

Regulations 2026

ARTICLE 1 : DEFINITION OF THE RACE

During the "Spa Summer Classic" meeting April 24, 25 & 26, 2026, organised by Roadbook Organisation (Belgium), a 3-hour endurance race will be organised.

Title : **SPA 3 HOURS**

The race is part of no championship and will comply with the General and Safety Regulations of the 2026 « Spa Summer Classic » meeting.

Qualifying practice shall be of 1 session of maximum 45-minute duration. The race shall be of maximum 180-minute duration.

Exact time for Opening of the paddock, Signing On, Scrutineering, Driver's Briefing, Practice, the Race as well as the final instructions will be advised by written in due time to each team.

Entries are on invitation and the race is run by :
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ARTICLE 2 : ELIGIBLE VEHICLES

2.1 Cars Allowed To Race

Cars must be presented in an appearance that reflects the period in which they raced and must conform to 2026 appendix K of the FIA International Sporting Code.

Ideally, cars should be in possession of a valid Technical Passport (national or FIA). An entrant without Technical Passport for his car, is advised to contact his promoter. Cars with HTP take precedence over cars without HTP.

The event is open to the following cars :

- **Touring cars (TC)**
From Period E [01/01/1947] till Period H2 [31/12/1976]
- **Grand Touring car (GTS)**
From Period E [01/01/1947] till Period H2 [31/12/1976]
* Excluding Porsche 911 3.0 RSR, and including Iso Grifo ac3/c.
Please speak with your race organiser.
- **Grand Touring Prototypes (GTP) under 2000cc**
From Period E [01/01/1947] till Period F [31/12/1965]

Any questions regarding the eligibility of your car ?

Please contact your promoter with the following information about your vehicle: Make - type or model – year – cylinder capacity. Send a photo if possible and other information such as the history of the car or a record of its achievements.

Some cars may be invited on application and merged into a specific class « Invitation ». This category is for cars not allowed in any of the previous categories.

The organisers reserve the right to refuse an entry without having to justify their decision.

Maximum noise limits for all cars (qualifying and race) : **107dB** on the track, measured at 15m from the centreline of the track.

2.2 General Considerations

- a) Single seater racing cars are excluded.
- b) The choice of the carburetors for the cars of Period F is free.
- c) Electronic ignition (MST or similar) is permitted.
- d) Bumpers: Unless they constitute an integral part of the bodywork, the bumpers of homologated cars and their supports must be removed.
The following cars are considered as having bumpers constituting an integral part of the bodywork:
 - Jaguar Mark 1 and 2
 - Austin and Morris Mini, and all their derivatives
 - Ford Falcon - Ford Mustang
 - All 120 type Volvos
 - Abarth 850TC and 1000
 - Porsche 911, all types
 - Lotus Elan.
- e) The rear window of the car cannot be totally obstructed and must enable to see inside the car.

Cars and drivers must meet the mandatory safety equipment of historic cars competing in Belgium. See : www.spa3hours.com

2.3 Eligible Tyres

- ✓ **Cars up to 1965**
Dunlop Racing "L" or "M" section
or Avon CR6ZZ
- ✓ **Cars from 1966 to 1971**
and
- ✓ **Cars from 1972 to 1976**
Dunlop Racing "L" or "M" section
or Dunlop Racing Post-Historic
or Avon CR6ZZ

Any questions about tyres ?

Please email us at : contact@roadbook.net

2.4 Lights

2.4.1 Lights must be presented in an appearance that reflects the period in which they were used.

LED or similar lights can be used provided that they are installed in a parable similar to that of the time and that the general appearance of the lighthouse optics is similar to that of the car's era.

Only one LED bulb can be installed per optic. (No multi-points per optic).

Auxiliary lights may be added up to a maximum of six total forward facing lights excluding parking lights.

2.4.2 Red lights are not allowed in the front of the car.

2.4.3 All cars originally equipped with brake lights at the rear must have them in working order at the start of the race.

2.4.4 Rain red rear lights

All cars must have a red warning light(s) in working order at the start of a race, which faces rearwards, is clearly visible from the rear, is mounted less than 10cm from the car centreline, has a surface of between 20cm² and 40cm², is solidly attached, and which can be switched on by the driver when normally seated in the car. Cars fitted with full width bodywork may alternatively use two lights equally located about the car centreline. This light(s) must be either incandescent and of a power of at least 21 watts, or equivalent output LED.

2.4.5 Lights for the identification of the car

The lights for the identification of the car must remain discreet.

A maximum of 4 continuous LED ribbons limited to 60cm each should be the maximum standard.

