

Technical & Sporting regulations



2012

This document cancels all previous regulations.
In case of objection, the French regulations will be authentic

General organisation : ASBL Jumpy – Rue de la résistance 7 – B4910 Theux
Tel +32 (0) 87 53 90 10 – Fax +32 (0) 87 53 90 01 – info@bikersclassics.be – <http://www.bikersclassics.be>

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1. General conditions

The 4hours of Spa Classic are an international race for classic motorcycles. There will be one round and the teams will be composed of two riders.

These rules and regulations are meant to define the modalities in accordance to which the Jumpy ASBL organizes this competition which will take place at the track of Spa-Francorchamps on 29th, 30th June and 1st July 2012.

This competition is being held in accordance to these present provisions to which all participants are submitted by their participation.

The Jumpy ASBL and the partners of the 4hours of Spa Classic retain the right to use all the results for publicity reasons. The rider will respect from his side all the agreements regarding publicity made in the context of this competition and authorizes the Jumpy ASBL and the partners of the competition to use their results and their image for publicity purposes.

At the entry, each rider will declare to be free of all engagements or obligations towards third parties, hence will be allowed to respect the terms of these regulations entirely.

No make, company or association (other than the partners of this event) can use the logo or the results for publicity or commercial means without the permission of the promoters.

2. Particular regulations (PR)

The particular regulations (PR) include all complementary information and all details with reference to this particular competition:

- the classes participating at the race ;
- the number of riders allowed for each training session and race ;
- the timing (administrative and technical control, training sessions and races) ;
- details regarding the entry to the paddock and the track ;
- address and telephone number of the administrative cell and the track ;
- officials.

The PR will be sent to all team managers three weeks before the competition. He will make sure that each team member is aware about the PR

3. Track

The length of the track is 6,976 km.

4. Participation

Each rider will have to submit a request of participation to the administrative cell of the "4hours of Spa Classic".

4.1. Riders

The race is open to all riders of 18 years old or older, and of all nationalities.

The selection criteria for the acceptance of the teams for the 4hours of Spa Classic are very strict.

In order to remain the amateur spirit of the event, only one renowned rider can be part of a team. This means that the following riders will not be allowed to ride in one team:

- riders having marked points in any championship, a cup or a trophy since 1995 (incl.);
- riders having marked points in any European championship since 1995 (incl.);
- riders having marked points in a World championship since 1995 (incl.)

Riders who are not affected by these rules are rally pilots, motocross riders, 50cc riders or

riders who participated at classic bike races.

The promoter of the event retains the right to refuse each candidature from any particular nature, even if the riders respond to the selection criteria, this in order to preserve the spirit of the 4hours of Spa Classic, and without having to motivate his decision.

By entering, each rider engages himself/herself to respect these particular regulations.

In case of non-respect of the rules, the concerned rider(s) will be excluded from the competition without refund of the entry fee.

4.2. Entry procedure

Everyone wishing to participate in the 4hours of Spa Classic will have to fill out an entry form. This form can be downloaded on the official web site www.bikersclassics.be or can be requested at the following address:

Jumpy ASBL
Rue de la résistance, 7
B-4910 Theux
Tel : +32 (0)87.53.90.04
Fax : +32 (0)87.53.90.01
E-mail : info@bikersclassics.be

Each entry application needs to be accompanied by a picture of the motorcycle as well as a technical description.

4.3. Entry fee

A non-refundable entry fee of **1190 €** needs to be paid in order for the entry to be effective. The box is included.

A request will only be considered as accepted after confirmation of the promoter. The promoter retains the right to refuse any entry request even if it has been submitted within the correct time.

A deposit of **100 €** needs to accompany the entry application or should be paid at the collection of the transponder. This deposit is to be paid cash. This one covers all deposits of extinguishers, armbands, transponders, etc. If the equipment is returned in good shape, this deposit will be refunded entirely, except if the team has been punished with a fine during the race.

