



UK Teams 2016 2CVRT 24 Hour Race Spa Francochamps

UK Teams Overall representative for 24 Hour Race at Spa

Steve Sykes t: 00 44 7513 544319

Regulations and Class Representatives



Class Representative

2CV Racing Club Class 602

Mick Storey t: 00 44 7733 108580

[General and Sporting Regulations](#)

2CV 1100 Hybrid

Nick Roads t: 00 44 7973 862525

[2CVRacing Hybrid Regulations](#)

Citroen C1

Meyrick Cox t: 00 44 7769 392962

[C1 Regulations](#)



Mini 1275

Andy Slade t: 00 44 7970 380339

[Mini Grand Regulations](#)

17 September 2016 Update – UK teams other than C1

Nick Roads

email: nick.roads@gmail.com

Entry List so far for UK teams – note the comments on numbers in red which come from 2CVRT so Jelly Snake need a new number and probably Slarky Malarky. Increase by hundred?

UK 602:

MIM Racing 1 - Car 89 : OK

MIM Racing 2 - Car 32 : OK

Jelly Snake Racing - Car 23 NOT POSSIBLE

Rosie Racing - Car 222 : OK

UK BMW 1100 Hybrid:

Crisis Too - Car 36 : OK

Crisis Fore - Car 52 : OK

Tete Rouge - Car 40 : OK

Gadget Racing - Car 56 : I need to check but it should be fine

UK Mini 1275:

Team Toyshed - Car 73 : OK

Slarky Malarky - Team 28 : I need to check but I fear it will not be possible

Maxted Racing - Team 144 : OK

UK Citroen C1:

Rent Boys – 21 - OK

Mission Motorsport - XX

Match Racing - XX

Match Racing - XX

Dale Lomas - XX

Race Update

Race Start moved to 1230 but this is still to be finally confirmed.

Entry Form

This is available below:

<http://www.24h2cv.be/2CVRT/Informations/2016.09.09/bulletin%20d'inscription%2024h2cv.pdf>

As for testing please return this to me by 28 September latest.

CAPITAL letters on form. Send to me not the 2CVRT email on the form. UK teams get a significant discount as you can see. We are asking for garages all in a row and the areas in front (structure cote paddock) we will request to have for gear. We have requested to go to bottom of endurance pits rather than middle as in 2015.

Drivers can be changed anytime up to signing on. If a driver is not going to make scrutineering on Friday night they will need to make a separate application if they want to sign on Saturday morning.

Testing

The testing timetable is available here

<https://drive.google.com/file/d/0B5Ar79wIZ8lNeVBtVXk0QlpHRFU/view?usp=sharing>. Ignore the line about April and Fagnes , it's the same pricing that was in place for the 6 Hour race earlier in the year.

Please send back the form to me by 28 September with any paid testing required along with the entry forms.

Tick en especes for key collection part – do not think it applies as we have garages for the race.

Note that getting on track at 0900 is difficult to achieve. You cannot access Thursday night, gates do not normally open until 0800, you need to find a key for the garage, an office to sign on (normally in the middle of the F1 Stand Offices which are 10 minutes away) etc.

Extra testing can be paid for at the circuit normally – cash works best but it's a lot easier to book the minimum you want now. You cannot transfer hours however if paid by the hour.

By way of example for my car I am booking 11-12, 2-3 in advance so will cost 400 euros for those hours and I also get 9-10 and 5-6 free so 400 euros for 4 hours testing. I may add extra hours on the day if we have problems.

Regulations

National A Licence or equivalent foreign licence. I would suggest for any non UK drivers they send me copy of their licences so we can get it all approved in advance.

All racewear must be at the correct Belgian level which is specified in 5.6 of technical regulations

http://www.24h2cv.be/2CVRT/Documents/reglement_sport_techn/2CV%20Racing%20Cup%202016%20Reglement%20Technique%20-%20final.pdf

Note this mandates that long johns must be worn.

2005 homologated helmets were not allowed last year. They had to be 2010 or later.

HANS devices are optional under Belgian regulations and are thus not required we are advised. I would strongly recommend their use however if available.

Seats must be manufactured within 5 years which is different to UK regulations.

Fire extinguishers need to have a jubilee clamp and protection to roll cage where a helmet may make contact are items that have been insisted on in scrutineering in the past.

Payments:

Meyrick is taking the payments for the Citroen C1's.

For the rest of the UK teams then once I have the forms back I can work out the final costs and advise on 29 September how much the payment will be based on:

£ 1600 entry price

25 euros per driver

testing fee per car

convert sterling to euros

There will be a small rebate for those who paid £500 by September 1 as we have exceeded the 10 car's which qualifies us for a discount.

Payment to be made by October 1

Bon chance!