

LOG BOOK

Please read me

This book has a total of 18 pages • Also available at www.spasummerclassic.com

- 1 Timetable
- 2 Map of the Paddock
- 3 How and When to reach the paddock ?
- 4 Coming with a Motor Home ?
- 5 Signing on
- 6 Transponders
- 7 Mandatory Safety Equipment
- 8 Inspection of Equipment
- 9 Scrutineering of the Car
- 10 Briefing
- 11 Queries after qualifying practices
- 12 Noise Regulations
- 13 Radio Communication Authorisation
- 14 Oil Pollution Prevention
- 15 Security Fire Instructions - Fuel (2 pages)
- 16 Thursday, June 23 - Untimed open practice



RACE RESULTS

Livetimes on our website : www.spasummerclassic.com

TIMETABLE
Thursday, June 23 *Day outside meeting*

 09:00 - 18:00 Testing - Untimed Open Practices • Max 103 dB • www.spasummerclassic.com
Friday, June 24 *Official beginning of the meeting*

| | | | | | Max dB on track | Grid # |
|-------|------|-------|------|----------------|---|----------|
| 09:05 | →30' | 09:35 | ↓15' | Qualifying | CSCC Youngtimer | 105dB 4 |
| 09:50 | →30' | 10:20 | ↓15' | Qualifying | NK HTGT | 105dB 5 |
| 10:35 | →30' | 11:05 | ↓15' | Qualifying | Colmore YTCC | 110dB 11 |
| 11:20 | →30' | 11:50 | ↓15' | Qualifying | Belcar Historic Cup | 105dB 2 |
| 12:05 | →20' | 12:25 | ↓15' | Qualifying 1 | Historic Monoposto Racing | 110dB 10 |
| 12:40 | →30' | 13:10 | ↓15' | Qualifying | CSCC Classic | 105dB 3 |
| 13:25 | →30' | 13:55 | ↓15' | Qualifying | NRCC and CSCC Sports & Slicks | 110dB 12 |
| 14:10 | →25' | 14:35 | ↓15' | Qualifying | NK GT&TC and Triumph Competition & British HTGT | 108dB 6 |
| 14:50 | →25' | 15:15 | ↓15' | Free practices | Trophée Lotus and Roadster Pro Cup | 110dB 9 |
| 15:30 | →35' | 16:05 | ↓25' | Qualifying | 7 Race Series | 107dB 7 |
| 16:25 | →30' | 16:55 | ↓20' | Race 1 | Colmore YTCC | 110dB 11 |
| 17:15 | →20' | 17:35 | ↓20' | Race 1 | Historic Monoposto Racing | 110dB 10 |
| 17:55 | →30' | 18:25 | ↓15' | Race 1 | NRCC and CSCC Sports & Slicks | 110dB 12 |
| 18:40 | →25' | 19:05 | ↓40' | Qualifying | Trophée Lotus and Roadster Pro Cup | 110dB 9 |
| 19:45 | →45' | 20:30 | | Qualifying | Spa 3 Hours | 107dB 1 |

Saturday, June 25

| | | | | | | |
|-------|-------|-------|------|--------------|---|----------|
| 09:05 | →30' | 09:35 | ↓20' | Qualifying | France Historique | 110dB 8 |
| 09:55 | →40' | 10:35 | ↓20' | Race 1 | CSCC Youngtimer | 105dB 4 |
| 10:55 | →30' | 11:25 | ↓20' | Race 1 | NK HTGT | 105dB 5 |
| 11:45 | →30' | 12:15 | ↓20' | Race 2 | Colmore YTCC | 110dB 11 |
| 12:35 | →61' | 13:36 | ↓20' | Race | Trophée Lotus and Roadster Pro Cup | 110dB 9 |
| 13:55 | →30' | 14:25 | ↓20' | Race 1 | Belcar Historic Cup | 105dB 2 |
| 14:45 | →40' | 15:25 | ↓20' | Race 1 | CSCC Classic | 105dB 3 |
| 15:45 | →25' | 16:10 | ↓20' | Race 1 | NK GT&TC and Triumph Competition & British HTGT | 108dB 6 |
| 16:30 | →30' | 17:00 | ↓20' | Race 2 | NRCC and CSCC Sports & Slicks | 110dB 12 |
| 17:20 | →20' | 17:40 | ↓20' | Qualifying 2 | Historic Monoposto Racing | 110dB 10 |
| 18:00 | →30' | 18:30 | ↓20' | Race 1 | 7 Race Series | 107dB 7 |
| 18:50 | →180' | 21:50 | | Race | Spa 3 Hours | 107dB 1 |