Any team not having participated at the training sessions without valid reason will not be refunded and will not recuperate its deposit.

The entry fee will have to be paid on the bank account number mentioned on the entry form, at the latest on the 1st May. After this date, the entry fee will be raised by 100 €.

The closing date is the 1st June 2012. After the closing date, entries can be refused. The organizing committee will select, if needed, the 80 teams allowed to participate at the training sessions. The decisions of the promoters are not open for discussion.

Your entry will be validated after receipt of your payment.

4.3.1. Number of riders

The subscriptions will be closed once the maximum number of riders for the training sessions has been reached.

- The maximum number of teams admitted to the training sessions is 80 teams.
- The maximum number of teams admitted to the race is 70 teams.

4.3.2. Closing date
The closing date is the 1st June 2012.

4.3.3. Cancellation
In case of cancellation, the team has to inform the promoters in written two weeks before the race. Only then, the entry fee will be refunded. An amount of 50 € for administrative charges will be retained.

4.3.4. Force Majeure
In case of cancellation within the two weeks prior to the event, the entry fee will only be refunded in case of force majeure. The team will also have to inform the organization in writing. An amount of 100 € will be retained for administrative reasons. The promoter will decide whether the team will be refunded or whether the entry will be transferred to another race.

4.4. Classes
The "4 Hours of Spa Classic " is restricted to all motorcycles with a cylinder capacity of **340 cm** or more, with a minimum of two cylinders.

These motorcycles have to be built after the **1st of January 1960** and prior to the **31st of December 1981**. There is no limitation as to the cylinder content. Prototypes will also be allowed provided the acceptance by the promoters; they will not be listed in the classification.

4.5. Number and colours of the plates
The motorcycles need to be equipped with solid, rectangular number plates with rounded edges. The dimensions of these plates have to be at least 285mm of width and 235mm of height. The size of the numbers has to be of 140mm of height, 80mm of width and 25mm of depth. For the numbers of two digits, the digits have to be separated by a space of 15mm. Three number plates are mandatory and need to be placed as follows : one in the front of the bike and two at each side of the rear of the bike.

The number plates are matt black and the numbers are white. The tape used for the numbers needs to be retro-reflective. The number plates do not need to be lit but cannot be inclined more than 30° vertically.

5. Licence

The riders must hold a valid licence from the FMB/BMB or from their national federation. Foreign licences must be international licences otherwise the holder has to present a start permission from his national federation.

A "one event" licence will be available. This licence will cost 45 € for the Belgians and 60 € for the foreigners.

6. Trophy

The first three teams of the general classification will receive a trophy at the podium ceremony. All the finishing riders will receive a souvenir trophy.

The riders invited to participate at a race will be listed in the general classification, will take place on the podium and will receive a trophy.

7. Sporting regulations

7.1. Training sessions – Qualifications
Each rider will mandatorily participate at the training sessions in the series corresponding to his group. In order to obtain the right to participate at the race, each rider will have to set a minimum qualification time in at least one session of the series. This minimum time corresponds with 130% of the average of the three best times of the series. At least three laps need to be completed during the day training sessions as well as a minimum of three laps during the nightly training sessions.

Participation at the Warm-up is not mandatory.

7.2. Changes in teams

Changes in teams will be allowed up until one hour after the last session of the chronometer test sessions. After that time, no modification of any kind will be allowed. Each infraction to this rule will be fined.

7.3. Start grid

At the Jury meeting which follows the last qualifying practice session, a provisional starting grid will be drawn up which will include the number of teams qualified for the race. The starting grid will be composed of the 70 fastest teams; the times will be based on the average of the best time of the qualifying results of the riders of the teams.

The bikes that are not equipped with an autonomous starter will be placed at the end of the start grid.

7.4. Briefing

A compulsory briefing for all riders will be organised.

The date, time and place of this briefing will be indicated in the Supplementary Regulations and must be held 2 hours maximum before the start of the race.

