



Motor Classic Belgium


Spa 3 Hours

June 23&24 2017



Iberian Historic Endurance

GT / Touring 1965/71/76

In partnership with 

**Clarifications to the regulations
Addendum #1 • dated 30/05/2017 • 3 pages**

Visit also : www.spa3hours.com

Point 1 : Timetable

Signing on : 1st floor of the F1 Pit Building - Room 115

Thursday 22 from 08:00 till 19:00
and/or Friday 23 from 08:00 till 17:30

Scrutineering : Location will be given at signing on

Thursday 22 from 13:00 till 18:00
and/or Friday 23 from 11:00 till 16:30

Briefing : 1st floor of the F1 Pit Building - Room 132

Friday 23 17:00

Qualifying practice : Friday 23 from 19:45 till 20:30

Race : Saturday 24 from 18:55 till 21:55

Point 2 : Technical considerations

-) The choice of carburettors 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.

Cars and drivers must meet the mandatory safety equipment of historic cars competing in Belgium. See : www.spa3hours.com/index.php/safety-equipment/

Point 3 : Eligible tyres **UPDATED**



✓ For Pre-1965 cars : Dunlop Racing "L" or "M" section **or** Avon CR6ZZ.

✓ For Pre-1971 cars : Same as Pre-1965 **or** Dunlop Racing Post-Historic.

Only for BMW 2002, ALFA ROMEO GTAm and FORD Escort in category H-1971 (from 1966 to 1971) using 13" tyres with large rims (8" or 9") : due to momentary out of stock for such tyres, those cars are allowed to run with Toyo R888 or Yokohama A048.

✓ For Pre-1976 cars : Same as Pre-1971 cars **or** Toyo R888 **or** Yokohama A048.

Point 4 : Competition Race Numbers

At signing on, the organiser will supply 2 sets of competition numbers to be displayed :

- on the front doors or alongside the cockpit on both sides of the car.

It is the responsibility of the entrant to ensure that the numbers remain clearly visible during practice and racing.

Point 5 : Lights

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

Point 6 : Radio Communication



Radio communications between cars and pits are forbidden.

Point 7 : Fuel tanks

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.

Any fuel tank must comply with the period maximum capacity specification, must not exceed the originally homologated or specified capacity.

See the regulations at www.spa3hours.com/index.php/full-regulations/

Point 8 : Refuelling procedure

The refuelling during the race will only take place at the Total petrol station located inside the paddocks at the bottom of Eau Rouge. All the refuelling area will be part of the pit lane. 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 your credit card will be asked for at signing on to cover the fuel consumption during the race.

At each refuelling, the driver signs a receipt for the number of liters.

After the race, we email you the total fuel consumption as well as the amount that will be charged to your credit card. Fuel will be sold at the market price.

Point 9 : Maximum Noise Limits

Qualifying and race : **107 dB** 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.

Point 10 : Change of driver / Driving time

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.

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

Point 11 : Breakdown and repair during the race

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

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

Point 12 : Oil pollution prevention

Every team must use a sheet of plastic or an oil drip tray under the racing car and under each truck to protect the ground against oil pollution. If the ground is oil stained, please use oil absorbent granules to clean before leaving the circuit.

For every remaining oil stain a penalty of €250 is invoiced by the circuit management to the team.

Point 13 : 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

- End.

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