Red lights for the identification of the car are not allowed in the front of the car.

Any questions about lights ?

Please email us at : contact@roadbook.net

2.5 Radio Communication

Radio communications between cars and pits are forbidden.

2.6 Maximum Noise Limits

Qualifying and race : **107dB** on the track, measured at 15m from the centreline of the track.

A dynamic control is done during each lap of the circuit. If noise limit is not respected, the car is stopped and a static control is carried out. If the car meets the required standards during the static control, it will be authorised to return to the track. 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 activity.

2.7 Scrutineering

2.7.1 Drivers equipment (helmets, overalls, gloves, balaclava) must be produced for approval.

2.7.2 No car may take part in qualifying practice or racing prior to approval by the Scrutineers.

2.7.3 The race numbers and advertising signs must be affixed on the car BEFORE scrutineering.

2.7.4 Any car may be prohibited from starting for safety reasons.

2.7.5 The Clerk of the Course may order a car that has been involved in an accident to stop in order that the car be rescrutineered and the driver undergo a medical examination.

ARTICLE 3 : CREWS - DRIVERS - LICENCES

3.1 A car may be driven by a minimum of 2 and a maximum of 3 drivers during the race.

3.2 The maximum duration of uninterrupted driving of a driver can not exceed 70 minutes. (With 15 minutes break before driving again).

3.3 All entrants and all drivers must hold a licence :

- Licence from Belgium - RACB Sport :
 - ✓ National Historic H-Circuit
 - ✓ National Circuit C
 - ✓ International Historic H2
 - ✓ International C
- Licence from United Kingdom - MOTORSPORT UK :
 - ✓ Race National
 - ✓ Race International Historic
 - ✓ Race International
- Licence from The Netherlands - KNAF :
 - ✓ EU/Nationaal licentie
 - ✓ Internationaal licentie
- Licence from France - FFSA :
 - ✓ Nationale Concurrent Conducteur Auto, with a letter of authorisation from the ASN
 - ✓ Internationale Concurrent Conducteur "C" Auto
- Licence from any other european country :
 - ✓ National A degree (or equivalent) with a letter of authorisation from the ASN or International for racetrack
- Licence from a non-european country :
 - ✓ International degree for racetrack with a letter of authorisation from the ASN

3.4 Drivers must comply with the requirements of appendix L to the International Sporting Code concerning crash helmets, fire-resistant clothing and licences.

3.5 All entrants, or their duly authorised representative, must be present for the administrative checking, which will take place before scrutineering.

3.6 During the checks, each driver must sign an insurance waiver.

3.7 The briefing is compulsory for all the drivers throughout its duration. Precise details will be announced in due time.

ARTICLE 4 : PIT STOP REGULATIONS

Pit stop will be done in the allocated pit-lane. Change of driver is allowed during the pit stop.

Refuelling of the car is **NOT** permitted in the pitlane. See article 7.

ARTICLE 5 : BREAKDOWN AND REPAIR DURING THE RACE

5.1 In case of breakdown on the track, the car can be repaired to resume the race only if in safe position. If a team is located inside the paddocks, the car can be repaired where the team is situated before resuming the race.

5.2 The entrant is responsible for the cleanliness of the pit and/or paddock area assigned and for all people that come in. In case of damages to the pit and/or paddock area, a corresponding invoice will be sent to the competitor after the event.

5.3 Smoking, vaping, naked lights and welding are strictly forbidden in the pits. No appliance generating sparks will be allowed in the pits.

ARTICLE 6 : COMPETITION NUMBERS - ADVERTISING

6.1 The assignment of numbers will be decided by means of a draw within each class.

The organisers reserve the right to assign certain numbers.

6.2 It is the responsibility of the entrant to supply himself with 3 sets of competition numbers (and to ensure that the numbers remain clearly visible during practice and racing) to be displayed:

- on the front doors or alongside the cockpit on both sides of the car
- on the roof of the car, towards the right hand side, readable from the front;

ARTICLE 7 : FUEL AND REFUELLING - FUEL TANKS

7.1 Fuel tanks of all cars in Periods A to E must be standard tanks, homologated tanks or safety tanks. It is recommended to fill tanks with safety foam in conformity with American Military Specification MIL-B-83054 or «D-Stop» antiexplosion foil.

For all cars of Period F, the fuel tank is free but must be filled with safety foam in conformity with American Military Specification MILB- 83054 or «D-Stop» anti-explosion foil. It must be within the validity of homologation.

7.2 Any fuel tank must comply with the period maximum capacity specification, must not exceed the originally homologated or specified capacity.