A presence check will take place at the entry of the briefing room. The result of this control will be handed over to the clerk of the course immediately after the exit of all riders. At the end of the briefing, each team will have to communicate the identity of the rider who will take the start of the race to the clerk of the course.

Failure to attend the briefing will result in a fine of 75€ and a "Stop & Go" penalty.

7.5. Starting procedure

The starting procedure is of the "Le Mans" style. In case of races held in several rounds, it will have to be respected for each round. The starting procedure is as follows:

7.5.1. the riders have to leave the stands 20 minutes prior to the scheduled starting time. They have three minutes to leave the pits after which these will be closed. If a rider doesn't leave the pits in time he will have to start the race from there, without any other penalties;

7.5.2. on the grid, the motorcycles have to be lined up under an angle of 45° alongside of the track behind the starting line. All motorcycle will be separated by a distance of two metres. Each motorcycle will be held by an assistant.

Each motorcycle will be held by one assistant. The motorcycles that are not equipped with an autonomous starter will be placed at the end of the starting grid.

15 minutes before the start of the race, the "5 minutes" sign will be held on the starting line, pilots will have to stand on the other side of the track in front of their bikes.

13 minutes before the start, the "3 minutes" sign will be held. At this point, any technical intervention on the motorcycle is forbidden. Only two assistants per rider can stay on the starting grid.

11 minutes before the start of the race, only the assistant holding the machine will be allowed to stay on the starting grid.

10 minutes before the start, the riders start 2 warm-up laps, after which the riders take place again on the starting grid;

7.5.3. In the middle of the track, on the starting line, a marshal with a red flag will **await** the riders at the starting grid and will not leave until the starter orders him to leave the

track, after the green flag has been waived by the marshal positioned at the end of the starting grid.

A second marshal with a green and red flag is positioned at the end of the starting grid:

- by means of a green flag, he will indicate that the grid is OK
- by means of a red flag, he will stop a rider who arrives too late, behind the car of the clerk of the race, and will see to it that this rider can start from a stop at the end of the grid and after the starting procedure or that he returns to the pits.

7.5.4. 5 minutes prior to the starting time, the riders will have to take place at the other side of the track in front of their bike. The track will then be totally evacuated with the exception of the riders, the officials and one mechanic per machine.

At the scheduled time, the clerk of the course situated on the starting grid will give the start by means of the national flag.

7.5.5. The riders who were not able to start their machines can be assisted by their mechanic when all the other competitors have left, when the "push" sign is held.

7.6. Pit stop

Riders may enter the pit-lane during the race to make adjustments to their machines, refuel or change tyres. All such work must be carried out in the pit lane on the working apron in front of the boxes.

A speed limit of **60 km/h** will be enforced in the pit lane at all times during the event. Controls will be held and penalties will be given to all those who do not respect the speed limit.

If for any reason a rider misses the stop in front of his box, he can return in the opposite direction, **engine turned off**, once he has passed the last box.

Any rider found to have exceeded the limit during the practice will be subject to a fine of 150 €. Any rider who exceeds the pit lane speed limit during a race will be penalized with a "Stop & Go".

7.7. "Stop & Go"

During the race, the « Stop & Go » procedure to be respected by all participants is the following : After notification has been made to the team, a STOP board displaying the rider's number will be shown at the finish line. Failure by the relevant rider to stop, having been shown the board 5 times, will result in that rider being shown the black flag.

The penalized rider who respects the injunctions of the officials will have to pass by the boxes again, stop his motorcycle at the « Stop & Go » area. He must bring his motorcycle to a complete stop and remain stationary for 30 seconds. He may then rejoin the race. No mechanical interventions whatsoever are allowed during this procedure.

During a Stop & Go penalty, the rider cannot stop at his box immediately, he has to ride a complete lap before being authorized to stop at his box.

7.8. Refuelling

The use of jerry cans, funnels or any other open system is strictly forbidden during refuelling.