Sunday, June 26

| | | | | | | |
|----------------------|------|-------|------|--------|---|----------|
| 09:05 | →30' | 09:35 | ↓20' | Race 2 | NK HTGT | 105dB 5 |
| 09:55 | →30' | 10:25 | ↓20' | Race 2 | 7 Race Series | 107dB 7 |
| 10:45 | →30' | 11:15 | ↓20' | Race 3 | Colmore YTCC | 110dB 11 |
| 11:35 | →61' | 12:36 | ↓20' | Race | France Historique | 110dB 8 |
| 12:55 | →40' | 13:35 | ↓20' | Race 2 | CSCC Classic | 105dB 3 |
| 13:55 | →20' | 14:15 | ↓20' | Race 2 | Historic Monoposto Racing | 110dB 10 |
| 14:35 | →25' | 15:00 | ↓20' | Race 2 | NK GT&TC and Triumph Competition & British HTGT | 108dB 6 |
| 15:20 | →40' | 16:00 | ↓20' | Race 2 | CSCC Youngtimer | 105dB 4 |
| 16:20 | →30' | 16:50 | | Race 2 | Belcar Historic Cup | 105dB 2 |
| <i>at the latest</i> | | | | | | |
| 17:20 | →30' | 17:50 | | Race 3 | NRCC and CSCC Sports & Slicks | 110dB 12 |

be ready at 17:10 →30' 17:40
End of the meeting



Battice - Trèves (Trier)
Sortie Exit 10
Francorchamps



SPA SUMMER CLASSIC June 23 to 26, 2022

Map of the Paddock [V2 • 13/05/2022]

www.spasummerclassic.com
contact@roadbook.net



ENTRANCE ENTREE LA SOURCE Parking P14

Private Cars
Drivers - Teams
Voitures Privées
Pilotes - Teams

ENTRANCE • ENTREE STER

Pedestrian Only
Piéton Uniquement



Parking P2
Visitors

Parking P1
Visitors



Distribution of the races in the paddock

- 3 - 21 Spa 3 Hours
- 22 - 24 Roadbook
- 25 - 42 France Historique
- CSCC Classic & Youngtimer
- Belcar Historic Cup & Historic Monoposto Racing
- 1 - 23 NK HTGT
- 24 - 46 NK GT&TC and Triumph Compt. & British HTGT
- 7 Race Series
- Trophée Lotus and Roadster Pro Cup
- Colmore YTCC / NRCC and CSCC Sports & Slicks

- Motorhome Village
- Parking -2 F1 Pit Building
- Motor Classic

ENTRANCE • ENTREE BLANCHIMONT

Trucks - Mechanics
Car-workshop
Car + trailer
Camions
Voiture Atelier
Voiture + Remorque



Battice - Trèves (Trier)
Sortie Exit 11
Francorchamps



3 How and When to reach the paddock ?

For all the series • See the Map of the Paddock

- In due time, you will get from your promoter series an email with an “ **Authorized Access Pass** ” in PDF format.
- Print that PDF page and give it to the steward at the Gate :

FOR TRUCKS • MECHANICS • CAR-WORKSHOP • CAR + TRAILER :

—> **Entrance BLANCHIMONT gate** (maximum 4m height permitted)

Motorway Verviers - St.Vith (E421-A27) >> Exit n°11 : Stavelot

FOR PRIVATE CARS :

—> **for car park P14 : Entrance LA SOURCE gate**

Motorway Verviers - St.Vith (E421-A27) --> Exit n°10 : Francorchamps

!! STER gate is closed for cars. Pedestrian Only.

- In exchange for the “ Authorized Access Pass ” page, the steward will stick on the windscreen of your vehicle the correct sticker-pass, according to the function of your vehicle.
- When you have the sticker on your windscreen you are free to leave or enter the paddock or car park 24h/24h.

WHEN :

| | |
|----------------------|--|
| Wednesday, June 22 : | from 20:30 to 23:00. The teams arriving before 20:30 or after 23:00 will be parked on standby in the karting area outside the circuit. |
| Thursday, June 23 : | from 07:30 to 22:00 |
| Friday, June 24 : | from 07:30 to 21:00 |

4 Coming with a Motor Home ?

A Motor Home Village will welcome the Motor Home throughout the weekend. Access and facilities to the Motor Home Village are provided free of charge to competitors but plots must be booked in advance. The Motorhome village area will have a limited number of electric hook ups (available on a first come, first served basis), toilets, and waste and water facilities.

