



# Spa Six Hours Endurance Race 2026

## Friday 25 & Saturday 26 September

### Regulations 2026



#### SUBJECT TO RACB APPROVAL

## ARTICLE 1 : Definition of the Race

During the "Spa Six Hours" meeting, from 24 to 27 September 2026, organized by Roadbook Organization (Belgium), REDWATERUK organizes a 6-hour endurance race.

The race is part of no championship and will comply with the General and Safety Regulations of the 2026 "Spa Six Hours" meeting.

Qualifying practice shall be of 1 session of maximum 90-minute duration. The race shall be of maximum 360-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 with the confirmation of the crew's entry.

## ARTICLE 2 : Eligible Vehicles

### 2.1 CARS ALLOWED TO RACE

Vehicles entered must conform to 2026 appendix K of the FIA International Sporting Code.

The event is open to the following cars :

- Post 1946 Series Production Touring Cars (T)
- Post 1946 Competition Touring Cars (CT)
- Post 1946 Special Touring Cars (HST)
- Post 1946 Grand Touring Cars (GT)
- Post 1946 Competition Grand Touring Cars (GTS)
- Grand Touring Prototypes (GTP)

and for the following periods :

- PERIOD E1 : cars built between 01/01/1947 and 31/12/1954
- PERIOD E2 : cars built between 01/01/1955 and 31/12/1961
- PERIOD F : cars built between 01/01/1962 and 31/12/1965

Maximum noise limits for all cars (qualifying and race) : 112 dB on the track, measured at 15m from the centerline of the track.

Cars invited on application may be merged into a specific class " Invitation ".

To know if your car is eligible, send to REDWATERUK an e-mail: [spa@redwateruk.com](mailto:spa@redwateruk.com) 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.

### 2.2 CATEGORIES AND CLASSES

#### Post 1946 Series Production Touring Cars (T)

#### Post 1946 Competition Touring Cars (CT)

	E	F	G1	G2
Up to 1150 cm3	1	6	11	16
1150 - 1300 cm3	2	7	12	17
1300 - 1600 cm3	3	8	13	18
1600 - 2500 cm3	4	9	14	19
Over 2500 cm3	5	10	15	20

#### Post 1946 Special Touring Cars (HST)

Up to 1150 cm3	HST1
1150 - 1300 cm3	HST2
1300 - 1600 cm3	HST3
1600 - 2500 cm3	HST4
Over 2500 cm3	HST5

#### Post 1946 Grand Touring Cars (GT)

#### Post 1946 Competition Grand Touring Cars (GTS)

	E1			
Up to 2000 cm3	1			
Over 2000 cm3	2			
	E2	F	G1	G2
Up to 1150 cm3	3	8	13	18
1150 - 1300 cm3	4	9	14	19
1300 - 1600 cm3	5	10	15	20
1600 - 2500 cm3	6	11	16	21
Over 2500 cm3	7	12	17	22

#### Grand Touring Prototypes (GTP)

E	F
GTP	

Grand Touring Prototypes (GTP) will be divided into 2 classes :

GTP < 2500cc and GTP > 2500cc



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#### 2.3 VEHICLE IDENTITY DOCUMENTS

All cars competing in the Spa Six Hours endurance race must be in possession of a Historic Technical Passport (HTP).

HTP must carry a FIA number.

Entrants without HTP for their car, are advised to contact RedwaterUK.

Car with a red dot last year must be corrected.

#### 2.4 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) All Ford GT40s will be classified in GTP category, Period F.

The maximum authorized rim dimensions are as follows:

Front: 6.5 x 15" Rear : 8 x 15"

e) Ford V8 engines must be fitted with 18 millimeters spark plugs as in the period.

##### f) 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.

g) 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.

#### 2.5 ELIGIBLE TIRES

- DUNLOP Vintage «L» or «M» Section racing tires which have 204 Compound only and tread pattern CR65 or earlier.

**OR**

- AVON CR6 ZZ.

#### 2.6 LIGHTS

2.6.1 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.

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

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

##### 2.6.4 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 center-line, has a surface of between 20cm<sup>2</sup> and 40cm<sup>2</sup>, 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 center-line. This light(s) must be either incandescent and of a power of at least 21 watts, or equivalent output LED.

##### 2.6.5 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.

#### 2.7 RADIO COMMUNICATION

Radio communications between cars and pits are forbidden.

#### 2.8 FUEL AND REFUELING - FUEL TANKS

2.8.1 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» anti explosion foil.



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

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

Year	2000-2500cc	2500-3000cc	3000-5000cc	> 5000cc
1961	120	130	140	140
1962	120	130	140	140
1963	120	130	140	140
1964	120	130	140	140
1965	110	120	140	160

Year	700-1000cc	1000-1300cc	1300-1600cc	1600-2000cc
1961	70	85	100	110
1962	70	85	100	110
1963	70	85	100	110
1964	70	85	100	110
1965	70	80	90	100

**2.8.3** 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.

**2.8.4** 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 refueling in the pits must have a fire extinguisher of minimum 4kg in the pit.

**2.8.5** Refueling is NOT allowed during the practice.

**2.8.6** The refueling during the race will only take place at the Total petrol station located inside the paddocks down to the Eau Rouge. All the refueling area will be regarded as being under the refueling zone procedure. The driver must get out of his car and do the refueling himself.

The mechanics are not allowed in the refueling area.

Maximum quantity of fuel for each refueling : **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 prize.

