

# LOG BOOK

This log book has a total of 22 pages • Also available at [www.spasummerclassic.com](http://www.spasummerclassic.com)

01. TIMETABLE • THURSDAY 24, FRIDAY 25, SATURDAY 26, SUNDAY 27

02. THURSDAY, APRIL 24 • UNTIMED OPEN PRACTICE 103 DB

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POWERED BY



**GO TO**

**RACE RESULTS**



**GO TO**

**VIRTUAL NOTICE BOARD**

**Thursday, April 24**

 09:00 - 18:00 Testing - Untimed Open Practices • Max 103 dB • [www.spasummerclassic.com](http://www.spasummerclassic.com)
**Friday, April 25** Official beginning of the meeting

					Max dB on track	Grid #
09:00	+20'	09:20	Qualifying 1	1300 ETC - European Touringcar Challenge	105	8
09:35	+35'	10:10	Qualifying 1	Historic Championship '65 & '81	115	5&6
10:25	+50'	11:15	Fast Laps	Touring & GT • Session 1 (Info: <a href="mailto:contact@roadbook.net">contact@roadbook.net</a> )	110	9
11:30	+20'	11:50	Qualifying 1	Kampf der Zwerge	105	7
12:05	+20'	12:25	Free Practices	Belcar Historic Cup	115	2
12:40	+20'	13:00	Qualifying 1	Historic Monoposto Racing	110	3
13:15	+30'	13:45	Qualifying	Belcar Historic Cup	115	2
14:00	+50'	14:50	Fast Laps	Touring & GT • Session 2 (Info: <a href="mailto:contact@roadbook.net">contact@roadbook.net</a> )	110	9
15:05	+35'	15:40	Qualifying 2	Historic Championship '65 & '81	115	5&6
15:55	+20'	16:15	Qualifying 2	1300 ETC - European Touringcar Challenge	105	8
16:30	+30'	17:00	Qualifying	Super Sixties Racing	105	4
17:35	+20'	17:55	Qualifying 2	Kampf der Zwerge	105	7

**Saturday, April 26**

09:00	+20'	09:20	Qualifying 2	Historic Monoposto Racing	110	3
09:35	+25'	10:00	Race 1	Kampf der Zwerge	105	7
10:15	+25'	10:40	Race 1	Historic Championship '65	115	5
10:55	+25'	11:20	Race 1	1300 ETC - European Touringcar Challenge	105	8
11:40	+30'	12:10	Race 1	Belcar Historic Cup	115	2
12:25	+40'	13:05	Race 1	Super Sixties Racing	105	4
13:20	+20'	13:40	Race 1	Historic Monoposto Racing	110	3
14:00	+25'	14:25	Race 2	Kampf der Zwerge	105	7
14:40	+45'	15:25	Qualifying	Spa 3 Hours	107	1
15:40	+90'	17:10	Race	Historic Championship '81	115	6
17:30	+25'	17:55	Race 2	1300 ETC - European Touringcar Challenge	105	8

**Sunday, April 27**

09:00	+25'	09:25	Fast Laps	CRAC Single Seaters • Session 1	110	10
09:45	+180'	12:45	Race	Spa 3 Hours	107	1
12:55	+25'	13:20	Fast Laps	CRAC Single Seaters • Session 2	110	10
13:40	+40'	14:20	Race 2	Historic Championship '65	115	5
14:40	+20'	15:00	Race 2	Historic Monoposto Racing	110	3
15:10	+25'	15:35	Fast Laps	CRAC Single Seaters • Session 3	110	10
15:55	+40'	16:35	Race 2	Super Sixties Racing	105	4
16:55	+30'	17:25	Race 2	Belcar Historic Cup	115	2
17:30	+25'	17:55	Fast Laps	CRAC Single Seaters • Session 4	110	10

## 02. Thursday, April 24 • Untimed open practice 103 dB

Thursday, April 24 is reserved for untimed open practice for the drivers and cars of the following series:

- SPA 3 HOURS
- BELCAR HISTORIC CUP
- SUPER SIXTIES RACING
- HISTORIC CHAMPIONSHIP '65
- HISTORIC CHAMPIONSHIP '81
- KAMPF DER ZWERGE
- 1300 EUROPEAN TOURINGCAR CHALLENGE

### SCHEDULE OF THE DAY :

- 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

### 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.



Cost: **EUR 220 VAT included per session and per car.**

Payment in cash or by credit card.