The number of people assisting the refuelling is free. However some security regulations will be applicable:

- the rider has to step down from his motorcycle before the refuelling procedure starts;
- it is compulsory to stop the engine and the machine must be put on a stand during the refuelling;
- during the refuelling, no other intervention whatsoever can be done on the motorcycle;
- refuelling (petrol) must take place after all mechanical interventions on the machine are

- finished, before the rider tries to restart the machine. After refuelling any mechanical intervention on the machine must be carried out only inside the box allocated to the team;
- from the beginning of the official practices, each team must appoint one person for fire safety. This person must be equipped with a reliable extinguisher for fuel fires and is strictly obliged to be present at all refuelling (petrol) operations.

All staff concerned by the refuelling (petrol), including the person responsible for the fire extinguisher, and every person standing at less than a meter from the motorcycle must wear suitable fire retardant clothing, a full face helmet with the visor closed or eye protection and a hood. This procedure is applicable during the practices and the race.

The pit Marshall must be present during the refuelling. Each team has to request the presence of a pit Marshall before the refuelling.

The refuelling cells mandatorily must be covered and the pouring hole should be pointed downwards. For the filling, only gravity is allowed to guide the gasoline into the reservoir of the motorcycle. When the person in charge of the refuelling releases the opening handle of the refuelling cell, the gasoline should automatically stop running.

To fill the refuelling cells, the persons in charge of this job should also wear their protective clothing. It is prohibited to store fuel inside the box. It is explicitly forbidden to smoke in, in front and or behind the boxes.

7.9. Stops on the track

In case of a stop on the track, a rider can by no means step away from his machine, under penalty of being dismissed from the race. If he wants to take his motorcycle back to the pit, he must push it in the direction of the race, without any outside help, and by keeping to the verge of the track.

He may proceed to make a repair with the means at his disposal without any outside help.

The itinerary to be followed in case of a break down will be defined during the briefing. While using these itineraries the rider cannot benefit from any outside help and will have to respect the instructions of the marshals. If for any reason whatsoever a rider decides to take another itinerary than the one defined during the briefing, he will be excluded from the race.

In case of a breakdown in front of the pits, the rider may, under surveillance of a Marshal, return by the pit lane exit, engine stopped. He must push his machine in the opposite direction until he reaches his pit.

7.10. Procedure to follow after a fall

In the case of a rider must be evacuated to the medical centre. He will be allowed, with the approval of Chief Medical Officer, to return to his machine. He must at all times be accompanied by an official.

7.11. Behaviour during practice and race

Each rider cannot ride more than 2/3 of a race.

Riders must obey the flag signals, the light signals, and the boards that convey instructions. If the black flag is waved, the rider has to return to the pit immediately. A black flag with orange round means an immediate stop. Any infringement to this rule will be penalized.

7.12. Penalties during the race

If penalties are imposed to a rider during the race, they will be communicated as quickly as possible to the team manager.

7.13. Stop or neutralization of the race

If, during a race, an incident (climatic conditions or any other cause) puts safety at risk and renders impossible the normal progress of the competition, the Clerk of the Course may decide to neutralize it by deploying the safety cars onto the track. Reminder, it is strictly forbidden to overtake a safety car.

In case of neutralization of the race by means of the red flag, all machines will have to take place in the closed park. The location of this closed park will be defined during the briefing.

If the decision to give a new start must be taken, the clerk of the course will communicate as soon as possible the new starting hour. The clerk of the course has the right to decide whether the race can be resumed behind the safety car or whether the starting procedure should be made over (exploration lap, warm-up lap, grid line-up, etc...).

If the race is stopped at less than three laps after the start, all teams can participate at the re-start, including the machines that have been damaged, after approval of the technical commission. The timing of the race however will not change and the finish will be given at the scheduled time under any circumstances.

If the race is stopped after more than three laps but still less than two thirds of the time, all motorcycles having taken part of the start and not having abandoned will be authorised to start again. After a stop in the closed park (except for the machines that are in such condition that this movement is not possible), the clerk of the course will inform the competitors of the procedure they will have to follow. If it is impossible to give a new start, the results will be taken into consideration.

