



HEURES
MOTO
SPA-FRANCORCHAMPS

Version of 26/01/2026

6 HEURES MOTO SPA – 13 September 2026
SUPPLEMENTARY RULES – EMN 191/66

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1. DEFINITION

Jumpy ASBL is organising the 16th edition of the "6 Heures Moto" at Spa-Francorchamps on **13 September 2026**, a European endurance race for motorbikes complying with the 6 Heures Moto technical regulations and the FMB sporting and technical regulations.

2. CIRCUIT

The meeting will take place on the Spa-Francorchamps circuit. Length **6985 metres**. It will be run in a clockwise direction. Any manoeuvre tending to use the circuit in the opposite direction of the course will be sanctioned by the immediate exclusion of the machine and the rider.

The scoreboard will be a virtual scoreboard via the Sportity application, and will serve as the official information channel between the organisation, the officials, and the teams. The dedicated Sportity code will be communicated to the teams at the same time as the practical information (two weeks before the race). The positioning in the pits and in the paddock can only be done according to the directives of the Organisation.

Address : Circuit de Spa-Francorchamps - Route du Circuit, 55 - 4970 STAVELOT

3. JURISDICTION

This event is ruled by the European Sporting Code (FIM Europe), the European Road Race Regulations (FIM Europe), the Road Race Regulations of the FMB (Fédération Motocycliste de Belgique), their respective appendices as well as the present Supplementary Regulations.

4. CATEGORIES AND CLASSES

The event will consist of a 6-hour endurance race open to all motorbikes complying with the technical regulations.

4.1. CLASSES

The event will bring together teams of 2 or 3 riders on 1, 2 or 3 motorbikes. All motorbikes must have passed the technical inspection. A rider can only be registered in one team.

- Class 600: 2 to 3 motorcycles per team in accordance with the FMB 2026 Road Racing Technical Regulations (see point 2.6.1. - available [here](#))
- Class 1000: 2 to 3 motorcycles per team complying with the 2026 FMB Road Racing Technical Regulations (see point 2.6.1. - available [here](#))
- Trophy: one motorcycle per team
- Open: Above 850cc up to 1400cc 4-stroke: 2 cylinders (not included in the classification) *

If a team decides to use two or three machines, the machines that are not running must be stored in the pit. A motorbike that is used for spare parts must be stored outside the garage, paddock side.

4.2. CATEGORIES

The categories will be determined according to the results of the team members.

- PRO-Category : team composed of at least one member meeting one of the following criteria:
 - To have finished in the top 5 of a national championship between **2011** and **2026**;
 - To have scored points in a European or international championship between **2011** and **2026**;
 - To have taken part in one or more rounds of the World Endurance Championship between **2011** and **2026**;
 - Be a rider whose performance and achievements, although not meeting any of the above conditions, may be considered sufficient to enter the "Pro" category.
- AMATEUR-Category : team composed exclusively of amateur riders not meeting any of the above criteria.

Maximum number of participants in endurance: qualification = 72 / race = 72 (**subject to the homologation of the Spa-Francorchamps circuit for the 2026 season**)

5. RIDERS & MOTORBIKES ADMITTED

The event is open to any rider holding a **FIM Europe FMB** licence, valid for the current year and for the class in which they are entered, as well as to foreign riders, provided they have the start permission of their national federation.

For Belgian riders, it is possible to subscribe an "Endurance" licence. Riders who have not been listed in the Belgian championship for the last 5 years (**2021** to **2026** inclusive) will have to follow a theoretical training. Information on the website of the FMB (www.fmb-bmb.be).

Riders who hold a road racing licence in a solo class valid for the **2026** season, and who have not applied for an "ENDURANCE" licence at the time of subscription, may be issued an additional "ENDURANCE" licence by the Race Director on the spot during an "ENDURANCE" event, subject to payment of the fees set by the affiliated Federation (FMWB or MOTORSPORT VLAANDEREN) with which the club of which the rider is a member is affiliated, plus **€50** (FMWB) or **€60** (MOTORSPORT VLAANDEREN).

6. ENTRIES

Entry forms **and payment** must be returned to the organiser by Monday **31 August 2026** via the website www.6heuresmoto.com.