Please 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.

- 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 behaviour on the track.

  
 Battice - Trèves (Trier)  
 Sortie Exit 10  
 Francorchamps



# SPA SUMMER CLASSIC

## April 24 to 27, 2025

Map of the Paddock [V3 • 09/04/2025]

www.spasummerclassic.com  
 contact@roadbook.net



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



**Pedestrian Only**  
 Piéton Uniquement



  
 Battice - Trèves (Trier)  
 Sortie Exit 10  
 Francorchamps

**ENTRANCE • ENTREE**  
**STER**

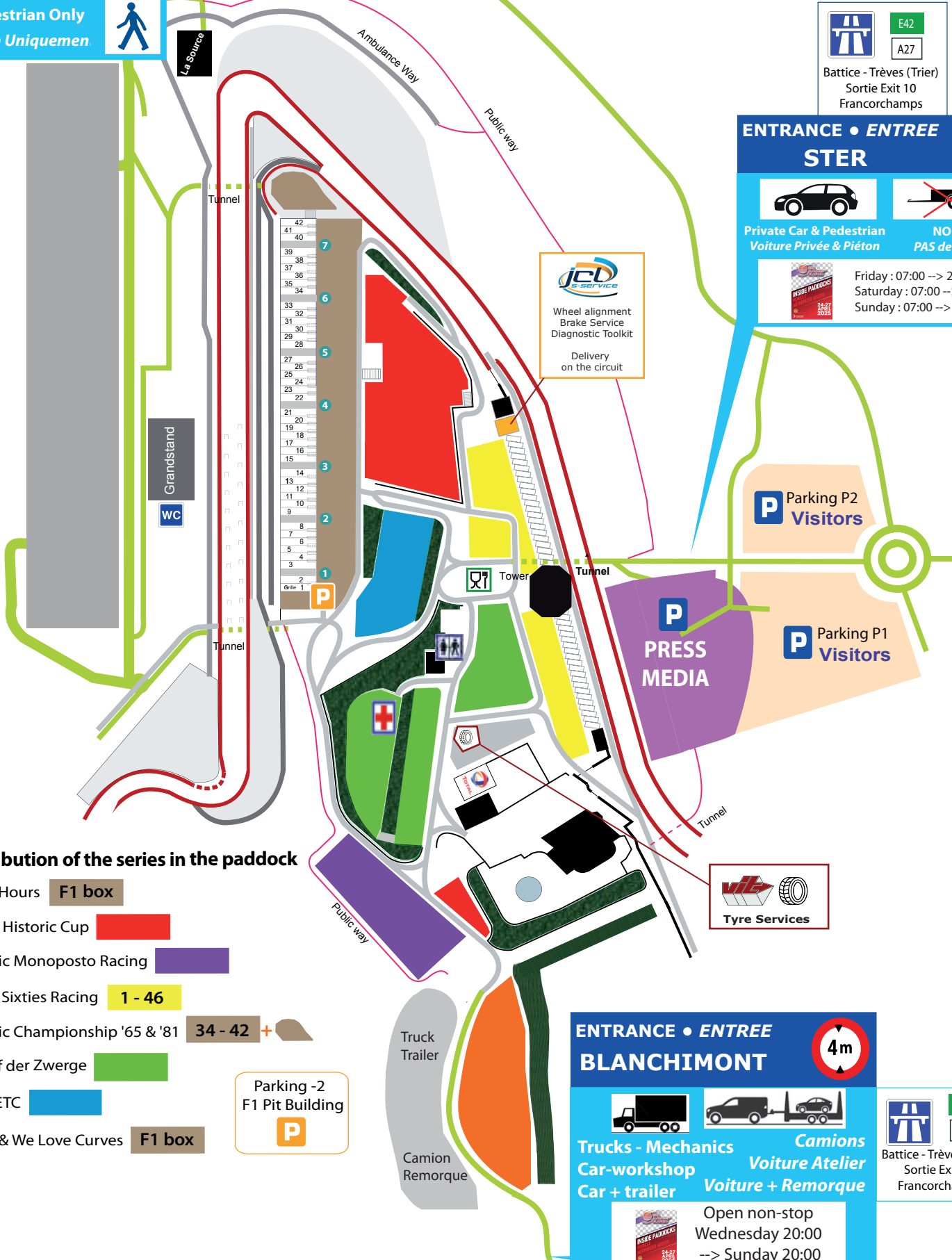


Private Car & Pedestrian  
 Voiture Privée & Piéton



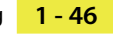



NO Trailer  
 PAS de remorque




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 **F1 box**
- Belcar Historic Cup 
- Historic Monoposto Racing 
- Super Sixties Racing **1 - 46** 
- Historic Championship '65 & '81 **34 - 42 +** 
- Kampf der Zwerge 
- 1300 ETC 
- CRAC & We Love Curves **F1 box**

Parking -2  
 F1 Pit Building  


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



Trucks - Mechanics  
 Car-workshop  
 Car + trailer

Camions  
 Voiture Atelier  
 Voiture + Remorque



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

  
 Battice - Trèves (Trier)  
 Sortie Exit 11  
 Francorchamps

## 04. 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:**

→ **Entrance STER gate** (maximum 2m20 height permitted)

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

**!! LA SOURCE 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, April 23: 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 24: from 07:00 to 22:00

Friday, April 25: from 07:00 to 21:00



