



## **SPA – CLUB ENDURO BULLETIN & FINAL INSTRUCTIONS**

### **Tickets / Passes:**

These will be available for collection from the Welcome Centre at the following address:

**Dolce Villa, Route de Pommard 231, B-4970 FRANCORCHAMPS**

It is open at the times listed below:

Wednesday 12 <sup>th</sup> July:	from 09.00 to 21.30
Thursday 13 <sup>th</sup> July:	from 07.00 to 20.30
Friday 14 <sup>th</sup> July:	from 07.00 to 20.00

Here, you will collect an envelope using your race number, which will contain the following:

- All personal passes for your team (paper bracelets)
- 3 x team vehicle passes for access to the World RX paddock
- 3 x vehicle passes for access to the P15 parking

### **Access / Paddock:**

Access to the WORLD RX paddock will be available from 10am on Wednesday the 12<sup>th</sup> of July. The WORLD RX paddock is to be accessed via the Police Post at STER. This will be signposted when you arrive, please see the paddock plan at the end of this document.

**Only Race Cars & Support Trucks displaying the correct pass will be allowed access in & out of the WORLD RX Paddock. In order to guarantee reserved, priority space for your truck teams MUST email [circuit@bgdc.be](mailto:circuit@bgdc.be) and provide details of the Truck, Driver, Phone Number of the Driver and Estimated Time of Arrival.**

Timing for access to World RX Paddock – ONLY for Trucks and vehicles with the correct “pass”

Wednesday 12 <sup>th</sup> July:	from 10.00 to 22.00 (For those testing on Thursday)
Thursday 13 <sup>th</sup> July:	from 16.00 to 21:00
Friday 14 <sup>th</sup> July:	from 07.00 until Saturday 15 <sup>th</sup> July at 18:00.

Please unload the race cars from their trailers behind the new F1 Grandstand into the World RX paddock. Afterwards return trailers to the ‘Ancienne Douane’ road. The access to this road is situated at the foot of the Radillon. Service trucks and vehicles that have a “pass” for the World RX paddock are allowed to park inside the BGDC/750MC race paddock (from Thursday at 16h00, or from Wednesday for those that will participate in the free practice sessions.)

The paddocks are lit. Water and electricity are available at the ‘Ferme Fougienne’. There is access to showers within the inner circuit enclosure, as well as at the ‘Ferme Fougienne’.

## Testing:

There is a single practice session available on Thursday the 7<sup>th</sup> of July, this can be booked in advance (using the attached form) or drivers simply pay cash on the day. The cost is 400 Euros for the 1h45m session which commences at 09:00.

BGDC/750MC teams participating in the “paying practice” can setup in the World RX paddock from Wednesday onwards. Access to the track will be via the STER TUNNEL, in the vicinity of the gas service station. At the end of the session you must return to the paddock using the F1 pitlane and the back of the 24H Endurance pits or via the 24H endurance pits, towards the gas station and then return to the World RX Paddock via the STER Tunnel.

The “paying practice” administration desk is at office n° 115.

Drivers will need to fill out the Kronos free paying practice form (found within this document) before presenting yourself at the administrative desk of the paying practice. Teams that have already registered and paid in advance will immediately receive the appropriate stickers to enable them to take part in the practice.

Please note that the BGDC/750MC does not organize these “paying practices” and therefore There will be no refund, or any other way of a financial allowance, for the entry fee of the BGDC/750MC races should any problem occur during this “paying practice” session

## License Checks:

If you have not previously uploaded a photo of your license to the 750MC entry portal please email a picture of it to [nicky@750mc.co.uk](mailto:nicky@750mc.co.uk) prior to the meeting, if you do not do this you will be required to present it to a member of the 750MC Team based in the World RX paddock prior to taking to the circuit.

## Scrutineering:

This will take place in the World RX Paddock and is available from 07:00 until 09:00 on Friday the 14<sup>th</sup> of July. All cars and driver's equipment must adhere to RACB/FIA scrutineering regulations. To save time please complete the driver equipment declaration form (within this document) and have it ready and accessible during these times.

Key differences include (but are by no means limited to) the following:

**Driver Equipment:** Motorsport UK regulations on Helmets, Race Suits, HANS Devices, Gloves and Boots are now aligned with the FIA so the main difference is that drivers will need to present fireproof underwear including socks at scrutineering, these must meet FIA Standard 8856-2000.