If two thirds of the total time of the race **has** passed already, the race will be considered completed.

7.14. Finish of a race

When the leading rider approaches the end of time for the race, the checkered flag will be shown on the finish line, on the track. The checkered flag will be kept showing to the following riders.

Once the checkered flag is shown, no runner can leave the pit lane to take the track. To that effect, the red light will be lit at the exit of the pit lane or a Marshall will also present a red flag.

During the final round, if one (or more) rider(s) precede(s) the leading rider before the finish line, the official of the start / finish will simultaneously present the checkered flag and blue flag to the rider (s) and to the leading rider. This means that the race is over for the leading rider while the other rider(s) preceding the leading rider has (have) to complete the last lap and receive the checkered flag.

7.15. Race results

The results will be based on the order in which the riders cross the line and the number of laps completed.

To be counted as a finisher in the race and be included in the results a team must have:

- crossed the finish line on the race track (not in the pit lane). The rider must be in contact with his machine;
- crossed the finish line after the race winner within the time mentioned in the RP;
- Completed 75% of the number of laps carried out by the winner.

In case of premature ending of the race, the classification will be made as described in art. 7.13.

7.16. Lap timing

The **lap timing** will be done with an electrical data recording system based on the use of "transponders".

It's the rider's own responsibility to get on the track with a motorcycle equipped with such a transponder, rented at the timing commission at the circuit. The rider should make sure himself if his transponder is in good working condition (charged).

The exchange, loan or resale of transponders between riders is strictly forbidden.

7.17. Abandon

Each competitor who decides to abandon should inform the clerk of the course.

7.18. Complaints

Complaints of any nature should be made in writing to the clerk of the course and should be accompanied by a deposit of 150 €. If this complaint results in the stripping of the machine, an extra deposit of 300 € should be added for 2 stroke engines and 600 € for 4 stroke engines.

7.19. Application of the regulations

Each team should have taken notice of the present regulations and engages to apply these during the entire event. In case of protest or gaps in these regulations, only the jury will have the final decisional right.

7.20. Waiver of recourse

By entering the race, the riders and their teams, give up all rights of recourse towards the promoter and his staff for any damage they might be exposed to, for any act or omission of the promoter and his employees.

7.21. Annulment of the race

If for any reason the « 4 Hours of Spa Classic » should be annulled, the promoters cannot be held responsible hence competitors will not be able to ask for any allowance. Except in case of force majeure, the competitors will be informed on beforehand of the annulment of the race and their entry fee will be refunded.

7.22. Responsibilities

The promoter declines all responsibility in case of damages that might occur to a motorcycle, its accessories or any other material whether it is caused by accident, fire, theft or other.

7.23. Flags and lights

Marshals and other officials display flags or lights to provide information and/or convey instructions to the riders during practices as well as the races.

7.23.1. Flags and lights used to provide information

7.23.1.1. **National flag**

May be used waved to start the race.

7.23.1.2. **Green Flag**

The track is clear.

- This flag must be shown motionless at each flag marshal post for the first lap of each practice session and of the warm up, for the sighting lap and for the warm up laps.
- This flag must be shown motionless at the flag marshal post immediately after the incident that necessitated the use of one or more yellow flags.
- This flag must be waved by the starter to signal the start of the warm up laps.
- When the pit-lane exit is open, this flag must be waved at the pit-lane exit.

7.23.1.3. **Green Light**

This light must be switched on at the pit lane exit to signal the start of each practice session and of the warm up, the start of the sighting lap and the start of the warm up laps.

7.23.1.4. **Yellow and Red Striped Flag**

The adhesion on this section of the track could be affected by any reason other than rain.

This flag must be shown motionless at the flag marshal post.

7.23.1.5. **White flag with diagonal red cross**

Drops of rain on this section of the track.