When you have the sticker on your windscreen you are free to leave or enter the paddock or car park 24h/24h.

## 05. 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) for more information.

## 06. Signing on

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

Thursday, April 24: from 08:00 till 11:45 & from 12:30 till 18:30  
and/or Friday, April 25: from 08:00 till 60 minutes before your practices  
and/or Saturday, April 26: from 08:00 till 60 minutes before your practices

- Wristbands will be given to each team and driver.

## 07. 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.


## 08. 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.](#)

## 09. Inspection of Equipment

At signing on, you will get your personal **Inspection of Equipment** form.

The Equipment of each driver must be inspected. Inspection of equipment (helmet, overalls, gloves, shoes...) will be done in the room 127, 1<sup>st</sup> floor F1 Pit Building. See [Mandatory Safety Equipment at the end of this book.](#)

If you are registered with **IDD Sport**  [iddsport.com](http://iddsport.com), you must go also to room 127 with your Inspection of Equipment form.

Location: room 127, 1st floor F1 Pit Building.

Thursday, April 24: from 08:00 till 11:45 & from 12:30 till 18:30  
and/or Friday, April 25: from 08:00 till 60 minutes before your practices  
and/or Saturday, April 26: from 08:00 till 60 minutes before your 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.

Technical control will take place on Thursday from 8h30 and throughout the day, until 18h30.

For [Belcar Historic Cup](#), technical control will take place on Thursday from 13h00.

