

# LOG BOOK

V#1 dated 13/04

This log book has a total of 20 pages • Also available at [www.spasummerclassic.com](http://www.spasummerclassic.com)

...

- 0 Obligation to sort bio-waste
- 1 Timetable • Friday 26, Saturday 27, Sunday 28
- 2 Thursday, April 25 - Untimed open practice • 103 dB
- 3 Map of the Paddock
- 4 How and When to reach the paddock ?
- 5 Coming with a Motor Home ?
- 6 Signing on
- 7 Transponders
- 8 Mandatory Safety Equipment
- 9 Inspection of Equipment
- 10 Scrutineering of the Car
- 11 Briefing
- 12 Noise Regulations
- 13 Radio Communication Authorisation
- 14 Oil Pollution Prevention
- 15 Security Fire Instructions



GO TO  
RACE RESULTS



GO TO  
VIRTUAL NOTICE BOARD

## 0 Obligation to sort bio-waste

From now on all bio-waste must be subject to specific sorting. The entire site will be equipped with a certain number of bins dedicated specifically to bio-waste, along with the usual all-purpose, PMC (plastic, metal, drink containers), paper/cardboard bins and bottle banks. These bins will be located in boxes, near “food & beverage” outlets, paddocks, etc.

The Spa-Francorchamps Circuit herewith asks that you scrupulously respect these new legal obligations. Penalties may be imposed in the event of proven infringements.



### TIMETABLE

V2 • 08/03/2024

#### Thursday, April 25

09:00 - 18:00 Testing - Untimed Open Practices • Max 103 dB • [www.spasummerclassic.com](http://www.spasummerclassic.com)

#### Friday, April 26 Official beginning of the meeting

|       |      |       |              |   | Max dB<br>on track | Grid # |
|-------|------|-------|--------------|---|--------------------|--------|
| 09:00 | +30' | 09:30 | Qualifying   | Classic Sports Car Club - Interseries           | 105                | 5      |
| 09:45 | +30' | 10:15 | Qualifying   | Supersixties by NKHTGT                          | 105                | 3      |
| 10:30 | +25' | 10:55 | Qualifying 1 | Historic Championship '65                       | 115                | 7      |
| 11:10 | +30' | 11:40 | Qualifying   | Colmore YTCC                                    | 110                | 9      |
| 11:55 | +20' | 12:15 | Qualifying   | Tourenwagen Legenden series                     | 115                | 6      |
| 12:30 | +25' | 12:55 | Qualifying   | NK GT&TC and Triumph Competition & British HTGT | 108                | 4      |
| 13:10 | +25' | 13:35 | Qualifying 2 | Historic Championship '65                       | 115                | 7      |
| 13:50 | +30' | 14:20 | Qualifying   | Belcar Historic Cup                             | 105                | 2      |
| 14:35 | +30' | 15:05 | Race 1       | Colmore YTCC                                    | 110                | 9      |
| 15:25 | +30' | 15:55 | Race 1       | Tourenwagen Legenden series                     | 115                | 6      |
| 16:15 | +40' | 16:55 | Race 1       | Supersixties by NKHTGT                          | 105                | 3      |
| 17:15 | +40' | 17:55 | Race 1       | Classic Sports Car Club - Interseries           | 105                | 5      |

#### Saturday, April 27

|       |      |       |              |   |     |   |
|-------|------|-------|--------------|---|-----|---|
| 09:05 | +40' | 09:45 | Race 1       | NK GT&TC and Triumph Competition & British HTGT | 108 | 4 |
| 10:05 | +30' | 10:35 | Race 2       | Tourenwagen Legenden series                     | 115 | 6 |
| 10:55 | +30' | 11:25 | Race 1       | Belcar Historic Cup                             | 105 | 2 |
| 11:45 | +30' | 12:15 | Race 1       | Historic Championship '65                       | 115 | 7 |
| 12:35 | +40' | 13:15 | Race 2       | Classic Sports Car Club - Interseries           | 105 | 5 |
| 13:35 | +40' | 14:15 | Race 2       | Supersixties by NKHTGT                          | 105 | 3 |
| 14:35 | +35' | 15:10 | Qualifying 1 | Historic Championship '81                       | 115 | 8 |
| 15:30 | +30' | 16:00 | Race 2       | Colmore YTCC                                    | 110 | 9 |
| 16:20 | +30' | 16:50 | Race 3       | Tourenwagen Legenden series                     | 115 | 6 |
| 17:10 | +45' | 17:55 | Qualifying   | Spa 3 Hours                                     | 107 | 1 |