#### 2.9 MAXIMUM NOISE LIMITS

Qualifying and race : 112 dB on the track, measured at 15m from the centerline 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 authorized 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.

#### 2.10 BREAKDOWN AND REPAIR DURING THE RACE

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.

#### ARTICLE 3 : Crews - Drivers and Entrants 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 150 minutes. (With 30 minutes break before driving again).



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**3.3** All entrants and all drivers must hold a licence:

Licence from Belgium - RACB Sport :

- ✓ National Historic H-Circuit
- ✓ National Circuit C
- ✓ ITCH-Circuit
- ✓ ITC-Circuit

Licence from UK - MOTORSPORT UK :

- ✓ Race National
- ✓ Race ITCH-Circuit
- ✓ Race ITC-Circuit

Licence from The Netherlands - KNAF :

- ✓ EU/Nationaal licentie
- ✓ Race ITCH-Circuit
- ✓ Race ITC-Circuit

Licence from France - FFSA :

- ✓ Nationale Concurrent Conductor Auto, with a letter of authorization from the ASN
- ✓ International Concurrent Conductor "C" Auto

Licence from any other European country :

- ✓ National A degree (or equivalent) with a letter of authorization from the ASN
- ✓ International for racetrack

Licence from a non-European country :

- ✓ International degree for racetrack with a letter of authorization 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.

**ARTICLE 4 : Competition Numbers - Advertising**

**4.1** The assignment of numbers will be decided by means of a draw within each class. The organizers reserve the right to assign certain numbers.

**4.2** 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;

**4.3** In the event of retirement or exclusion, crews must cover the numbers on the doors.

**4.4** The driver's name and the national flag may only appear once on each side of the car within the maximum dimension of 10 x 40 cm.

**4.5** Advertising will be confined to a maximum of one space of 50 x 14 cm along the top, and one along the bottom, of the competition numbers.

Should there be no room to insert the allowed advertising above and below the racing number, it may be placed adjacent to but not touching, the number background. One of the two spaces attached to each competition number will be reserved for the race organizer's advertising. Advertising must be in accordance with the normal use and with the legal prescription according to the Belgian laws.

**ARTICLE 5 : Entry Fees**

**5.1**

- Entries Open : On publication
- Entries Close : On completion of the grid
- Publication of the list of entrants : September 25, 2026

**5.2** The entry fee is 5700 euros per car. (Five thousand seven hundred euros).

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

Payment is made by credit card or by bank transfer.

**5.3**

Anybody wishing to take part in the «SPA SIX HOURS ENDURANCE RACE» must complete the Application Form Online at [www.redwateruk.com](http://www.redwateruk.com)

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 must 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, a deposit of 2500 euros will be required to secure your place on the grid.



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**5.4** 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.

**5.5** The organizers reserve the right to refuse an entry without having to justify their decision.

#### **ARTICLE 6 : Insurance - Responsibilities of the Entrants and the Drivers**

**6.1** The entry fees include the insurance premium, which guarantees the competitor unlimited cover for civil liability towards third parties. The insurance cover will come into effect during qualifying practice and from the start of the race and will cease at the end of the race or at the moment of retirement, disqualification or exclusion.

**6.2** A document renouncing any recourse to legal action against the Organizers shall be signed during the administrative checking.

**6.3** Drivers participating in the practice sessions and the event are not considered «third parties» among themselves.

**6.4** The competitor will be above all responsible for ensuring that all the persons concerned with his entry respect all the laws and regulations. If an entrant is unable to attend the event in person or if this is a corporate body, he will appoint a representative in writing.

**6.5** The competitors must ensure that all the cars remain in conformity with the conditions for eligibility and safety throughout the practice and the race. The fact of presenting a car for scrutineering will be considered as an implicit declaration of conformity.

**6.6** Throughout the competition a driver or any other person looking after an entered car, will not be freed from his responsibility regarding the observance of the regulations by the mere fact that the competitor or his representative is officially responsible.

**6.7** The competitors, drivers, assistants and guests must at all times wear the identification badges which have been issued to them.

#### **ARTICLE 7 : Passes allocated per car**

For People :

- Pitlane team (paddock inclusive) : 4
- Paddock : 4

For Vehicles :

- Working-paddocks : 2

#### **ARTICLE 8 : Administrative checking**

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

**8.2** Unless a waiver has been granted by the Stewards of the Meeting, those entrants and drivers who do not report for checking will not be authorized to participate to the practice sessions and to the race.

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

#### **ARTICLE 9 : Scrutineering**

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

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

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

**9.4** Any car may be prohibited from starting for safety reasons.

**9.5** 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.

Cars and drivers must meet the mandatory safety equipment of historic cars competing in Belgium.

#### **ARTICLE 10 : Drivers Briefing**

The briefing is compulsory for all the drivers throughout its duration.

Precise details will be announced in due time.

#### **ARTICLE 11 : Pit Regulations**

**11.1** 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.



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**11.2** A maximum of two signalers will be allowed in the signaling area.

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

**ARTICLE 12 : Podium presentation**

The following podiums will be presented directly after the race, on the endurance podium :

Trophies will be presented to the first, second and third :

Podium #1 : Overall classification

Podium #2 : Touring cars

Podium #3 : Classes GTS 8 + 9 + 10

Podium #4 : Class GTS 11

Podium #5 : Class GTS 12

Podium #6 : Class GTP <2500

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