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

## 11. Briefing : Schedule

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		
	Friday 25.04	Saturday 26.04
#1. Spa 3 Hours		13 :00
#2. Belcar Historic Cup	10:30 (10:20 sign-in)	
#3. Historic Monoposto Racing	11:10	
#4. Super Sixties Racing	15:00	
#5. Historic Championship '65	08:40	
#6. Historic Championship '81	08:40	
#7. Kampf Der Zwerge	09:45	
#8. 1300 European Touringcar Challenge	08:00	

BY SCHEDULE		
	Friday 25.04	Saturday 26.04
#8. 1300 European Touringcar Challenge	08:00	
#5. Historic Championship '65	08:40	
#6. Historic Championship '81	08:40	
#7. Kampf Der Zwerge	09:45	
#2. Belcar Historic Cup	10:30 (10:20 sign-in)	
#3. Historic Monoposto Racing	11:10	
#4. Super Sixties Racing	15:00	
#1. Spa 3 Hours		13:00

## 12. Regulations

- Regulations of the Meeting and the Series – [See website](#)
- Penalties applied by the Race Director – [See website](#)

## 13. 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.

## 14. 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.

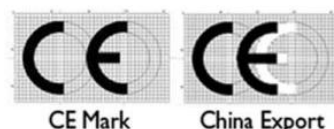
Controls will be carried out by the BIPT at Spa-Francorchamps and, in the event of non-compliance, may result in legal proceedings and seizure of radio equipment.

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.

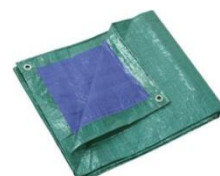


## 15. Oil Pollution Prevention

*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.






**16. Security Fire Instructions / Fuel**


Security Fire Instructions / Fuel – 1/4

**Fuel Safety Rules**


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**No smoking** 


—

**Fire extinguisher ready** 

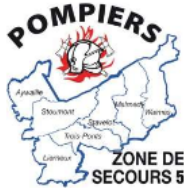
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**Metal jerry cans ONLY**  
**(on the ground prior to filling)** 

—

**Securely tied for transportation** 

## Security Fire Instructions / Fuel – 2/4



**Safety measures to prevent fire – Rules linked to:**

- Temporary service stations and depots for carburants (liquid and gaseous)
- Transport of liquid carburants

Updated: **MAY 2024**

### **1. Temporary service station and carburant (liquid & gaseous) depots:**

Measures will be implemented before the connection and start of refuelling service

- 1.1 Accessibility to the site for emergency services in the event of an incident in the area concerned must be ensured.
- 1.2 The area of supply (groups, combustibles, depot, pumps, etc.) must be closed off by means of a Heras-type barrier between them, with the help of fixed steel loops. An access area is to be put in place for the entrance and exit of vehicles. An interior free space 5 metres in size must separate the facilities concerned from the area boundary.
- 1.3 The aforesaid area is solely intended for the storage of carburants and operations linked to refuelling; it must be out of bounds for the public and cannot be located closer than 5 metres away from any other building or structure.
- 1.4 Areas intended for storage and supply of liquid carburants must be separated from areas reserved for gaseous products.
- 1.5 The site must be constantly monitored (guard, technician).
- 1.6 A speed limit of 25 km/hr must be imposed within the area.
- 1.7 Storage of combustibles and distributors must be protected from vehicles to avoid accidental shock (Jersey barrier).
- 1.8 Only anti-explosive hand pumps, (pneumatic or electric), are authorised.
- 1.9 The various facilities will be set up on a stable flat surface with a maximum slope of 5%.
- 1.10 Connection and disconnection of the reservoirs feeding the supply and refuelling are carried out by trained operators, capable of using this facility.
- 1.11 Mobile carburant reservoirs intended for supplying the pumps are placed on retention trays.
- 1.12 Maintenance of the mobile reservoirs is carried out under the supervision of the operators.