Please get in touch with Anne at paddock@roadbook.net to know more.

5 Signing on

- Location : 1st floor of the F1 Pit Building - Room 115
- Thursday, June 23 : from 08:00 till 11:45 & from 12:30 till 18:30
and/or Friday, June 24 : from 08:00 till 90 minutes before your practices
- Wristbands will be given to each team except for the drivers of Historic Monoposto Racing who can collect their wristbands in the HMR Team-Awning located in their paddock.

6 Transponders

Transponders will be recorded in the signing on room at the same time as your licence check. Only AMB transponders will be used.

If your car has no transponder or a Chronolec transponder, we will provide you free of charge with an AMB transponder in exchange for the licence of the driver.

7 Mandatory Safety Equipment

RACB Sport would like to remind what is the minimum equipment required to compete in Belgium, in order to avoid drivers being forced to buy new equipment on site or, at the worst being prevented from racing. *See **Mandatory Safety Equipment** at the end of this book.*

8 Inspection of Equipment

- At signing on, you will get your personal *Inspection of Equipment* form
- Inspection of equipment (helmet, overalls, gloves, shoes...) will be done in the room 127, 1st floor F1 Pit Building. *See **Mandatory Safety Equipment** at the end of this book.*
- The Equipment of each driver must be inspected.
- Location : 1st floor of the F1 Pit Building - Room 127
- Thursday, June 23 : from 08:00 till 11:45 & from 12:30 till 18:30
and/or Friday June 24 : from 08:00 till 90 minutes before your practices

9 Scrutineering of the Car

At signing on, you will get your *Scrutineering of the Car* form as well as the practical details to reach the technical area. *See **Mandatory Safety Equipment** at the end of this book.*

- Cars located in F1 garages or Endurance garages cars will be checked in their garage.
The scrutineer goes to the car.
- Cars located inside the paddock will be checked in their own paddock.
The car goes to the scrutineer area.

For all series, technical control will take place on Thursday from 8h30 and throughout the day, until 18h30.

On Friday, priority will be given to the grids according to the timing of the qualifying sessions of the day.

10 Briefing

It is compulsory for all the drivers to attend the briefing.

Non-presence at the briefing will result in a fine of 250€.

If the briefing of your race is at the same time as the qualifying practice of another race you are in, please advise us at signing on.

Location : 1st floor Pit Building - Room 132

Briefing :

| | | |
|-------------|-------|--------------------------------------|
| Friday 24 | 18:30 | Spa 3 Hours |
| Friday 24 | 10:00 | Belcar Historic Cup |
| Friday 24 | 11:10 | Classic Sports Car Club - Classic |
| Thursday 23 | 19:00 | Classic Sports Car Club - Youngtimer |
| Friday 24 | 08:40 | NK HTGT |
| Friday 24 | 12:45 | NK GT&TC and TR Comp. & British HTGT |
| Friday 24 | 14:00 | 7 Race Series |
| Friday 24 | 17:45 | France Historique |
| Friday 24 | 17:00 | Trophée Lotus and Roadster Pro Cup |
| Friday 24 | 10:40 | Historic Monoposto Racing |
| Friday 24 | 09:15 | Colmore YTCC |
| Friday 24 | 11:50 | NRCC and CSCC Sports & Slicks |

11 Queries after qualifying practices

If a driver or car did not qualify for the race, the driver(s) / team(s) can ask the stewards special permission to start from back of the grid, giving their arguments.

This request must remain an exception, and it should not be considered that the authorization is granted de facto.

This request should be submitted to the Competitor Relations Office - 1st floor Pit Building - Room 121.

Queries deadline :

| | |
|---------------------|-------|
| Saturday 25 | 13:00 |
| See BHC regulations | |
| Friday 24 | 18:00 |
| Friday 24 | 18:00 |
| Friday 24 | 15:00 |
| Friday 24 | 18:00 |
| Friday 24 | 18:00 |
| Saturday 25 | 13:00 |
| Saturday 25 | 10:00 |
| Friday 24 | 15:00 |
| Friday 24 | 15:00 |
| Friday 24 | 15:00 |

12 Noise Regulations

Whatever the car, drivers must meet the noise standards set by the circuit.