**Seats & Belts:** Race seats must have a valid FIA homologation and unlike Motorsport UK must be “in date”. For a FIA Standard 8855-1999 this is valid for 5 years, whilst FIA Standard 8862-2010 is valid for 10 years. As in the UK, seat belts must bear a valid homologation and be “in date.”

**Fire Extinguishers:** Must be an FIA homologated system that is within its service period. Historically we have found that fire extinguishers must be secured with a jubilee or bolted style clip, over centre straps are not permitted.

**Fuel Tanks:** These must be original / OEM equipment or be in date FIA-FT3 specification.

**Window Nets:** You will need a window net if you plan running with windows open.

## Timings inc Drivers Briefing:

**Drivers Briefing: Friday the 14<sup>th</sup> July @ 9:45 (Venue: Loge 1 – World RX Paddock)**

Qualifying: Friday 14<sup>th</sup> July @ 10.20

Race Part 1: Friday 14<sup>th</sup> July @ 15:50

Race Part 2: Saturday 9<sup>th</sup> July @ 10:10

## Race Numbers:

Due to number clashes with the local entries, some of you will need to prefix your race number with a 0. We will have complimentary race numbers available on Thursday (both yellow and black), Drivers required to change are as follows:

20 – Joel Oswick / Jay Dalgarno

60 – Ryan Parkin

150 – Colin Gillespie / Bruno Costa

690 – Matthew Hampson / Andy Schulz

990 – Peter Dickinson

269 – Matthew Hampson / Andy Schulz

## Weights:

All cars will need to display a minimum weight decal. These can be collected from the 750MC awning in the paddock with the minimum weight figure having been derived from the known/given power of the vehicle and the class entered. This must be displayed in both qualifying and the race. Failing to adhere to the weight can result in exclusion.



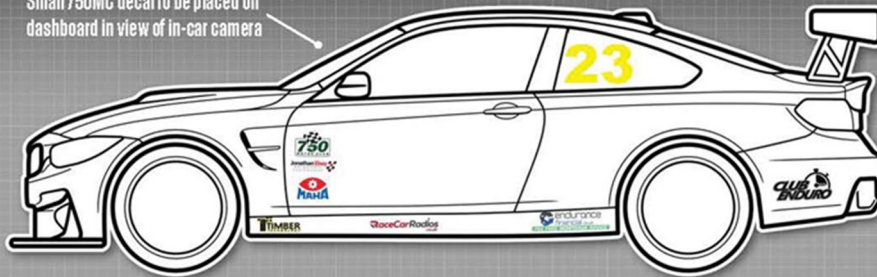
## Decals:

In addition to the Minimum Weight decals (see above) all cars must have the following:

TEGIWA

# Club Enduro Championship

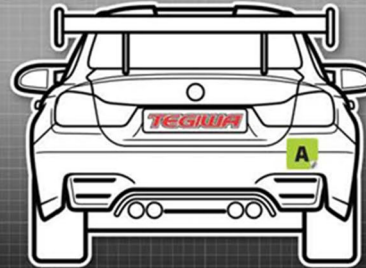
Small 750MC decal to be placed on dashboard in view of in-car camera



Coloured windscreen strip dependent on class (see below)



■ Sunstrip and numberplate positioning MUST take priority over any other personal sponsor decals



## MANDATORY DECALS 2023

Front / Rear	1 x Class identification (rear)	2 x Club Enduro	2 x Maha
1 x Tegiwa sunstrip	SIDE	2 x Endurance Financial	2 x Race Car Radios
2 x Tegiwa numberplate	2 x 750 Motor Club	2 x Timber Technology	2 x Jon Elsey Photography

Please ensure graphics are clearly visible and follow the plan as closely as possible.

■ Sunstrip exception will only be given to cars racing in another 750MC formula on the same race weekend.



Key for Club Enduro class colour coding



These will be available to collect in the paddock from the 750MC Team and will be checked prior to competition, cars not displaying the correct stickers after qualifying will be placed at the back of the grid.

### Race Start:

Cars will be gridded with those from the BGDC in order of times, there will not be a separate BGDC / Club Enduro grid. The race will be a rolling start with two separate starting groups split by approximately 1 minute. The grid for the second part of the Race will be determined by the results from the first part with just a single group for the rolling start.

### Pitstops:

During practice and the races 750MC teams MUST use the ENDURANCE GARAGES opposite the World RX Paddock for driver changes etc.