## Security Fire Instructions / Fuel – 3/4

- 1.13 If the storage area is separated from the supply area and/or the quantity of flammable liquid is higher than 250 litres or is composed of combustible gas (H2, LPG, etc.), maintenance must be carried out under the supervision of a trained operator experienced in using this facility, in a timeslot when the public is absent, and with the help of an appropriate hoisting machine.
- 1.14 Safety signposting must be provided warning people of the prohibitions, in particular, of smoking, using a mobile phone, as well as dangers linked to gas and the precautions that must be taken (ATEX) in the proximity of the area.
- 1.15 A reserve of absorbent product must be available to the right of each supply unit.
- 1.16 When a pneumatic and/or electric pump is being used, a 50kg polyvalent powder extinguisher is placed in the proximity of **each** supply point. A minimum of two polyvalent powder 6 kg extinguishers is mandatory for hand pumps.
- 1.17 The depot is equipped with a 6 kg polyvalent powder extinguisher **per 5,000 litres** of carburant.
- 1.18 The supply towers (pneumatic or electric) as well as connected casks are put on the ground with the help of equipotential couplings; equipotential clamp connections are not authorised.
- 1.19 Technical facilities (electric, gas, distributor, etc.) must be compliant and approved by an authorising body. Possible temporary facilities must also be subject to monitoring.
- 1.20 Mechanical protection is put in place to protect electric lines and carburant (liquid & gaseous) pipes from all types of degradation or accidental disconnections.
- 1.21 Refuelling is carried out by trained operators, capable of using the facility and equipped with fireproof clothing. Each pump includes an attendant for the refuelling distribution and a teammate for first-intervention response.
- 1.22 The vehicle engine is switched off and **put on the ground (as the case may require)** during refuelling manoeuvres.
- 1.23 When the interim refuelling device is installed within the 24-hour Paddocks, the party and facing garages (including upper terraces) to the device will be unoccupied, except for the safety and refuelling personnel. The electric facility will be neutralised before installation of the device and put back into service one hour after its complete dismantling. The garages will be widely ventilated. Only vehicles fuelled by liquid carburants are authorised to be refuelled there.

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## Security Fire Instructions / Fuel – 4/4

### 2. Transport of liquid carburant:

- 2.1 The total quantity transported must not exceed 240 litres per transport unit.
- 2.2 Metal containers with a maximum capacity of 60 litres and solidly tied up and wedged to avoid any displacement and friction in a specially-arranged frame for this purpose.
- 2.3 Labels warning of dangers represented by the material must be affixed on the packaging.
- 2.4 Containers that have previously contained other material cannot, in any event, be used for the transport of carburants.
- 2.5 Transport is solely reserved for mobile carburant reservoirs.
- 2.6 There must be an accompanying person equipped with an extinguisher (6 kg powder or 6 litres foam).
- 2.7 Containers, whether empty or full, must always be closed.
- 2.8 There is a speed limit of 25 km/hr on displacement transport.
- 2.9 Transport will be carried out with the help of a utility vehicle designed for loading or via the intermediary of a tow intended for this purpose.
- 2.10 The tractor must be capable both to tow and brake on the load. Tractors equipped with pivoting or fixed wheels are prohibited. This type is reserved for manual carts or forklifts and maximum speed authorised for this type of wheel is 4 km/hr.
- 2.11 The hitching hook and the tractor attachment must be EU approved.
- 2.12 A safety chain or cable solidly attached to the tractor's governor will connect the hitching hook.
- 2.13 Smoking is prohibited, as is producing any type of flame during transport.
- 2.14 The vehicle engine must be turned off during maintenance operations.
- 2.15 Containers will be unloaded from a vehicle prior to any transferring operations.
- 2.16 There is a prohibition on penetrating into the loading part of a closed vehicle transporting flammable liquids, with portable lighting apparatus, except for those designed and made in a way that cannot ignite the flammable vapours that could spread inside.
- 2.17 A technical supervisor or an assessor will be present during the refuelling to monitor respect for these safety rules and impose sanctions in the event they are not respected.

