



4 Hours of Spa Classic  
Supplementary Regulations  
European Classic Series  
UEM Euro Endurance Vintage Cup

## 1. Invitation

The Fédération Motocycliste de Belgique (FMB) authorizes DG Sport SPRL to organize the second round of the European Classic Series, the 4 Hours of Spa Classic, on the Spa-Francorchamps circuit. This event will be held on June 30<sup>th</sup>, July 1<sup>st</sup> and 2<sup>nd</sup> and will count towards the European Classic Series, valid for the Endurance Vintage Cup.  
EMN : 76/2

A classic bike race counting towards the FMB road racing championship (classes 3 & 4 of the Classic Bike FMB Technical Rules) and a IHRO (classes 1 & 2) race will also be organized under the following name : 4<sup>th</sup> Belgian Classic GP. Belgian and international riders can take part to these races.

Races of the French serie Pro-Classic and German serie CSBK will also be organized.

## 2. Organizer

DG Sport SPRL  
Address : 27, avenue du Stade, 4910, Theux (Belgium)  
Telephone : 0032 (0) 87 53 90 13  
Fax : 0032 (0) 87 53 90 01

## 3. Circuit

International racetrack of Spa-Francorchamps, 55, Route du Circuit, 4970, Stavelot (Belgium).

The length of the circuit is 7004 m. The race will be run clockwise. Any attempt of running in the opposite way will be punished by an immediate exclusion of the motorcycle and its rider.

## 4. Jurisdiction

This event will be held in accordance with the FIM Europe Sporting Code, the FIM Europe Road Racing rules and these supplementary regulations.

The 4<sup>th</sup> Belgian Classic GP is held in accordance with the FIM international code (Fédération Internationale de Motocyclisme), the FIM Europe code, the national FMB code and the IHRO (International Historic Racing Organisation) code and the present regulations.

## 5. Supervisors

Supervisor FIM Europe : Igor Boskovic  
Supervisor FMB : Philippe Vanhooetghem

## 6. Officials

Clerk of the course: Philippe Vanhooetghem  
Administration : Willy Vanwoensel

Deputy clerk of the course: Thierry Buchet  
 College members : Christian Borlon, Dorine Van der Aa, Laurence Devos, Miguel Parent  
 Intern : Baptiste Cardon  
 Environment : Alain Devrieze  
 CFCP : Jeanine Deboeck  
 Secretary of the meeting: Carolane Jupsin  
 Chief of technical inspections: Jean-François Thirion  
 Technical inspections members: Daniel de Frenne, Jans Vanhumbeek, Josph Donckers  
 Chief Timekeeper: Harald Roelse

## 7. Categories and classes

According to the European Classic Series rules.

Regarding the secondary races, only classes 3 & 4 of the "Classic Bike Regulations" 2017 of the FMB ([www.fmb-bmb.be](http://www.fmb-bmb.be)) are allowed as well as IHRO I & II, all these categories competing in the same races.

### CLASSES CLASSIC BIKE VITESSE 2017

Displacement/ Category	Characteristics	Disque/N°	Classe
350cc Gr.1	→ 31/12/1972, monocylinder 2strokes & 4strokes, bicylinder 4strokes rocker operated valve → see technical regulations	Blue/White	3
350cc Gr.2	→ 31/12/1972, other engine types → see technical regulations	Blue/White	
500cc Gr.1	→ 31/12/1972, monocylinder 2strokes & 4strokes, bicylinder 4strokes rocker operated valve	Yellow/Black	4
500cc Gr.2	→ 31/12/1972, other engine types	Yellow/Black	

IHRO : see IHRO rules : [www.ihro.org.uk](http://www.ihro.org.uk)

## 8. Numbers of riders allowed

The registration will be closed when the maximum numbers for the training will be reached.  
 The numbers of riders allowed on the track is 84 motorcycles for the practice and 72 motorcycles for the race.

For the secondary races:  
 The numbers of riders allowed on track is 77 motorcycles for the practices and 70 for the race.

## 9. Admission – Licence

Each rider will have to submit a participation request to the administrative cell of the "European Classic Series".