The maximum sound level permitted is mentioned for each race in the timetable of the meeting.

This is the maximum sound level per car, on the track (dynamic control), measured at 15m from the centreline of the track.

If the noise limit is not respected, the car is stopped and a static control is carried out. 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 meeting.

13 Radio Communication Authorisation

Official communication from the Belgian Institute for Postal services and Telecommunications (BIPT)

Every user of radio communication equipment is obliged to be in possession of the authorization title to use his equipment on the circuit of Spa-Francorchamps during the meeting of the Spa Summer Classic.

Controls will be carried out by the BIPT at Spa-Francorchamps and, in the event of non-compliance, may result in legal proceedings and seizure of radio equipment.

It is therefore imperative to apply for the required permits [via the BIPT website](#).

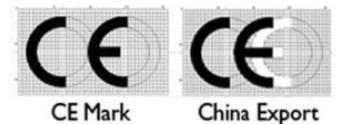
Read also : <https://www.bipt.be/consumers/events>

BIPT also points out that the equipment used must comply with the regulations.

Some companies would provide non-compliant equipment.

One of the sine qua non conditions for a material to comply is that it bears the CE marking.

Pay attention, the "CE" marking should not be confused with the label "China Export ». Any non-compliant equipment will be seized by BIPT.



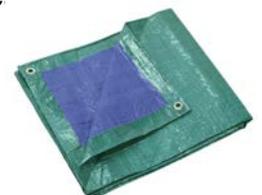
14 Oil Pollution Prevention

Official communication from the management of the Spa-Francorchamps circ

Every team must use a sheet of plastic or an oil drip tray under the racing car to protect the ground against oil pollution. If the soil 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.

F1 garages : please avoid stains, scratches and deterioration in the floor and walls.



15 Security Fire Instructions - Fuel - 1/2

Fuel Safety Rules

No smoking



**Fire extinguisher
ready**



**Metal jerry cans
ONLY
(on the ground
prior to filling)**



**Securely tied
for
transportation**



15 Security Fire Instructions - Fuel - 2/2

APPENDIX 2 : FIRE PREVENTION REQUIREMENTS



B – 4970 STAVELOT
Route de Malmedy 17
☐ 080/88.02.42
☐ 080/88.01.39

27 March, 2013.

your correspondant : Guy CLOSE
E-mail : incendie@stavelot.be

Subject: fire safety- plans for the paddocks

Transportation and transferral of flammable materials:

- the total quantity transported must not exceed 240l per unit of transportation
- use securely closed metal containers with a maximum capacity of 60 litres
- compulsory presence of an assistant equipped with an extinguisher (6 kg powder or 6 litres foam)
- no combustible items within proximity of transported hydrocarbon (e.g. tyres)
- no smoking or naked flames; keep away from ignited items, sparks, welding, etc.
- containers must be kept closed at all times whether empty or full
- transportation must be made in a utility vehicle designed for carrying loads
- correct electrical connection between the metallic container and earth before filling or emptying; during such operations the containers must be unloaded from the vehicle in advance
- it is prohibited to enter the unloading area of a covered vehicle transporting flammable liquids with mobile lighting equipment other than that designed and built to avoid igniting flammable vapours which may have been released within the interior.

Where the transportation is made by towing:

- the towing vehicle must be capable of towing and braking the load
- the tyres of the trailer must be suited to the type of ground in question and to the speeds reached by the towing vehicle
- the towing hook and trailer attachment must be CE approved
- a safety cable or chain secured to the trailing arm must be used to connect the towing hook
- each barrel must be individually secured
- a technical Marshal or assessor must be present while the pumps are opened to ensure that these safety regulations are observed and sanction those in breach.