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**DATE:** *Friday, February 17<sup>th</sup> 2025*

**OBJECT:** *Safety equipment of historic cars competing in Belgium (V2)*

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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:

## INDEX

<input type="checkbox"/>	<b><u>Driver Equipment</u></b>	
○	Clothing	2
○	Shoes	2
○	Gloves	2
○	Under Wear	3
○	Balaclava	3
○	Socks	3
○	FIA homologated Helmets	3
<input type="checkbox"/>	<b><u>Car Equipment</u></b>	
○	Safety harness	5
○	Racing seats	5
○	Extinguishers	6
○	owing ring or towing strap	7
○	Rain light	7
○	Fuel tank	8
○	Roll over protection	8
○	Rear mirrors	9
○	FHR	10

- All driver equipment and cars must be fitted with an FIA hologram except socks
- Wearing a “HANS” type frontal head restraint system (RFT/FHR): **see page 10**

# Driver equipment:

## Garments

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

	Standard 8856-2000 <b>RS.000.00</b> «Manufacturer's Name» Year of manufacture: 20XX	+	
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**FIA 8856-2018**  
(FIA technical list N° 74)

	Standard 8856-2018 <b>DC.XXX.XX-X</b> "Manufacturer's name" Not valid after: 20XX	+	
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(Embroidered on the backside of the collar)



## Shoes

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

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

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

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

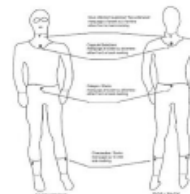


Under wear

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

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

+



Balaclava

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

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

+



Socks

no hologram

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
FIA 8860-2018 and 8860-2018-ABP	<p style="text-align: center;">or</p>	YES	YES
FIA 8860-2010	<div style="border: 2px solid red; padding: 5px; width: fit-content; margin-bottom: 10px;"> <p style="text-align: center; color: red; font-weight: bold;">NOT VALID AFTER 31.12.2028</p> </div> <p style="text-align: center;">or</p>	YES	YES
FIA 8859-2015		YES	YES

**FIA Standard 8860-2010**  
(FIA Technical List FIA N° 33 - 41)

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

	In compliance with: <b>FIA Standard 8860-2010</b>
	Manufacturer: <b>Helmet Company</b>
	Model: <b>FX 0091</b>
	Homologation N°: <b>AH.XXX.XX-X</b>
APPROVED	Size: <b>57</b>
Serial No:	

	In compliance with: <b>FIA Standard 8859-2015</b>
	Manufacturer Name: <b>Name of Manufacturer</b>
	Serial N°: <b>xxx xxx</b>
	Model: <b>Model Name</b>
Homologation N°: <b>PH.XXX.XX-X</b>	
Date of Manufacture: <b>JAN 2015</b> Size: <b>XS</b>	

	In compliance with: <b>FIA Standard 8860-2010</b>
	Manufacturer Name: <b>Name of Manufacturer</b>
	Serial N°: <b>xxx xxx</b>
	Model: <b>Model Name</b>
Homologation N°: <b>AH.XXX.XX-X</b>	
Date of Manufacture: <b>JAN 2013</b> Size: <b>XS</b>	

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

	<b>Helmet with ABP</b>
	In compliance with: <b>FIA Standard 8860-2018-ABP</b>
	Manufacturer Name: <b>Name of Manufacturer</b>
	Serial N°: <b>xxx xxx</b>
Model: <b>Model Name</b>	
Homologation N°: <b>AH.XXX.XX-X-ABP</b>	
Date of Manufacture: <b>JAN 2018</b> Size: <b>XS</b>	

	<b>Helmet without ABP</b>
	In compliance with: <b>FIA Standard 8860-2018</b>
	Manufacturer Name: <b>Name of Manufacturer</b>
	Serial N°: <b>xxx xxx</b>
Model: <b>Model Name</b>	
Homologation N°: <b>AH.XXX.XX-X</b>	
Date of Manufacture: <b>JAN 2018</b> Size: <b>XS</b>	

**Normes FIA 8859-2024**  
(Liste technique FIA N° 107)

	<b>Helmet with ABP</b>
	In compliance with: <b>FIA Standard 8859-2024-ABP</b>
	Manufacturer Name: <b>Name of Manufacturer</b>
	Serial N°: <b>XXX XXX</b>
Model: <b>Model Name</b>	
Homologation N°: <b>PH.XXX.XX-X-ABP</b>	
Date of Manufacture: <b>JAN 2024</b> Size: <b>S</b>	

