitor after the event.

**5.3** Smoking, vaping, naked lights and welding are strictly forbidden in the pits. No appliance generating sparks will be allowed in the pits.

#### **ARTICLE 6 : FUEL AND REFUELLING - FUEL TANKS**

**6.1** Fuel tanks of all cars in Periods A to E must be standard tanks, homologated tanks or safety tanks. It is recommended to fill tanks with safety foam in conformity with American Military Specification MIL-B-83054 or «D-Stop» anti-explosion foil.

For all cars of Period F, the fuel tank is free but must be filled with safety foam in conformity with American Military Specification MIL-B-83054 or «D-Stop» anti-explosion foil. It must be within the validity of homologation.

**6.2** Any fuel tank must comply with the period maximum capacity specification, must not exceed the originally homologated or specified capacity. See [www.spa3hours.com](http://www.spa3hours.com)

**6.3** Fuel is available at the petrol station located inside the paddocks down to the Eau Rouge. Automatic payment can be done with credit card.

The fuel pumps will NOT be available during the practice.

**6.4** In the surrounding area of the paddocks and in the pits, the transport of fuel can be made only in metal jerry cans approved for the transport of hydrocarbons, with the capacity of maximum 25 liters.

They must be always closed, empty or full. Unapproved plastic and/or metal jerry cans for flammable products are totally forbidden.

Any transport or movement of jerry cans in the paddocks must be made by two people, among whom one must be permanently provided with a minimum 9 kg fire extinguisher.

Any trace of fuel in the pits or on the working area must be eliminated at once by means of absorbent products. The use of water is forbidden. These absorbent products, after use, must be evacuated in a safety place (anti-fire dustbin). The team refuelling in the pits must have a fire extinguisher of minimum 4kg in the pit.



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6.5 The refuelling during the race will only take place at the Total petrol station located inside the paddocks down to the Eau Rouge.

All the refuelling area will be regarded as being under the refuelling zone procedure. The driver must get out of his car and do the refuelling himself. The mechanics are not allowed in the refuelling area.

**Maximum quantity of fuel for each refuelling : 100 liters.**

An imprint of a credit card will be asked at signing on to cover the fuel consumption during the race.

After the race, the total of fuel consumption as well as the amount that will be charged on the credit card will be emailed respectively to each team. Fuel will be sold at the market price.

#### **ARTICLE 7 : COMPETITION NUMBERS - ADVERTISING**

7.1 The assignment of numbers will be decided by means of a draw within each class.

The organisers reserve the right to assign certain numbers.

7.2 It is the responsibility of the entrant to supply himself with 3 sets of competition numbers (and to ensure that the numbers remain clearly visible during practice and racing) to be displayed:

- on the front doors or alongside the cockpit on both sides of the car
- on the roof of the car, towards the right hand side, readable from the front;

#### **ARTICLE 8 : ENTRY FEES**

8.1

- Entries Open : On publication
- Entries Close : On completion of the grid
- Publication of the list of entrants : June 23, 2017

8.2 **The entry fee is 1850 Euros per car.**

The fuel is neither included for the practice nor during the race.

Members of the **Iberian Historic Endurance** are invited to register via their respective clubs/series.

8.3 Anybody wishing to take part in the « SPA 3 HOURS RACE » must :

- either complete the Application Form Online at [www.spa3hours.com](http://www.spa3hours.com)
- or fax the entry form duly completed  
Fax Belgium : + 32(0)87 66 28 68
- or send by mail the entry form to

**MOTOR CLASSIC**  
**Rue de Maastricht, 27**  
**4651 BATTICE - BELGIUM**

E-mail : [spa@motorclassic.com](mailto:spa@motorclassic.com)

A photocopy of the front page of the car's HTP issued by the ASN clearly showing the class, period and category attributed to the car on the basis of Appendix 1 of Appendix K must accompany the entry form.

After sending the application form, the competitor will receive an e-mail to confirm if the car and team are eligible or not.

If the application is accepted, the entry fees of 1850 euros will be required.

Number of cars allowed to race : 81 on completion of the grid.

8.4 By the very fact of signing the entry form, the entrant, as well as the crew members, submit themselves to the sporting jurisdictions specified in the International Sporting Code and the prescriptions of the present regulations only.

8.5 The organisers reserve the right to refuse an entry without having to justify their decision.

#### **ARTICLE 9 : PODIUM PRESENTATION**

The following podiums will be presented directly after the race, on the F1 podium :

Trophies will be presented to the first, second and third :

Podium #1 : H-1965 under 2.000cc

Podium #2 : H-1965 over 2.000cc

Podium #3 : H-1971 cars

Podium #4 : H-1976 cars

May be updated in accordance with the distribution of the cars.

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E-mail : [spa@motorclassic.com](mailto:spa@motorclassic.com)

Web : [www.spa3hours.com](http://www.spa3hours.com)