The promoter of the event retains the right to refuse each candidature from any particular nature, even if the riders respond to the selection criteria, this in order to preserve the spirit of the European Classic Series, and without having to motivate his decision.

By entering, each rider engages him/herself to respect these particular regulations.

In case of non-respect of the rules, the concerned rider(s) will be excluded from the competition without refund of the entry fee.

Riders have to have a international license or a national license with a start permission from their national federation.

For the secondary races, license is mandatory for each category.

There are 3 possibilities :

- Annual FMB Classic Bike license
- Annual Classic Bike license of a FIM affiliated federation and a start permission.
- "One day" license to request on site (Belgians : 50€, Foreigners : 75€ - repatriation insurance included + registration to a Belgian Moto-Club : 25€)

## 10. Entry fee

A non-refundable entry fee has to be paid in order for the entry to be effective. This entry fee will have to be paid on the bank account number mentioned on the entry form, at the latest on June 12<sup>th</sup> 2017. After this date, 200€ will be added to the entry fee.

The pitbox rental is included.

A request will only be considered as accepted after confirmation of the promoter. The promoter retains the right to refuse any entry request even if it has been submitted within the correct time.

A licence has to be left as deposit at the collection of the transponder. A 50€ deposit is to be paid cash. This one covers the armbands. If the equipment is returned in good shape, this deposit will be refunded entirely, except if the team has been punished with a fine during the race.

Any team not having participated at the training sessions without valid reason will not be re-funded and will not recuperate its deposit.

The entry closing date is June 26<sup>th</sup> 2017. After this date, the organisation will select, if needed, the 84 teams allowed to take part to the practices. Priority will be given to the permanent teams. Decisions of the organisation will be without appeal.

**An entry will be valid once the payment is made.**

For the secondary races :

4<sup>th</sup> Belgian Classic GP : the entry fee is 260€ per bike

NO REGISTRATION ON SITE. CHECKS NOT ACCEPTED.

The entry, in PDF or Word Format, is to be sent per e-mail before June 10<sup>th</sup> 2017 at :

C.R .M.B.

E-mail: [info@crmb.be](mailto:info@crmb.be) ; téléphone: +32/(0)497/035832

Payment per bank transfer only

C.R.M.B., rue du Mont-à-Leux, 66 BE-7700 Mouscron

IBAN : BE67-0682-1669-4387

BIC : GKCCBEBB

Communication: Belgian Classic GP 2017 (nom du pilote & catégorie)

Adresse de la banque :

**Belfius Banque MOUSCRON – CHRIST, rue de la Marlière 2**

**BE- 7700 Mouscron, Belgique**

Entry confirmation per e-mail only, as long as the entry is complete : entry form + payment.

A picture of the bike has to be sent together with the entry form.

The rider and/or bike owner is responsible of the bike's eligibility. If the participation is denied, entry fees will not be reimbursed.

## **11. Non-participation**

In case of cancellation, the team has to inform the promoters by written. There will be no refund for the team entering for the all championship.

For the teams entering to a single race, the entry fees will be refund but an administrative charge of :

- 250 € will be retained if the team cancels 2 months prior to the event;
- 500 € will be retained if the team cancels 1 month prior to the event;
- 750 € will be retained if the team cancels 15 days prior to the event.

There will be no refund for team cancelling within 2 weeks prior to the event.

Secondary races : no reimbursement besides force majeure.

## **12. Access to the track**

Paddock access « 4 Hours of Spa Classic » :

Each team will receive following passes :

- 1 pass for each rider. This pass gives access to the paddock and the pitlane.
- 6 passes for mechanics that give access to the paddock and the pitlane.
- 1 pass « brown paddock » for the van/truck (technical) and 2 passes “ red paddock” for the catering/mobilhome.
- 2 “ car” accesses for the P14

NB : no extra vehicle passes will be delivered.

All documents should be picked up at the Welcome Center. A special line will be dedicated to the contestant of the European Classic Series – 4 Hours of Spa Classic. Kindly make your way through the line.

No access without these documents.

Teams will be able to order extra “ guest” passes in advance, at the promotional price of 30€ via a dedicated form. These passes won't give access to the pitlane.