	<b>Helmet without ABP</b>
	In compliance with: <b>FIA Standard 8859-2024</b>
	Manufacturer Name: <b>Name of Manufacturer</b>
	Serial N°: <b>XXX XXX</b>
Model: <b>Model Name</b>	
Homologation N°: <b>PH.XXX.XX-X</b>	
Date of Manufacture: <b>JAN 2024</b> Size: <b>S</b>	



# Car Equipment:

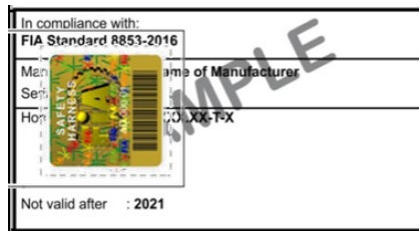
**Safety harness** *(If required by regulation),*

**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 xxxxx)**

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

(FIA Technical list 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**

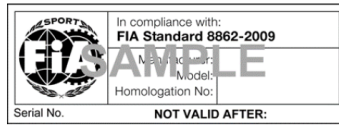
Homologation label (see above)  
+  
Manufacturer label with quality inspection stamp and new validity date

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



**FIA standards 8862-2010 (valid 10 years)**  
 (FIA Technical List 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)**  
 (FIA Technical List N° 91)



**Extinguisher**

(FIA Technical list N° 16)

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.



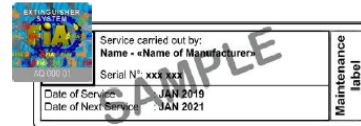
It is recommended to use installed systems (FIA technical list 16), in that case extinguisher bottle must be attached with metallic band tightened with screws.



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

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

**FIA standards 8876-2022**



**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**  
(See App J – Art.253.13)

Controlled easily from inside by the driver seated.

**Metal tow ring or towing strap**

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).

**Rain light**

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)





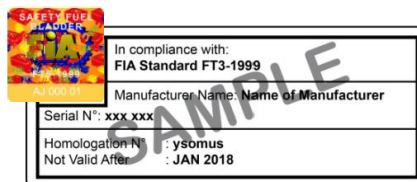
**Fuel tank** (Other than original)

The fuel tank must be filled with safety foam.

**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).

**Roll over Protection structure**

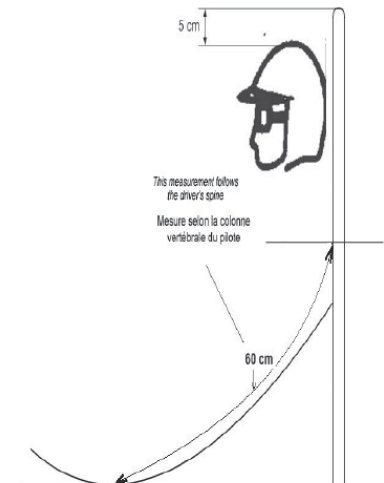
(FIA Technical list N° 23)

The ROPS (Roll Over Protection Structure) must be 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.



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.



**Rear mirrors**

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.

The use of an FHR system in accordance with the manufacturer’s instructions and Appendix L is recommended in cars of Period E and before.

The use of an FHR system in accordance with the manufacturer’s instructions and Appendix L is mandatory in all cars of Period F onwards equipped with FIA homologated harnesses.

(FIA Technical Lists N° 29 et 36)

## Normes FIA 8858-2002 ou 8858-2010

Systèmes de retenue frontale de la tête (RFT) approuvés par la FIA 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 <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><b>2. Système Hybrid®/ Hybrid® system</b></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><b>3. Système Hybrid Pro®/ Hybrid Pro® system</b></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><b>4. Système HANS® Adjustable/ HANS® Adjustable system</b></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 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, ...)