#### Sunday, April 28

|       |       |       |              |   |     |   |
|-------|-------|-------|--------------|---|-----|---|
| 09:05 | +20'  | 09:25 | Qualifying 2 | Historic Championship '81                       | 115 | 8 |
| 09:50 | +180' | 12:50 | Race         | Spa 3 Hours                                     | 107 | 1 |
| 13:10 | +30'  | 13:40 | Race 3       | Colmore YTCC                                    | 110 | 9 |
| 13:55 | +30'  | 14:25 | Race 2       | Historic Championship '65                       | 115 | 7 |
| 14:40 | +40'  | 15:20 | Race 2       | NK GT&TC and Triumph Competition & British HTGT | 108 | 4 |
| 15:35 | +90'  | 17:05 | Race         | Historic Championship '81                       | 115 | 8 |
| 17:25 | +30'  | 17:55 | Race 2       | Belcar Historic Cup                             | 105 | 2 |

## 2 Thursday, April 25 - Untimed open practice

Thursday, April 25 is reserved for untimed open practice for the drivers and cars of the following series:

- SPA 3 HOURS
- BELCAR HISTORIC CUP
- SUPERSIXTIES
- NK GT&TC AND TRIUMPH COMPETITION & BRITISH HTGT
- COLMORE – YOUNGTIMER TOURING CAR CHALLENGE (YTCC)
- TOURENWAGEN LEGENDEN
- CSCC INTERSERIES
- HISTORIC CHAMPIONSHIP '65
- HISTORIC CHAMPIONSHIP '81



### 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 • 09:00 – 09:50
- Session 2 • 10:00 – 10:50
- Session 3 • 11:00 – 11:50
- Session 4 • 13:00 – 13:50
- Session 5 • 14:00 – 14:50
- Session 6 • 15:00 – 15:50
- Session 7 • 16:00 – 16:50
- Session 8 • 17:00 – 17:50

### Cost : 220 EUR (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 allowed in the cars taking part in untimed open practice.  
A derogation request can be submitted to Roadbook ([contact@roadbook.net](mailto:contact@roadbook.net)) for professional or similar instructors.
- 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.

E42  
A27  
Battice - Trèves (Trier)  
Sortie Exit 10  
Francorchamps



# SPA SUMMER CLASSIC April 25 to 28, 2024

Map of the Paddock [V1 • 09/04/2024]

www.spasummerclassic.com  
contact@roadbook.net

**ROADBOOK**  
MOTOR CLASSIC

**LA SOURCE**  
NO car entry  
PAS d'accès voiture



**Pedestrian Only**  
Piéton Uniquement



E42  
A27  
Battice - Trèves (Trier)  
Sortie Exit 10  
Francorchamps

**ENTRANCE • ENTREE**  
**STER**



Private Car & Pedestrian  
Voiture Privée & Piéton

NO Trailer  
PAS de remorque



Friday : 07:00 --> 21:00  
Saturday : 07:00 --> 21:00  
Sunday : 07:00 --> 21:00



### Distribution of the series in the paddock

- Spa 3 Hours **2 - 24**
- Belcar Historic Cup ■
- Supersixties by NK HTGT ■
- NK GT&TC and Triumph Compt. & British HTGT **24 - 46**
- Classic Sports Car Club - Interseries ■
- Tourenwagen Legenden series **36 - 42** + ■
- Historic Championship '65 & '81 **29 - 35** + ■
- Colmore YTCC ■
- Private garages **1 - 23**
- Motor Classic ■ ■
- Motorhome Village

Parking -2  
F1 Pit Building  
**P**



**ENTRANCE • ENTREE**  
**BLANCHIMONT**



Trucks - Mechanics  
Car-workshop  
Car + trailer

Camions  
Voiture Atelier  
Voiture + Remorque



Open non-stop  
Wednesday 20:00  
--> Sunday 20:00

E42  
A27  
Battice - Trèves (Trier)  
Sortie Exit 11  
Francorchamps

## 4 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 show it at 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

### WHEN :

Wednesday, April 24 : from 20:00 to 22:30.

The teams arriving before 20:00 or after 22:30 will be parked on standby in the karting area outside the circuit.

Thursday, April 25 : from 07:30 to 22:00

Friday, April 26 : from 07:30 to 21:00

- 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 through Blanchimont.