Opening hours of the Welcome Center, located at CAMPUS AUTOMOBILE, route du Circuit, 60, 4970, STAVELOT (Blanchimont entrance) :

- Thursday 29/06: from 14.00 to 21.00 ;
- Friday 30/06 : from 07.30 to 21.00 ;
- Saturday 01/07 : from 08.00 to 21.00 ;
- Sunday 02/07: from 09.00 to 15.00.

Access to the 4 Hours of Spa Classic paddock is only possible via Stavelot/Blanchimont. The paddock will be accessible from Thursday 29/06 at 14.00 . The access via Blanchimont is right behind the Welcome Center.

Once they are in the paddock, the teams need to go to the Paddock Office, located in the Endurance Paddock above box 21, next to the Uniroyal Tower, in order to pick up the pit box key which is to be shared by 4 teams. There is a refundable deposit of **250€** for the pit box key that has to be given by the first occupant of the garage.

Secondary races :

Each rider will receive following passes :

- 1 pass for the rider. This pass gives access to the paddock and the pitlane.
- 1 pass for mechanics that give access to the paddock and the pitlane.
- 1 car pass for the van (IHRO : Yellow Paddock – Endurance pitboxes 14 to 24 – BCGP : Red Paddock)
- 1 car pass for P14

NB : no extra vehicle passes will be delivered.

All documents should be picked up at the Welcome Center.

No access without these documents.

Riders will be able to order extra “ guest” passes in advance, at the promotional price of 30€ via a dedicated form. These passes won't give access to the pitlane.

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- Friday 30/06 : from 07.30 to 21.00 ;
- Saturday 01/07 : from 08.00 to 18.00 ;
- Sunday 02/07: from 09.00 to 15.00.

Access to the paddock is only possible via Stavelot/Blanchimont. The paddock will be accessible from Thursday 30/06 at 14.00 . The access via Blanchimont is right behind the Welcome Center.

### 13. Contestants area

After going to the paddock Office, the riders have to report to the race office in order to be acquainted with the final instructions and any possible changes in the schedule of the practices and the races.

The neutral zone (2 m wide), located between the pit boxes and the parking, has to stay **FREE**.

Attention : on Sunday it is forbidden to leave the circuit before 1 PM. As the paddocks will be crowded, this would represent a lot of trouble. In case of disrespect of this rule, the entry of the team will be refused for the next edition.

The paddock will have to be emptied on Sunday July 2<sup>nd</sup> by 7 PM.

### 14. Garages

A Formula 1 Pit box is 7m large and 20m long. The place left behind the box is only 16 m long and 5 m large. Each team will then have a space of 8m long and 2,5m large to park their assistance vehicle. No additional space will be allowed. Teams will then have to be careful with their logistic preparation.

Important notice : the maximum fuel capacity in each box is 200 liters (50 liters per team). This will be controlled by officials : a STOP & GO will be given to the teams who disrespect this safety norm.

Moreover, it is totally forbidden to:

- Smoke in front or behind the box (a fine of 150€ is to be paid in case of non respect)
- Prepare a barbecue in or behind the box (even with gas)

During the race and the practice, the teams have to close the garage door, paddock side, in order to avoid public in the pit-lane. The pedestrian door will have to be locked. The key has to stay in the door barrel so the mechanics will be able to go to the assistance vehicle. This being the responsibility of the teams, there will be a STOP & GO penalty for teams that do not respect this rule. The marshals will be in charge of the controls.

It is forbidden to European Classic Series teams to welcome or host participants to the demo runs.

Each team has to bring along material to clean the pit box it was using (broom,...). In case self-adhesive strips were used, those need to be removed from floor and walls. An expert of the circuit of Spa-Francorchamps will make an inventory before and after the use of the pit box. The 250€ deposit will be refunded once the expert has examined the pit box and didn't noticed any damages.

The occupant therefore bears all the duties and responsibilities generally those of a renter (principally as regard security, his property and the good state of the premises put at his disposal). The only persons authorized to be in the garages, aside from mechanics, are the contestant and persons close to the contestants whose presence they require.