Handling fuel within the pit:

- hand pumps, pneumatic pumps or explosion-proof electrical pumps. NO batteries
- compulsory presence of a supervisor equipped with an extinguisher and located 2 metres from the refuelling point
- fire-resistant clothing to be worn by persons located within 2 metres
- ensure stability and earthing of refuelling towers
- compulsory presence of absorptive substance in the stand - never water
- compulsory presence of 2 extinguishers (6 kg powder or 6 l foam) in each stand

No smoking or naked flames:

- in the entire area around the tanker lorry
- in the pit lane, in the stands, and within 5 metres of the back of the stands
- above the stands (boxes, mezzanines)

16 Thursday, June 23 - Untimed open practice

Thursday, June 23 is reserved for untimed open practice for the drivers and cars of the following series:

- SPA 3 HOURS
- BELCAR HISTORIC CUP
- CLASSIC SPORTS CAR CLUB – CLASSIC
- CLASSIC SPORTS CAR CLUB – YOUNGTIMER
- NK HTGT
- NK GT&TC and TRIUMPH COMPETITION & BRITISH HTGT
- FRANCE HISTORIQUE
- TROPHÉE LOTUS et ROADSTER PRO CUP
- COLMORE YTCC
- NRCC & CSCC SPORTS and SLICKS



Noise limit : max 103 dB on track per car.

A static control will be done before the car takes to the track of the circuit.
Maximum permitted : 107 dB, measured at the exhaust pipe.

SCHEDULE

Session 1 • 09:05 – 09:55

Session 2 • 10:05 – 10:55

Session 3 • 11:05 – 11:55

Session 4 • 13:05 – 13:55

Session 5 • 14:10 – 15:00

Session 6 • 15:10 – 15:50 Reserved for « 7 Race Series only »

Session 7 • 16:05 – 16:55

Session 8 • 17:05 – 17:55

Cost : 200 euros (including tax) per session and per car.

There are no reservations for free practice. Go to the administrative checks on Thursday morning, 1st floor of the F1 Pit Building – room 115, from 8:00 a.m., to buy your ticket for the session(s) of your choice.

Payment in cash or by credit card.

- All cars of the series mentioned above share the track, without distinction of year, cubic capacity or group.
- No passenger, no instructor. The driver is alone in the car.
- The technical inspection of the car is not necessary to participate in the non-timed free practice.
- The spirit of competition is not required, but friendliness and respect for all participants, regardless of the category of the car.
- The circuit security service as well as the marshals will ensure that this spirit is respected. The competent authorities may exclude the car from the meeting (Friday – Saturday – Sunday), if the noise standards are not respected or in the event of dangerous behavior on the track.



DATE: Saturday, February 21th 2022

OBJECT: Safety equipment of historic cars competing in Belgium

RACB Sport would like to remind what is the minimum equipment required to compete in Belgium, in order to avoid drivers being forced to buy new stuff on site or, at the worst being prevented from racing, which nobody likes to see.

Here are the main FIA safety rules for cars following Appendix K:

Driver equipment :

Garments – **FIA standards 8856-2000**
(FIA technical list N° 27)

FIA standards FIA 8856-2018
(FIA technical list N° 74)

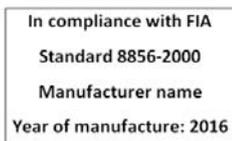
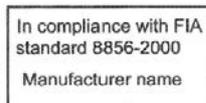


(Embroidered on the backside of the collar)



Shoes, gloves - **FIA standards 8856-2000.**
(FIA Technical List N° 27)

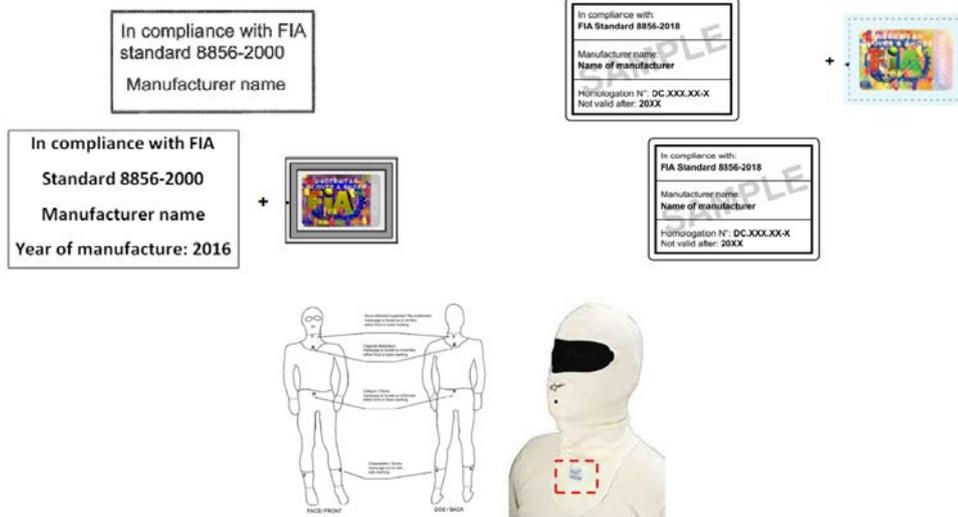
FIA standards 8856-2018
(FIA technical list N° 74)