Teams must make at least ONE mandatory 3 minute pitstop during EACH PART OF THE RACE (see below);

Teams may not make their mandatory pitstop in either the first 30 minutes of the race or the final 15 minutes, **nor may they be taken under Safety Car Conditions.** If a vehicle is already in the pitlane when Safety Car Boards and Flags are deployed, it will be permitted to complete its pitstop but WILL be held at the end of the pitlane by the last of the Garages before the pit exit by an Official until the Safety Car and associated "train" of cars has passed the start/finish line prior to being released back onto the track. Teams may follow the Safety Car into pitlane and make their mandatory pitstop immediately after a period of Safety Car activity concludes.

Any additional pitstops involving refuelling will require a minimum of 3 mins stationary, irrespective of whether or not the mandatory 3 mins stop has already been completed. Other additional stops i.e. for minor maintenance, checks need not be 3mins in duration.

**DUE TO THE RESTRICTED NATURE OF THE ENDURANCE PITLANE ALL CARS MUST PARK AT A 45 DEGREE ANGLE WITH THE FRONT OF THE CAR FACING TOWARDS THE PIT GARAGES. THIS APPLIES TO ALL PIT STOPS, ONCE A STOP IS COMPLETE THE CAR MUST BE PUSHED BACK BY TEAM MEMBERS EXERCISING AN APPROPRIATE LEVEL OF CAUTION. DURING THE RACE FAILURE TO ADHERE TO THIS WILL RESULT IN A 1 MINUTE STOP & GO PENALTY FOR EACH OFFENCE.**

Pit signalling on the pit wall is limited to two team personnel for the purpose of signalling and the Team Manager (i.e. 3). The pit wall is the only place where signalling to drivers is permitted.

#### **Refuelling: ALL TEAMS**

The maximum amount of fuel which can be stored in the pitlane per competing car is 50 litres and must be stored in AAOil Tuff Jugs (or similar) or FIA Dry Break Refuelling dump churns,

All refuelling in the pitlane must be done in accordance with the safety regulations at Spa, the key to adhere to are as follows:

- A man equipped with a fire extinguisher must be stationed 1.5 metres from the refuelling zone.
- The refueller and the fireman (see above) must be wearing a closed FIA approved fire-resistant suit, fire proof gloves and either a fireproof balaclava with protective goggles or a full-face helmet.
- There must be an absorbent mineral product in the pit. Never water.
- There must be 2 fire extinguishers (6 kg powder or 6 l foam) in each pit. No smoking or open flames:

Additionally, the following regular refuelling regulations apply:

- a) The driver must be out of the car and the engine must be stopped
- b) No work may be carried out on the car whilst refuelling is taking place
- c) It is recommended that any work is carried out prior to refuelling the car thereby allowing hot areas e.g brakes, to cool before refuelling takes place.
- d) Each car may only take on a maximum of 50 litres of fuel at each pit stop (2.5 x Tuff Jugs) or (2 x ATL FIA Fuel Churns)



It is recommended that the end of the exhaust is covered by something fire retardant, especially if it is on the same side as the refuelling point.

**Penalties:** As follows:

**Success Penalties:**

The following teams must take an additional success penalty at the time of their first mandatory pitstop in Part 1 of the race: #27 W. Beech / M. Grice +30secs, #15 C. Gillespie / B. Costa + 20secs, #02 J. Oswick / J. Dalgarno + 10secs, #95 L. Schlewitz / K. Glover + 30secs, #88 J. Williams + 10secs.

**Pit to Car Radio:**

For teams using pit to car radio, Belgian licenses may be required, please check with your radio provider and if necessary complete the application at the following link:

<http://www.ibpt.be/en/consumers/radio/radio-networks/mobile-networks/application-form-to-obtain-a-license-for-the-use-of-private-radio-communications-stations>

**Fuel:**

Will be available from the paddock where there is a TOTAL filling station. Note: It is not recommended to try and reach the petrol station during the dedicated VW Fun cup track time slots.

**Transponders / Live Timing:**

Our usual AMB / MyLaps transponders are fine for this event. If you wish to rent one please email [giles@750mc.co.uk](mailto:giles@750mc.co.uk) for details. Live Timing can be found at the following link:

<https://results.ris-timing.be/kronos/25hfun/2023/index.htm>

**Safety Car:**

There will be two Safety Cars used, this will be covered in the driver's briefing.