## **15. Starting numbers**

The starting numbers and colours of the plates must conform to the General Technical Rules § 3. The numbers have to be clearly visible from the time-keeping office.

Secondary races : 4<sup>th</sup> Belgian Classic GP – see table at point 3 of the present regulations.

## **16. Arrival**

The arrival line will be the F1 arrival line.

After crossing the arrival line, the riders will execute one more lap in a slow speed and then return to the contestants area, using the F1 pitlane.

The results will be based on the order in which the riders cross the line and the number of laps completed.

To be included in the results, a team must have :

- crossed the finish line on the race track (not in the pit lane). The rider must be in contact with his machine;
- crossed the finish line after the race winner within 10 minutes;
- completed at least 75% of the distance carried out by the winner.

## **17. Administrative checking**

### **a. Race office**

The race office is located in office 111 in the F1 building. Take the stairs or lift to the first floor from tower 2 near box n°9 – follow the signs.

All the contestants, once they arrived on the site, have to report to the race office. The final registration formalities and administrative checking foreseen by the organiser are then carried out.

Here you will be given your specification sheet. With this specification sheet, each team will have to go through the technical inspection.

### **b. Schedule administrative control ECS :**

- June 29<sup>th</sup> : from 5PM to 9.30 PM, at the race office.
- June 30<sup>th</sup> : from 8.30 AM to 10 AM, at the race office.

Schedule secondary races:

- June 30<sup>th</sup> from 5PM to 7.30PM at the race office
- July 1<sup>st</sup> from 9AM to 10AM and from 2.30PM to 3PM at the race office

Proclassic and CSBK (license check)

- June 29<sup>th</sup> : from 5PM to 9.30 PM at the race office
- June 30<sup>th</sup> from 8.00 AM to 12 AM at the race office
- June 30<sup>th</sup> from 2PM to 9PM at the race office (ProClassic only)

## 18. Technical inspection

Place: box F1 n° 2

Schedule:

- Thursday June 29<sup>th</sup> : 5.30 PM – 10 PM ;
- Friday June 30<sup>th</sup> : 8.00 AM – 10.30 AM.

The equipment of the motorcycles should conform to the technical rules of the European Classic Series. The riders should present their motorcycle and their personal equipment. The competitors should have with them their properly filled out technical specification.

Note: At the technical inspection, it is imperative to present the bike with the fairing disassembled. The liquid coolant should be replaced by water without any additives.

The support for the transponder should be attached mechanically to the bike.

Once the bike of the team has passed the Technical inspection, a member of the team will be able to collect armband and transponder at the race office, with the technical specification card. Teams with no technical specifications won't be able to take part to the practice.

Secondary races:

4<sup>th</sup> Belgian Classic GP : Mandatory scrutineering for both bike and equipment.

Schedule:

- Friday 30/06 from 4PM to 7.30PM;
- Saturday 01/07 from 9AM to 3PM.

Pro Classic et CSBK-Masters-Series scrutineering is the responsibility of the series'promotor for the bike eligibility. For the safety, bike has to be scrutineered by a FMB member.

Schedule :

- CSBK Master-Series : Thursday 29/6 : 5.30PM to 9PM
- Pro Classic : Friday 30/06 : 4PM to 9PM

## 19. Timekeeping – Transponders – Armbands

The timekeeping will be done with an electrical data recording system based on the use of "transponders".

It is the rider's own responsibility to get on track with a motorcycle equipped with such a transponder, rented at the timing commission at the circuit.

The exchange, loan or resale of transponders between riders is strictly forbidden.

The timesheets will be available during the week-end at the race office (only one document per team or rider).

For any damage or loss of the transponder, an indemnification of 400€ will be claimed.  
For any damage or loss of the armband, an indemnification of 30€ will be claimed.

The transponder and armbands will be given after the technical control has been completed. An ID or licence will be asked as deposit.

The transponder and armbands will be taken back by our officials at the end of the race or at the race office.

Secondary races :

We use MyLaps transponder for the timekeeping of the practices and races.

You can rent a transponder on site (price : 15€) at the race office. If you already own a transponder, it has to be in perfect condition and fully charged.