Underwear, balaclava

FIA standards 8856-2000.
(FIA Technical list N° 27)

FIA standards 8856-2018
(FIA Technical list N° 74)



FIA homologated helmet:

(FIA Technical list N° 25,33, 41, 49 and 69)

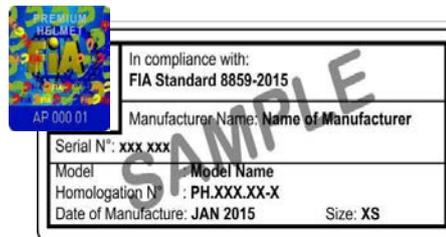
| | |
|--|-----------|
| <p>FIA 8860-2018 and 8860-2018-ABP</p> | <p>or</p> |
| <p>FIA 8860-2010</p> <p>NOT VALID AFTER 31.12.2028</p> | <p>or</p> |
| <p>FIA 8860-2004</p> <p>NOT VALID AFTER 31.12.2020</p> | |
| <p>FIA 8859-2015</p> | |
| <p>Snell SA2010 + FIA 8858-2002</p> <p>NOT VALID AFTER 31.12.2023</p> | <p>+</p> |
| <p>Snell SA2010 + FIA 8858-2010</p> <p>NOT VALID AFTER 31.12.2023</p> | <p>+</p> |



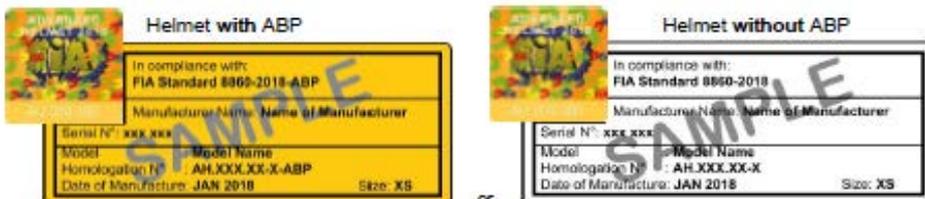
| | |
|--|--|
| <p>Snell SA2010 + FIA 8858-2010</p> <p style="text-align: center; border: 1px solid red; padding: 5px;">NOT VALID AFTER 31.12.2023</p> | |
| <p>Snell SAH2010 + FIA 8858-2010</p> <p style="text-align: center; border: 1px solid red; padding: 5px;">NOT VALID AFTER 31.12.2023</p> | |
| <p>Snell SAH2010 + FIA 8858-2010</p> <p style="text-align: center; border: 1px solid red; padding: 5px;">NOT VALID AFTER 31.12.2023</p> | |
| <p>Snell SA 2010</p> <p style="text-align: center; border: 1px solid red; padding: 5px;">NOT VALID AFTER 31.12.2023</p> | |
| <p>Snell SAH 2010</p> <p style="text-align: center; border: 1px solid red; padding: 5px;">NOT VALID AFTER 31.12.2023</p> | |
| <p>Snell SA 2015</p> <p style="text-align: center; border: 1px solid red; padding: 5px;">NOT VALID AFTER 31.12.2023</p> | |

FIA Standard 8856-2010
(FIA Technical List FIA N° 33)

FIA Standard 8856-2010
(FIA Technical List FIA N° 49)



FIA Standard 8856-2018
(FIA Technical List FIA N° 69)



Car Equipment:

- Safety harness (If required by regulation),

FIA standards 8853/98 et 8854/98

(FIA Technical List N° 24)

Normes FIA 8853-2016

(FIA Technical ListN° 57)



- Racing seat, if original seats are changed it must be for seat system for which the FIA Homologation is valid. (FIA Technical list N° 12 and 39)

(See mention NOT VALID AFTER xxxx)

FIA standards 8855-1999 (valid 5 years)

(Liste technique FIA N° 12)

**NOUVELLE ETIQUETTE EN VIGUEUR A
COMPTER DU 01.01.2012 JUSQU'AU 31.12.2013**
*NEW LABEL IN EFFECT FROM 01.01.2012
UNTIL 31.12.2013*