### FOR PRIVATE CARS :

—> **Entrance STER gate**

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

**!! LA SOURCE gate is closed for cars. Pedestrian Only.**



## 5 Coming with a Motor Home ?

The access to the circuit for any motorhome will be allowed on reservation only and a 50 EUR fee per motorhome (all taxes included) no matter where you are located.

Plots must be booked in advance

Please get in touch with Anne at [anne@roadbook.net](mailto:anne@roadbook.net) to know more.

## 6 Signing on

- Location : 1st floor of the F1 Pit Building - Room 115
- Thursday, April 25 : from 08:00 till 11:45 & from 12:30 till 18:30  
and/or Friday, April 26 : from 08:00 till 60 minutes before your qualifying practices  
and/or Saturday, April 27 : from 08:00 till 60 minutes before your qualifying practices
- Wristbands will be given to each team and driver.

## 7 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 an AMB transponder in exchange for the licence of the driver.

**The cost of transponder rental for the whole weekend is 30 EUR all taxes included.**

**Payment by credit card or cash on site.**

## 8 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.*

## 9 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, April 25 : from 08:00 till 11:45 & from 12:30 till 18:30  
and/or Friday, April 26 : from 08:00 till 60 minutes before your qualifying practices  
and/or Saturday, April 27 : from 08:00 till 60 minutes before your qualifying practices

## 10 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 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, except Belcar Historic Cup, 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.

Belcar Historic Cup : information to be given at signing on.

## 11 Briefing

Briefing is **mandatory** for all drivers.

If no fine for non-presence at the briefing is mentioned in the series regulations, a fine of 250 EUR will be charged for non-presence at the briefing(s).

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**

### By series

|                                      |                    |       |
|--------------------------------------|--------------------|-------|
| Spa 3 Hours                          | <b>Saturday 27</b> | 15:15 |
| Belcar Historic Cup                  | Friday 26          | 12:30 |
| Supersixties by NK HTGT              | Friday 26          | 08:35 |
| NK GT&TC and TR Comp. & British HTGT | Friday 26          | 10:55 |
| Colmore YTCC                         | Friday 26          | 09:50 |
| Tourenwagen Legenden                 | Friday 26          | 10:20 |
| CSCC Interseries                     | Friday 26          | 08:00 |
| Historic Championship '65            | Friday 26          | 09:15 |
| Historic Championship '81            | <b>Saturday 27</b> | 12:15 |

### By schedule

|                                      |                    |       |
|--------------------------------------|--------------------|-------|
| CSCC Interseries                     | Friday 26          | 08:00 |
| Supersixties by NK HTGT              | Friday 26          | 08:35 |
| Historic Championship '65            | Friday 26          | 09:15 |
| Colmore YTCC                         | Friday 26          | 09:50 |
| Tourenwagen Legenden                 | Friday 26          | 10:20 |
| NK GT&TC and TR Comp. & British HTGT | Friday 26          | 10:55 |
| Belcar Historic Cup                  | Friday 26          | 12:30 |
| Historic Championship '81            | <b>Saturday 27</b> | 12:15 |
| Spa 3 Hours                          | <b>Saturday 27</b> | 15:15 |



## 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](https://www.bipt.be/consumers/events).

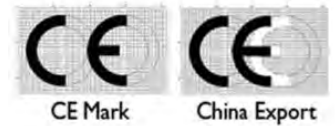
Read also : <https://www.bipt.be/consumers/events>

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.



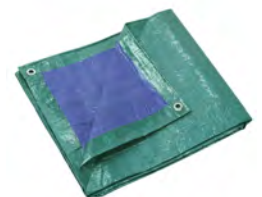
## 14 Oil Pollution Prevention

*Official communication from the management of the Spa-Francorchamps circuit.*

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 EUR 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 - 1/3

# 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 - 2/3

### APPENDIX 2 : FIRE PREVENTION REQUIREMENTS



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

27 March, 2013.

your correspondent : 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 80 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:

- Maximum fuel storage per pit garage is 240 L
- 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

## 15 Security Fire Instructions - Fuel - 3/3

### APPENDIX 2 : FIRE PREVENTION REQUIREMENTS



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

27 March, 2013.

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

#### 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)

#### NO L.P.G. canisters:

- in the pit lane, in the stands, and within 5 metres of the back of the stands
- in any vehicle (authorised in marquees and under awnings)

#### No occupation of clearway/run-off areas:

- all the paddock road clearways.
- the 1 metre-wide clearway behind the stands.