Year	1600-2000cc	2000-2500cc	2500-3000cc	3000-5000cc	> 5000cc
1961	110	120	130	140	140
1962	110	120	130	140	140
1963	110	120	130	140	140
1964	110	120	130	140	140
1965	100	110	120	140	160
1966	100	110	120	140	160
1967	100	110	120	140	160
1968	100	110	120	140	160
1969	100	110	120	140	160
1970	100	110	120	140	160
1971	100	110	120	120	120
1972	100	110	120	120	120
1973	100	110	120	120	120
1974	100	110	120	120	120
1975	100	110	120	120	120
1976	100	110	120	120	120

Year	< 700cc	700-1000cc	1000-1300cc	1300-1600cc
1961		70	85	100
1962		70	85	100
1963		70	85	100
1964		70	85	100
1965	60	70	80	90
1966	60	70	80	90
1967	60	70	80	90
1968	60	70	80	90
1969	60	70	80	90
1970	60	70	80	90
1971	60	70	80	90
1972	60	70	80	90
1973	60	70	80	90
1974	60	70	80	90
1975	60	70	80	90
1976	60	70	80	90

7.3 Fuel is available at the petrol station located inside the paddocks down to the Eau Rouge. Automatic payment can be done with credit card. The fuel pumps will NOT be available during the practice.

7.4 Refuelling is NOT allowed during the practice.

7.5 In the surrounding area of the paddocks and in the pits, the transport of fuel can be made only in metal jerry cans approved for the transport of hydrocarbons, with the capacity of maximum 25 liters.

They must be always closed, empty or full. Unapproved plastic and/or metal jerry cans for flammable products are totally forbidden.

Any transport or movement of jerry cans in the paddocks must be made by two people, among whom one must be permanently provided with a minimum 9 kg fire extinguisher.

Any trace of fuel in the pits or on the working area must be eliminated at once by means of absorbent products. The use of water is forbidden. These absorbent products, after use, must be evacuated in a safety place (anti-fire dustbin).

The team refuelling in the pits must have a fire extinguisher of minimum 4kg in the pit.

7.6 The refuelling during the race will only take place at the Total petrol station located inside the paddocks down to the Eau Rouge.

All the refuelling area will be regarded as being under the refuelling zone procedure. The driver must get out of his car and do the refuelling himself. The mechanics are not allowed in the refuelling area.

Maximum quantity of fuel for each refuelling : 100 liters.

An imprint of a credit card will be asked at signing on to cover the fuel consumption during the race.

After the race, the total of fuel consumption as well as the amount that will be charged on the credit card will be emailed respectively to each team. Fuel will be sold at the market price.

ARTICLE 8 : ENTRY FEES

8.1

- Entries Open : On publication
- Entries Close : On completion of the grid
- Publication of the list of entrants : Friday, April 24, 2026

8.2 The entry fee is 2.350 (two thousand three hundred fifty) euros per car.

The fuel is neither included for the practice nor during the race.

8.3 Anybody wishing to take part in the « SPA 3 HOURS RACE » must complete the application form Online at www.spa3hours.com

Roadbook - Motor Classic

Phone: 0032 (0) 87 66 28 66

E-mail : contact@roadbook.net

Web : www.spa3hours.com

or contact Iberian Historic Endurance :

Phone : 00351 917515665

E-mail : info@historicendurance.com

Web : www.historicendurance.com

or contact Classic Sports Car Club :

Phone : 0044 1225 810655

E-mail: info@classicsportscarclub.co.uk

Web : www.classicsportscarclub.co.uk

A photocopy of the front page of the car's HTP issued by the ASN clearly showing the class, period and category attributed to the car on the basis of Appendix 1 of Appendix K should accompany the entry form.

After sending the application form, the competitor will receive an e-mail to confirm if the car and team are eligible or not. If the application is accepted, the entry fees of 2.350 euros will be required.

Number of cars allowed to race : 81 on completion of the grid.

8.4 By the very fact of signing the entry form, the entrant, as well as the crew members, submit themselves to the sporting jurisdictions specified in the International Sporting Code and the prescriptions of the present regulations only.

8.5 The organisers reserve the right to refuse an entry without having to justify their decision.

ARTICLE 9 : PODIUM PRESENTATION

The podiums will be presented directly after the race, on the F1 podium. Trophies will be presented to the first, second and third of the following groups :

#1: cars up to 1965 under 1600cc and cars Period E

#2: cars up to 1965 from 1601cc to 3000cc

#3: cars up to 1965 over 3000cc

#4: cars from 1966 to 1971

#5: cars from 1972 to 1976

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