**NOUVELLE ETIQUETTE EN VIGUEUR A
COMPTER DU 01.01.2014**
NEW LABEL IN EFFECT AS OF 01.01.2014

SIEGES REVALIDÉS AVANT LE 01.07.2017
SEATS RE-VALIDATED BEFORE 01.07.2017

SIEGES REVALIDÉS A PARTIR DU 01.07.2017
SEATS RE-VALIDATED AS FROM 01.07.2017



Homologation label (see above)
+
Manufacturer label with quality inspection stamp and new validity date

Homologation label (see above)
+

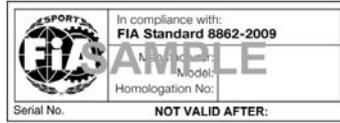




FIA standards 8862-2010 (valid 10 years)

(Liste technique FIA N° 40)

**NON VALABLE
APRÈS LE 31.12.2021
NOT VALID AFTER
31.12.2021**



**NOUVELLE ETIQUETTE EN VIGUEUR
A COMPTER DU 01.01.2012
NEW LABEL IN EFFECT AS FROM
01.01.2012**



FIA standards 8855-2021 (valid 10 ans)

(Liste technique FIA N° 91)



- Handheld fire extinguisher, min 2kg powder / 2.4ltr AFFF, fixed with a purpose-built cradle bolted to the car body and retaining metallic bands through this, as opposed to just retaining straps attached directly to the body.

(FIA Technical list N° 16)



It is recommended to use installed systems (FIA technical list 16), in that case extinguisher bottle must be attached with metallic band tightened with screws.



All fire extinguishers must have been inspected within two years with the dated inspection sticker clearly visible.

(FIA Technical List N° 52)

| | | | |
|---|---|------------|--------------------|
|  | In compliance with: FIA Standard 8865-2015 | | Homologation label |
| | Manufacturer Name: Name of Manufacturer | | |
| Serial N°: xxx xxx | Model Name | Model Name | |
| Homologation N° | EX000000 | EX000000 | |
| Type of Extinguisher | Extinguishing medium | | |
| Range of Temperature | -15°C to 50°C | | |
| Class of fire | Article 252 of the 2014 Appendix J | | |
| Weight/Volume | Article 252 of the 2014 Appendix J | | |
| * Complete bottle | xx kg | | |
| * Extinguisher | yy kg or yy lt | | |

| | | | |
|---|--|--|-------------------|
|  | Service carried out by: Name - «Name of Manufacturer» | | Maintenance label |
| | Serial N°: xxx xxx | | |
| Date of Service | JAN 2019 | | |
| Date of Next Service | JAN 2021 | | |

Classification des feux :

Classe I – Essence conformément à l'Art. 9 de l'Article 252 de l'Annexe J 2014
 Classe II – Essence + jusqu'à 30% d'éthanol
 Classe III – Diesel conformément à l'Art. 9 de l'Article 252 de l'Annexe J 2014
 Classe IV – Ethanol jusqu'à 100% ou méthanol jusqu'à 100%
 Classe V – Autre carburant spécifique

Couleur de fond de l'étiquette :

Classe I – blanc Classe II – jaune Classe III – argent
 Classe IV – vert Classe V – turquoise
 Un agent extincteur approuvé à utiliser avec plusieurs classes de feu – or

Classification of fires:

Class I – Petrol in accordance with Art. 9 of Article 252 of the 2014 Appendix J
 Class II – Petrol + up to 30% ethanol
 Class III – Diesel in accordance with Art. 9 of Article 252 of the 2014 Appendix J
 Class IV – Ethanol up to 100% or methanol up to 100%

Class V – Any other specific fuel

Label background colours:

Class I – white Class II – yellow Class III – silver
 Class IV – green Class V – turquoise
 An extinguishing medium approved for use on more than one class of fire – gold

- Circuit breaker controlled easily from inside by the driver seated.
(See App J – Art.253.13)
- Metal tow ring or towing strap, front and rear, indicated with a contrasting color arrow on the body (not for single-seat cars).
- A red rain light is mandatory, mounted less than 10 cm from the car center-line of the back of the car. The light must be either incandescent and of a power of at least 21 Watts, or of LED type.
(FIA Technical list N° 19)
- The fuel tank must be filled with safety foam.
(Other than original)

In case of a safety fuel tank (FT3 & FT3.5) is required or installed it must be within the validity of homologation (Appendix J Art. 253.14).