N.B. : Authorised behind the stands: truck loading platform if lowered.  
Banners delimiting the stand if easily crossable.

#### Conformity of electric and gas installations:

- standards must be met
- gas and electric supply lines must be protected

Lt. Guy CLOSE,  
Chef de Corps ff.

**DATE:** Friday, Januari 05<sup>th</sup> 2024

**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 8856-2000**

(FIA technical list N° 27)

**FIA 8856-2018**

(FIA technical list N° 74)



(Embroidered on the backside of the collar)

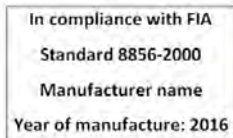
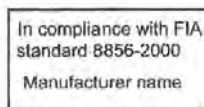


Shoes, gloves - **FIA standards 8856-2000**

(FIA Technical List N° 27)

**FIA standards 8856-2018**

(FIA technical list N° 74)



Underwear, balaclava

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

**FIA standard 8856-2018**  
(FIA Technical list N° 74)

In compliance with FIA standard 8856-2000  
Manufacturer name

In compliance with FIA Standard 8856-2018  
DC.XXX.XX-X  
"Manufacturer's name"  
Not valid after: 20XX

+

In compliance with FIA Standard 8856-2000  
Manufacturer name  
Year of manufacture: 2016

+

Socks

In compliance with FIA Standard 8856-2018  
Manufacturer name  
Name of manufacturer  
Homologation N°: DC.XXX.XX-X  
Not valid after: 20XX

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

| STANDARD DESIGNATION   | LABEL EXAMPLE | Recognised to be used with FHR <sup>1</sup> | Recognised to be used without FHR |
|--|---------------|---|-----------------------------------|
| <p><b>FIA 8860-2018 and 8860-2018-ABP</b></p>  | <p>or</p>     | YES   | YES                               |
| <p><b>FIA 8860-2010</b></p> <div style="border: 2px solid red; padding: 5px; display: inline-block; color: red; font-weight: bold;">             NOT VALID AFTER<br/>31.12.2028           </div> | <p>or</p>     | YES   | YES                               |
| <p><b>FIA 8859-2015</b></p>  |               | YES   | YES                               |

**FIA Standard 8860-2010**  
(FIA Technical List FIA N° 33)

**FIA Standard 8859-2010**  
(FIA Technical List FIA N° 49)



**FIA Standard 8860-2018**  
(FIA Technical List FIA N° 69)

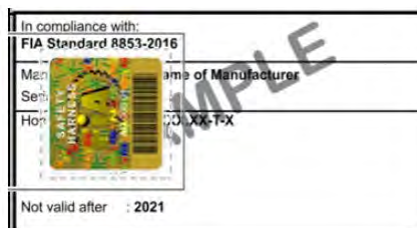


**Car Equipment:**

Safety harness (If required by regulation),

**FIA standard 8853/98 et 8854/98**  
(FIA Technical List N° 24)

**FIA standard 8853-2016**  
(FIA Technical List N° 57)



- Racing seat, if original seats are changed it must be for seat system for which the FIA Homologation is valid.

(See mention NOT VALID AFTER xxxx)

**FIA standards 8855-1999** (valid 5 years)

(Liste technique FIA N° 12 & 39)

**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**

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

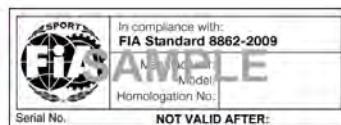
**SIEGES REVALIDÉS A PARTIR DU 01.07.2017**  
**SEATS RE-VALIDATED AS FROM 01.07.2017**



**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 standards 8865-2015 - FIA standards 8876-2022**  
(FIA Technical List N° 52 & 97)

|  |  |                    |
|--|--|--------------------|
|  | In compliance with:<br>FIA Standard 8865-2015  | Homologation label |
|  | Manufacturer Name: Name of Manufacturer<br>Serial N°: xxx xxx<br>Model Name: EK2000-XX<br>Type of Extinguisher: Extinguishing medium<br>Range of Temperature: 15°C to 55°C<br>Class of Fire: Class II (Petrol in accordance with Art. 9 of Article 252 of the 2014 Appendix J)<br>Weight/volume of: xx kg<br>* Compliant<br>* Extinguisher: yy kg or yy lt |                    |

|  |  |                   |
|--|--|-------------------|
|  | Service carried out by:<br>Name - Name of Manufacturer<br>Serial N°: xxx xxx | Maintenance label |
|  | Date of Service: JAN 2019<br>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

