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**TO** : Foreign Competitors

**FROM** : RACB Sport - Belgium ASN

**SUBJECT** : **Safety equipment of the historic cars competing in Belgium  
SPA SIX HOURS MEETING - SEPTEMBER 2005**

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RACB Sport would like to remind what is the minimum 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, what nobody likes to see.

Belgium follows the FIA rules and any race in a country must normally follow country rules, as far as safety is concerned. This is an international rule, applicable in any country.

Here are the main FIA safety rules for post-war cars (from period E):

- 1 license, allowing to race outside your home country
- 1 overall, fireproof - FIA norm 2000 - embroidered on the backside of the collard.  
(The validity of the 1986 norm was stopped at the end of 2004)
- 1 helmet, snell SA2000, BS A/FR (red sticker) or SFI 31/1A or 31/2A
- 1 safety harness, FIA labelled for cars up to 1965 / FIA labelled and less than 5 years old for 1966 and after. I naturally strongly recommend a recent harness for older cars as well
- 1 fire extinguisher, min 2kg, controlled for less than 2 years with the inspection sticker clearly visible
- 1 circuit breaker, with easy access from the outside
- 1 tow ring, front and rear, indicated with a contrasting colour arrow on the body (not for single seaters)
- Stop lights that work and turn indicators (except for singles seaters)
- In case of a safety (bag) fuel tank, it must be within the validity period
- The roll bar, when compulsory, must conform to appendix J 1993 and cannot be fixed on the suspension fixing points.

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