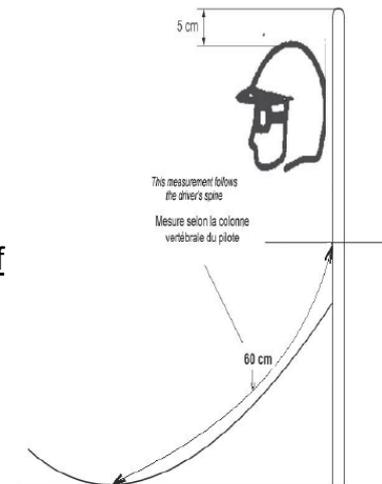
| | |
|--|---|
|  | FIA Standard FT3-1999 |
| | Homologation No: ysomus-74800 |
| | Manufacturer: Tank Company |
| | Serial number: 11265-12-569 Not valid after: June 2005 |

- The ROPS (Roll Over Protection Structure) must conform to appendix K.
(FIA Technical list N° 23)



It must be padded with FIA 8857-2001 type A approved foam where driver helmet could come in contact with the ROPS.

The structure in all open cars must be a minimum of 5 cm above the top of the driver's and co-drivers helmets at all times.



- Two rear-view mirrors must be fitted, with min. total glass area of 90 cm².

FHR wearing : (Frontal Head Restraint)

The proof of “period specification” is always to be provided by the competitor.

- Is mandatory for the F1 from period G (from 01/01/1968).
- Is more than recommended for Young Timer (period J1 & J2 from 01/01/1982)
- Frontal Head Restraint [FHR system] will probably be mandatory in the coming years for all cars Old Timer as Young Timer.

(FIA Technical Lists N° 29 et 36)

| Systèmes de retenue frontale de la tête (RFT) approuvés par la FIA FIA approved frontal head restraint (FHR) systems | |
|--|---|
| <p>1. Système HANS®/ HANS® system</p> <p>Les systèmes Hans doivent être approuvés selon les normes FIA 8858-2002 ou 8858-2010 <i>HANS devices shall be approved according to FIA standards 8858-2002 or 8858-2010</i></p> <p>Veuillez consulter la Liste Technique n° 29 pour connaître les systèmes HANS approuvés par la FIA. <i>Please consult Technical List n° 29 to see which HANS devices are approved by the FIA</i></p> |  |
| <p>2. Système Hybrid®/ Hybrid® system</p> <p>Les systèmes Hybrid doivent être approuvés selon la norme FIA 8858-2010 <i>Hybrid devices shall be approved according to FIA standard 8858-2010</i></p> <p>Veuillez consulter la Liste Technique n° 29 pour connaître les systèmes Hybrid approuvés par la FIA. <i>Please consult Technical List n° 29 to see which Hybrid devices are approved by the FIA</i></p> |  |
| <p>3. Système Hybrid Pro®/ Hybrid Pro® system</p> <p>Les systèmes Hybrid Pro doivent être approuvés selon la norme FIA 8858-2010 <i>Hybrid Pro devices shall be approved according to FIA standard 8858-2010</i></p> <p>Veuillez consulter la Liste Technique n° 29 pour connaître les systèmes Hybrid Pro approuvés par la FIA. <i>Please consult Technical List n° 29 to see which Hybrid Pro devices are approved by the FIA</i></p> |  |
| <p>4. Système HANS® Adjustable/ HANS® Adjustable system</p> <p>Les systèmes HANS® Adjustable doivent être approuvés selon les normes FIA 8858-2010 <i>HANS® Adjustable devices shall be approved according to FIA standard 8858-2010</i></p> <p>Veuillez consulter la Liste Technique n° 29 pour connaître les systèmes HANS® Adjustable approuvés par la FIA. <i>Please consult Technical List n° 29 to see which HANS® Adjustable devices are approved by the FIA</i></p> |  |

**ETIQUETTE APPOSEE SUR LES SYSTEMES
RFT FABRIQUES AVANT LE 01.01.2013
LABEL USED ON FHR SYSTEMS
MANUFACTURED BEFORE 01.01.2013**

**NOUVELLE ETIQUETTE EN VIGUEUR A
COMPTER DU 01.01.2013
NEW LABEL IN EFFECT AS FROM 01.01.2013**



- When buying new harness pay attention that some harness can only be used with the Frontal Head Restraint system. (FHR only)
- When buying new equipment, always check carefully that this equipment has the latest homologation. (FIA ISO6940, FIA-1986, ...)