**Contact / Staff:**

750MC staff will be on site from Thursday afternoon and throughout the weekend, if you need to reach someone please call +44 7753 446592. We will be carrying a small amount of kit such as race numbers, safety decal sheets etc should anyone need them.

**Awards:**

Trophies will be awarded to 1<sup>st</sup>/2<sup>nd</sup> & 3<sup>rd</sup> in each class, plus 1<sup>st</sup> / 2<sup>nd</sup> & 3<sup>rd</sup> in the Clubman Cup.

There will be a prize giving venue TBC, shortly after the second race..

## PAYING PRACTICES – 13/07/2023 – Hankook 25 Hours Fun Cup ENTRY FORM (1 PER CAR)

I, undersigned, by means of this entry form sent before the event

1. hereby declare to participate in the Test Day, at my own responsibility, at its risks and dangers, on behalf of myself, my rightful claimants, my heirs and our insurers to waive all legal remedy versus Kronos Events, Kronos Racing, RACB Sport, the owners and/or managers of the sites, the attendants, the appointed persons, the other participants, the delegates, voluntary assistants, the insurers of the above mentioned persons or organizations.
2. declare to respect in all circumstances the general, technical and particular regulations of the meeting, injunctions of the track marshals, delegates, organizers or managers of the site.
3. Recognize being completely responsible for my car and declare not to rent it to another driver that is not registered on beforehand.
4. hereby agree that the image rights remain exclusively the promotor's property

### Détail team

Team:  No.:

Team manager:

### Equipage

- All Drivers are registered on the Entry List of the series  
 Others Drivers (Names + License numbers)

### Inscription

- 09h00 & 10h45 - 400€ + VAT (6%) if applicable (All Tourism Competition Cars)  
 13h00 & 17h55 - 750€ + VAT (6%) if applicable (Only 25 Hours Cars)  
 2 Sessions - 1150€ + VAT (6%) if applicable (Only 25 Hours Cars)

### Paiement

- I Pay per bank

### Invoice Informations

Name/Company   
Address   
N° of VAT (if applicable)

Signature

Date  /  / 2023





EQUIPEMENTS DE SECURITE 2022  
VEILIGHEIDSUITRUSTING 2022

CIRCUIT / OMLOOP


Pilote / *Piloot* :

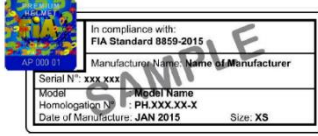


SERIE :



N° de licence / *Licentie n°* :

Date : / /

Toute modification ou remplacement d'un de ces éléments fera l'objet d'une déclaration écrite du Concurrent au Délégué Technique. / *Elke wijziging of vervanging van een van deze onderdelen zal aan de Technische commissaris schriftelijke worden medegedeeld door de deelnemer.*

1. COMBINAISON / OVERALL		Norme/Standard FIA 8856-2000 ou/of FIA 8856-2018		
	Marque/Merk ou/of Homol. N°	FIA Standard	Scrutineering	
Combinaison <i>Overall</i>	<input type="text"/>	<input type="text"/>	OK – NOK	 <p><b>FIA Standard Homologation N°</b> (on overall &amp; 8856-2018 clothes only)</p>
Sous-Vêtements haut <i>Top ondergoed</i>	<input type="text"/>	<input type="text"/>	OK – NOK	
Sous-vêtements bas <i>Bodem ondergoed</i>	<input type="text"/>	<input type="text"/>	OK – NOK	
Cagoule <i>Balaclava</i>	<input type="text"/>	<input type="text"/>	OK – NOK	
Chaussettes <i>Sokken</i>	<input type="text"/>	<input type="text"/>	OK – NOK	
Chaussures <i>Schoenen</i>	<input type="text"/>	<input type="text"/>	OK – NOK	
Gants <i>Handschoenen</i>	<input type="text"/>	<input type="text"/>	OK – NOK	

2. CASQUE / HELM		Scrutineering	
Norme / <i>Standard</i>	<input type="text"/>	OK – NOK	  
Marque / <i>Merk</i>	<input type="text"/>	OK – NOK	
Modèle / <i>Model</i>	<input type="text"/>	OK – NOK	
Norme des attaches FHR <i>FHR bevestiging standard</i>	<input type="text"/>	OK – NOK	
Equipement Radio conforme <i>Radio uitrusting conform</i>	<input type="text"/>	OK – NOK	