**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

**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

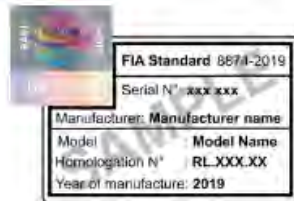
**Label background colours:**  
 Class I – white Class II – yellow Class III – silver  
 Class IV – green Class V – turquoise  
 An extinguishing medium approved for use on more than one class of fire – gold

- Circuit breaker controlled easily from inside by the driver seated.  
(See App J – Art.253.13)

- Metal tow ring ( between 80 mm and 100 mm) 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)

**FIA standard 8853-2016**

(Liste technique FIA N° 76)

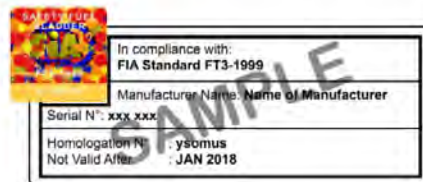


- The fuel tank must be filled with safety foam.  
(Other than original)

**NON VALABLE APRÈS LE 31.12.2017  
NOT VALID AFTER 31.12.2017**



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



**RESERVOIRS RECERTIFIES AVANT LE  
01.07.2017  
BLADDERS RE-CERTIFIED BEFORE 01.07.2017**

**Homologation label (see above)**

+

Validity extended until end: June 2007

**RESERVOIRS RECERTIFIES A PARTIR DU  
01.07.2017  
BLADDERS RE-CERTIFIED AS FROM  
01.07.2017**

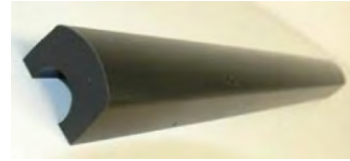


This label substitutes the homologation label

In the case of an aluminum tank there is no validity date and must be in excellent condition.

In case of a safety fuel tank (FT3-1999, FT3.5-1999 & FT5-1999) is required or installed it must be within the validity of homologation (Appendix J Art. 253.14).

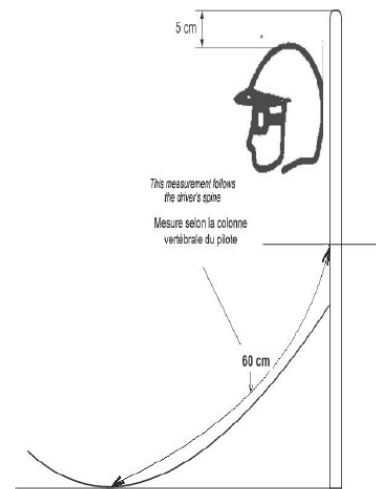
- The ROPS (Roll Over Protection Structure) must conform to appendix K.



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

(FIA Technical list N° 23)

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 cm<sup>2</sup>.

## 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)

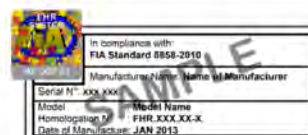
### **FIA standards 8858-2002 ou 8858-2010**

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

|   |   |
|---|---|
| <p><b>3. Système Hybrid Pro®/ Hybrid Pro® system</b></p> <p>Les systèmes Hybrid Pro doivent être approuvés selon la norme FIA 8858-2010<br/><i>Hybrid Pro devices shall be approved according to FIA standard 8858-2010</i></p> <p>Veillez consulter la Liste Technique n° 29 pour connaître les systèmes Hybrid Pro approuvés par la FIA.<br/><i>Please consult Technical List n° 29 to see which Hybrid Pro devices are approved by the FIA</i></p>                                     |   |
| <p><b>4. Système HANS® Adjustable/ HANS® Adjustable system</b></p> <p>Les systèmes HANS® Adjustable doivent être approuvés selon les normes FIA 8858-2010<br/><i>HANS® Adjustable devices shall be approved according to FIA standard 8858-2010</i></p> <p>Veillez consulter la Liste Technique n° 29 pour connaître les systèmes HANS® Adjustable approuvés par la FIA.<br/><i>Please consult Technical List n° 29 to see which HANS® Adjustable devices are approved by the FIA</i></p> |  |

**ETIQUETTE APOSEE 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, ...)