## 20. Briefing

Mandatory briefing for the riders and team managers :

- Place: briefing room n°132 on the 1<sup>st</sup> floor of the F1 building – tower 2 – Saturday July 1<sup>st</sup> at 11 AM;
- Penalty in case of absence: 3 minutes.

Secondary races

4<sup>th</sup> Belgian Classic GP and ProClassic

Mandatory briefing for the riders on Saturday (July 1<sup>st</sup>) at 5.00PM

Penalty : no start permitted

CSBK:

Mandatory briefing on Friday (June 30<sup>th</sup>) at 9.30AM

Penalty : no start permitted

## 21. Conduite en course

Each rider cannot drive for more than 45 consecutive minutes and, in any case, cannot stay on track more than 2 hours and 40 minutes. The minutes on track are calculated either : between the start and a Pit IN, between a Pit OUT and a Pit IN or between a Pit OUT and the checkered flag.

Riders must obey the flag signals, lights signals and the boards that convey instructions from the race direction. If the black flag is waved, the rider has to return to the pit immediately. A black flag with orange round means an immediate stop. Any infringement to this rule will be penalized.

Penalty in case the rider stays more than 45 consecutive minutes on track :

- More than 45 minutes but less than one hour : 2 minutes penalty ;
- More than hour : 5 minutes of penalty.

## 22. Assistance during the race

In accordance with the FIM circular letter CCR 005 2013 published on 26 February 2013 : if a team so wishes, it can ask for assistance for the rider and its bike to be taken back in a vehicle provided by the organisers.

In that case, both will be dropped at the pitlane entry. From this point, 2 persons from the team are allowed to help the rider to bring the machine back to the pits under a track marshal control. His laps will be counted in his end-of-race total.

If several teams ask for such assistance following a problem involving a number of riders, the teams will be assisted in the order of the starting grid.

Two vehicles will be available on the track for this use. No other assistance than the one from the organisers will be permitted.

## 23. Neutralisation



In the event that during the race an incident (atmospheric conditions, or any other cause) should compromise safety, rendering the normal running of the competition impossible, the Race Director may decide to neutralise same.

In that case, two vehicles specially marked, visibly bearing the words "Safety Car", as also the number "1" or "2", on the sides and rear, fitted with a yellow revolving light on the roof, will take to the track. They will travel at identical speeds so that they retain the same equidistance between them.

Throughout the entire neutralised period a "Safety Car" panel will be displayed on the start line to inform the competitors. When these vehicles enter the track, they will light, upon order from the Race Director, their yellow revolving lights, and as from that moment, all marshall posts will show an "SC" panel. Once this panel has been displayed the drivers may not overtake. Drivers catching up either "Safety Car" must slot in behind same in single file without overtaking them.

If during the neutralised period one of the "Safety Cars" experiences a problem causing it not to continue, the group of drivers following that same "Safety Car" in a single file continues its lap still in single file until the first driver of the group joins up with the last driver of the group following the other "Safety Car" and slots in behind him.

During the neutralised period of the race, the machines may call into the pits. These will only be allowed to return to the track when the green light will be lit on the exit of the pitlane. It will be lit during a 10 seconds period, 10 seconds after one of the SAFETY CAR has passed level with the red light located at the exit of the pitlane. Then the pitlane will once again be closed (red light). The drivers that have not left the pitlane will need to wait for the following group.

When the "Safety Cars" are recalled by the Race Director, they will first need to complete a full lap of the circuit, with their yellow revolving lights extinguished, however overtaking remains forbidden up until the moment when the "Safety Cars" leave the track to return to their locations. The "Safety Cars" must leave the track at the same spot that they entered it. The location of the "Safety Cars" are displayed at the edge of the track by yellow reflective panels visibly bearing the words "Safety Car".

Each lap completed, during the intervention of the "Safety Cars" will be counted as being a "race lap". All other race regulations remain valid.

Location of the "Safety Cars":

Safety Car 1: on the outside of the La Source bend (Post 1)

Safety Car 2 : on the right before the Pif-Paf (Post 12)

## **24. Fuel**

Only the fuel on sale through a commercial network is allowed.