3. DISPOSITIF DE RETENUE DE LA TETE / FHR SYSTEM		Scrutineering	
Norme / <i>Standard</i> (FIA 8858 – 2002 ou/of FIA 8858-2010)	<input type="text"/>	OK – NOK	  <p>This label is sewn on the tether The tether is made of yellow strap</p>
Marque / <i>Merk</i>	<input type="text"/>	OK – NOK	
Modèle / <i>Model</i>	<input type="text"/>	OK – NOK	
Norme des sangles / <i>Tethers standard</i> (FIA 8858 – 2002 ou/of FIA 8858-2010)	<input type="text"/>	OK – NOK	

"Par sa signature, le soussigné reconnaît sur l'honneur que l'ensemble des déclarations et mentions faites par lui dans le présent formulaire sont exactes et certaines. Il déclare que TOUS LES EQUIPEMENTS DE SECURITE indiqués dans ce formulaire SONT EN TOTALE CONFORMITE avec les dispositions DU CODE SPORTIF INTERNATIONAL ET SES ANNEXES, et de l'ensemble de la réglementation applicable en 2020. Il s'engage à communiquer tout changement dans son matériel qui serait susceptible de rendre inexacts les informations contenues dans ce formulaire dès que les dits changements interviennent. Les déclarations contenues dans ce formulaire ne peuvent engager que la seule responsabilité du soussigné tant sur le plan civil, pénal que sportif. Toute fausse déclaration et/ou une utilisation non-conforme aux prescriptions réglementaires de la part du soussigné ainsi que tout manquement à l'obligation de notifier tout changement relatif au contenu de ces déclarations seront considérés comme constituant une faute grave, et à ce titre passible de sanctions sportives proportionnées prises par les commissaires sportifs, allant jusqu'à l'exclusion du soussigné de l'épreuve, du meeting ou de la Série. Ni la RACB Sport, ni aucun de ses préposés ne sauraient être tenus directement ou indirectement responsables des informations déclarées dans le présent formulaire, et prétendre à être exonérés partiellement ou totalement de leur responsabilité.

"Door zijn handtekening, erkend de ondergetekende dat het geheel aan verklaringen en vermeldingen door hem uitgevoerd in dit document correct en onbetwistbaar zijn. Hij verklaart dat ALLE VEILIGHEIDSUITRUSTINGEN opgenomen in dit document VOLLEDIG CONFORM ZIJN met de bepalingen van DE INTERNATIONALE SPORT CODE EN ADDITIEVEN, en aan het geheel van de toegepaste reglementen in 2020. Hij verbindt zich tot het mededelen van alle wijzigingen aan zijn materiaal welke de gegevens van dit document onjuist maken, van zodra de veranderingen uitgevoerd zijn. De verklaringen opgenomen in dit document vallen onder de volledige verantwoordelijkheid van de ondergetekende, zowel op burgerlijk, strafrechtelijk als op sportief vlak. Elke valse verklaring en/of een niet geldig gebruik van de reglementaire voorschriften door de ondergetekende alsook het niet nakomen van de verplichte bekendmaking van elke relatieve verandering aan deze verklaringen zal beschouwd worden als een zware fout, en hierdoor onderhevig zijn aan proportionele sportieve maatregelen door de sportcommissarissen, gaande tot het uitsluiten van de ondergetekende van de wedstrijd, meeting of Serie. Niet RACB Sport, of geen enkele vertegenwoordiger hiervan kunnen rechtstreeks of onrechtstreeks verantwoordelijk geacht worden voor de informatie opgenomen in dit document, en zijn daardoor gedeeltelijk of volledig vrijgesteld van hun verantwoordelijkheid.

**Signature / Handtekening .....avec / met " Lu et approuvé / gelezen en goedgekeurd "**

# WELCOME TO SPA-FRANCORCHAMPS



# 25 Hours – Paddocks attribution



# ENTRY AND PADDOCK INFORMATIONS



# Support Series – Paddocks attribution



# Gate Source Open ONLY at 07h to 24h



# ENTRY For Truck

Entry



## Entry Blanchimont Via Stavelot

Spa-Francorchamps : transporter access to paddocks



# OFFICES INFORMATIONS







ALL PADDOCK / BOXES F1 ONLY FOR TEAMS – No private cars



Club & Hospitality

# Parking Teams



# KEYS BOXES OFFICES