This flag must be shown motionless at the flag marshal post.

7.23.1.6. **White flag with diagonal red cross + yellow and red striped flag**

Rain on this section of the track.

These flags must be shown together motionless at the flag marshal post.

7.23.1.7. **Blue Flag**

Shown waved at the flag marshal post, this flag indicates to a rider that he is about to be overtaken. The rider concerned must keep his line and slow down gradually to allow the faster rider to pass him.

At all times, this flag will be shown waved to a rider leaving the pit lane if traffic is approaching on the track.

7.23.1.8. **Chequered Black / White Flag**

This flag will be waved at the finish line on track level to indicate the finish of race or practice session.

7.23.1.9. **Chequered Black / White Flag and Blue Flag**

The chequered black/white flag will be waved together with the blue flag presented motionless at the finish line on track level when a rider(s) precedes closely the leader during the final lap before the finish line (See Art 7.14 – Finish of a race).

7.23.2. Flags and lights which convey information and instructions

7.23.2.1. **Yellow Flag**

Shown waved in front of the starting grid, this flag indicates that the start of the race is delayed. Shown waved at the flag marshal post, this flag indicates that there is a danger ahead.

- The riders must slow down and be prepared to stop. Overtaking is forbidden up until the point where the green flag is shown.
- If immediately after having overtaken, the rider realise that he did an infraction, he must raise his hand and let pass the rider(s) that he has overtaken. In this case, no penalty will be imposed.
- During the final inspection lap, this flag must be waved at the exact place where the flag marshal will be positioned during the practices, the warm ups and races.

7.23.2.2. **White Flag**

An intervention vehicle is on the track.

- Waved at the flag marshal post, this flag indicates that riders will encounter the vehicle in the current section of the track.
- It is forbidden for riders to overtake other riders during the display of the white flag. Overtaking the intervention vehicle is permitted.
- As soon as such a vehicle stops on the track, the white flags must be maintained and the yellow flags must also be presented.

7.23.2.3. **Red Flag and Red Lights**

When the race or practice is being interrupted, the red flag will be waved at each flag marshal post and the red lights around the track will be switched on. Riders must return slowly to the pits.

When the pit-lane exit is closed, this flag will be shown motionless at the pit-lane exit and the light will be switched on. Riders are not allowed to exit the pit lane.

At the end of all qualifying sessions or warm up the red lights will be switched on the grid line.

The red flag will be shown motionless on the starting grid at the end of the sighting lap and at the end of the warm up laps.

The red flag may also be used to close the track.

7.23.2.4. **Black Flag**

This flag is used to convey instructions to one rider only and is displayed motionless at each flag marshal post together with the rider's number. The rider must stop at the pits at the end of the current lap and cannot restart.

This flag will be presented only after the rider's team has been notified.

7.23.2.5. **Black Flag with orange disk (Ø 40 cm)**

This flag is used to convey instructions to one rider only and is displayed motionless at each flag marshal post together with the rider's number.

This flag informs the rider that his motorcycle has mechanical problems likely to endanger himself or others, and that he must immediately leave the track.

7.23.2.6. **Red flag with diagonal white cross**

Shown motionless at each flag marshal post, the race is neutralised.

- Riders must slow down and be prepared to catch up a SAFETY CAR or an intervention vehicle.

- It is forbidden for a rider to overtake another rider during the display of this flag.
- Overtaking the SAFETY CAR is forbidden. Riders must line up in single file behind it.

8. Technical regulations

8.1. General

The motorcycles taking part at the “4 Hours of Spa classic” will be in original configuration. If certain parts had to be replaced, these should be similar to the original ones.

If any other modifications have been made to the machine different than the original configuration, such as : brakes, frame, engine kit ..., these should have been done with parts used back then when the motorcycle was built.

Motorcycles with 4 stroke engines mandatorily have to be equipped with a reservoir in the bottom of the fairing being able to hold at least half of the lubrication and cooling liquids.