According to article 5 of the ECS Sporting Rules "When filling the fuel cans, the persons in charge of this job must also wear their protective clothing". The filling of the fuel cans has to be done in front of the box, with the same procedure as during the refuelling :

- The pit marshall must be present
- A person wearing a suitable fire retardant clothing, a full face helmet with the visor closed or eye protection and a hood has to be present with a fire extinguisher

## **25. Electricity**

Power is 220V 16A and 380V 16A PCE bipolar.

## **26. Mini-bikes**

Mini-bikes can be use only for transportation of team members or small object. It is strictly forbidden to use it for fooling around in the paddock!

It is also strictly forbidden for the under 16 years to ride a scooter or mini-bike in the paddock. If not respected, the organisator will confiscate the vehicle for the week-end.

## **27. Environment**

The environmental carpet is obligatory on all types of surfaces.  
The FIM Europe environmental code will be applied.

## **28. Medical examination**

In the case a rider must be evacuated to the medical center after a fall, he will be allowed, with approval of Chief Medical Officer, to return to his machine. He must at all times be accompanied by an official.

## **29. Starting procedure**

See § 12 of the European Classic Series Sporting Rules.

Secondary races:

4<sup>th</sup> Belgian Classic GP

- Qualification : see § 06.01 of the 2017 Classic Bike Road Racing Rules of the FMB
- Starting procedure : see § 06.07.3 of the Classic Bike Road Racing Rules of the FMB.

## **30. Schedule**

Practice – Friday 30/06

- 10h05 – 10h25 : P1 Q1
- 12h00 – 12h20 : P2 Q1
- 13h30 – 13h50 : P3 Q1
- 18h15 – 18h45 : P1 Q2
- 18h55 – 19h25 : P2 Q2
- 19h35 – 20h05 : P3 Q2
- 22h05 – 22h25 : P1 Night Practice
- 22h30 – 22h50 : P2 Night Practice
- 22h55 – 23h15 : P3 Night Practice

Warm Up – Saturday 01/07

- 18h50 – 19h20
- 

Race – Saturday 02/07

- 19h30 : grid
- 20h00 : start of the 4 Hours of Spa Classic

4<sup>th</sup> Belgian Classic GP

Free practice : Saturday July 1<sup>st</sup> 11.30AM-11.50AM and 4.20PM-4.35PM

Races (6 laps) : Sunday July 2<sup>nd</sup>

- Race 1 : start at 11AM
- Race 2 : start at 3.00PM

## **31. Modification of the supplementary rules**

The jury, in agreement with the director of the race reserves the right to make any modification to the present regulations which he deems useful for the good running of the practice or the race and even to change the programme.

Anything not foreseen by the present regulations will be dealt with by the commissar of the organization in agreement with the director of the race and in accordance with the international and European codes.

For the secondary races, anything not written in the present rules is determined by the 2017 Road Racing rules of the FMB.

### **32. Objection and interpretation of the rules**

Any objection should be made in writing and sent to the race director, in accordance with the rules set out in § 15.12 of the European Classic Series sporting rules.

In case of objection about the interpretation of the present regulation or about the European Classic Series technical and sporting rules, only the French version is valid.

### **33. Prizes**

No prize money will be available.

### **34. Prize-giving ceremony**

The riders placed in the first three positions in each class will receive their prize right after the race, at the pitlane entrance.

All the teams will receive a trophy on Sunday 2<sup>nd</sup> at 10.30 AM at the Pit Brasserie. A drink offered by the Pit Brasserie will follow this ceremony. The tickets for the free drink will be given to each team once they get to the Pit Brasserie.

Secondary races :

4<sup>th</sup> Belgian Classic GP

Sunday July 2<sup>nd</sup> in pitbox Nr2 in the F1 Paddock at 4PM

The first three riders in each class will receive a prize.

### **35. Cancellation**

If for any reason the "4 Hours of Spa Classic" should be cancelled, the promoters cannot be held responsible hence competitors will not be able to ask for any allowance. Except in case of force majeure, the competitors will be informed on beforehand of the cancellation of the race and their entry fee will be refunded.