The reservoirs for gasoline, water, engine oil and gear oil should be equipped with a catch tank that mandatorily should lead to a recipient that can hold a minimum capacity of half a litre.

All the drain bolts, oil filters, hoses and hose-bolts, oil filling caps and checking gauges of the engine and gearbox cases have to be locked with safety wire, in order to prevent any bolt from coming loose.

For the machines with two stroke engines, liquid cooled, the only authorised liquids will be pure water or water mixed with an ethylic alcohol.

A engine-cut switch fixed at the steer, within reach from the handles, is mandatory.

The handles of the brake, the clutch and possibly the decompression should be equipped with a ball at the end (minimum 16mm). The gas lever should automatically go back to its initial position when the rider releases it.

Handlebar ends must be secured.

All outside bolts (peg of the rear break, chain adjusters) should be protected with a rubber cover.

The front sprocket has to be covered with a metallic protective shield.

A metallic cover should completely shield the primary chain on engines with a separate gearbox.

Using a chain protector with a thickness of 5 mm is recommended.

8.2. Reserve Bike

The teams can use a second vehicle. A “T” letter will be placed alongside the numbers of this second motorcycle. Both bikes will have to pass the technical scrutineering

During the qualifications and the warm-up, the teams can use both vehicles without restrictions (but both bikes cannot be on the track in the same time). At least one hour before the race, the team manager has to tell the race secretariat which motorcycle will race. This bike will be the only one to be allowed to compete during the race.

During the race, the motorcycle that does not compete has to be **outside** of the box. If this bike is used during the race the team will be disqualified.

8.3. Lights

Each motorcycle must be equipped with a complete lighting system, in working condition and consisting of :

- a headlight that can be covered for the day race. The lenticular headlights and the xenon lamp kits, settled in optical non originally planned for this type of lighting are prohibited. Additional Xenon headlights, originally planned for this equipment are allowed;
- a rear light composed out of two independent bulbs with a minimum strength of 5W, plugged on two independent electrical circuits. The feeding will be assured by the energy of the bike or by additional batteries. LED lights are not authorised unless they are fixed in the original lights or have the same aspect as the lights from those days;
- A reflector of 60cm² will be fixed at the rear end of the bike.

The reflector can be removed for the daytime race.

During the night-time race, lights should be on permanently. In case of breakdown, the driver should go back to his box as soon as possible and do the repair.

8.4. Forbidden parts

- 16, 16,5 and 17 inch wheels (only the bikes with original 16" wheels will be able to participate at the 4Hours of Spa Classic on 16").
- A carbon exhaust silencer.
- Front fork tubes with a diameter of more than **42 mm**.
- floating braking disks. half floating braking disks are allowed.
- 4 piston (or more) callipers.
- data recording system.
- fuel injection systems.
- turbo compressor.

8.5. Elements that are to be removed mandatory

Following elements should be removed :

- side stands and central stands;
- flickering lights;
- mirrors;
- mineralogical plates;
- all other accessories that might be dangerous in competition.

8.6. Tyres

The tyres should have a maximum width of 150mm and mounted onto the wheels a maximum width of 4 inches. Rain tyres and tyre warmers are forbidden.

8.7. Noise restrictions

Even after several technical controls, all motorcycles can at any time be tested on noise. The maximum allowed sound level cannot exceed 101 dB/A with a tolerance of 3 dB/A after the race.

8.8. Rider's Equipment

The use of an FIM homologated integral helmet is mandatory, as well as a complete leather

suit consisting of a suit in 1 piece without any horizontal opening possible, gloves and boots. The dorsal "shell" style protection under or integrated into the leather suit is mandatory.

Each rider must wear his helmet and his equipment at the technical check-ups. The helmet must be equipped with the reflecting white stickers with a size of at least 40X20mm.

8.9. Protest

In case of protest, the owner of the bike will have to prove the conformity of his machine. The technical committee and the promoter will be the only judges as to the conformity of the motorcycle.