In case of cancellation, 10% of the entry fee will be retained if the cancellation is made 45 days before the event. 20% will be retained for any cancellation between 45 and 15 days and no refund will be given for cancellations made 15 days before the event.

7. INSURANCE

In accordance with the law, the organising committee has taken out an insurance contract with an approved company, covering the civil liability of riders in the event of an accident with third parties, occurring during the event or the tests scheduled in the official programme of this event. Please note: competitors are not third parties among themselves.

8. ACCESS TO THE CIRCUIT – ACCESS DOCUMENTS

Access and passes should be collected:

- On Thursday 10/09 for teams taking part in Bikers' Days on Friday 11/9 and Saturday 12/9.
- On Saturday 12/09 for teams arriving for the race.

Opening of the Welcome Center, located at the service station OPEN SOURCE - Route du Circuit, 22 in 4970 Francorchamps:

- Thursday 10/09 from 6.30pm to 9pm **ONLY** for teams taking part in Bikers' Days
- Saturday 12/09 from 12.00 to 16.00
- Sunday 13/09 from 07:00 to 15:00

Each competitor, legally registered, taking part in the " 6 Heures Moto " will receive the following access tickets:

- TEAM-Access (access to the pit lane) :
 - 1 access for the team manager;
 - 1 access for each rider;
 - 1 access for the safety officer;
 - 4 accesses for the mechanics (1 per mechanic);
 - 2 accesses for the panelists (1 per panelist);
- VISITOR-Access (no access to the pit lane) :
 - 3 accesses for partners, guests, etc;
- PARKING-Access
 - 2 VEHICLE passes giving access to the brown paddock for the workshop vehicle to be placed behind the box;
 - 2 VEHICLE passes giving access to the red "Hospitality" paddock;
 - 1 parking pass for the P14 car park per rider, for personal cars (access via the Source entrance - entrance A).

Additional access can be ordered online: <http://6heuresmoto.com/>

Parking spaces in the paddock are allocated and designated by the organiser. Each rider is obliged to occupy only the designated parking spaces.

Riders who have introduced or attempted to introduce persons fraudulently onto the circuit will be refused the start. In this respect, riders are responsible for the actions of their mechanics and attendants.

It is forbidden for competitors and other users of the paddocks to plant any metal object in the asphalt surfaces such as pegs, spikes, etc. In case of non-compliance, a sporting or financial penalty may be applied. It is strictly forbidden to use the track or its immediate surroundings with any kind of equipment, apart from practice and races.

If maintenance and/or repairs to motorbikes are carried out in the paddock outside the pits, the ground must be protected from any pollution by laying a protective mat under the motorbikes. Any pollution found will be invoiced to the offending competitor at a cost of 450 € excl.

As soon as they arrive at the circuit, the riders will have to report to the sports secretariat in order to get the latest instructions and possible changes in the practice and race schedule.

9. SPACE AND STAND ALLOCATION

Workspace & catering

Each team will have :

- Half a F1 garage (in length)
- A “workshop” parking slot behind the garage (max 7 x 3 m)
- A “catering” slot in the red paddock (10 x 5 m)

The allocation of the stands is the sole responsibility of the Organiser: 40 stands will be available, and each stand may be occupied by 2 teams.

Depending on availability, it will be possible to rent a complete box at a cost of 600€.

The circuit and stands can be reached from **Saturday 13 September at 1.00 PM.**

During the races, all teams are obliged to close the shutter on the paddock side to prevent the public from coming into the pit lane. Officials will carry out checks.

Remember to take a broom as the pits must be left in the same condition as when you arrived. The circuit will carry out a check before the deposit is returned.

The occupant is therefore responsible for all the duties and responsibilities that are generally incumbent on a tenant (mainly in terms of the safety of his property and the good maintenance of the premises provided). The only persons authorised to be in the boxes, apart from the mechanics, shall be the rider and the persons closely attached to the competitors and whose presence is required by them.

10. ACCESS PADDOCK

The paddock will be accessible **from Saturday at 1.00 PM.** Endurance teams will then be able to take place in their boxes.

The boxes can be made available **during the trackdays on Friday 11/09 at the price of 390 €/day and from Saturday 12/09 at the price of 195€.**

On Sunday, the circuit asks to evacuate the paddock by 9.00 PM and the boxes by 8.00 PM.

11. RACE NUMBERS

6 Heures Moto

Class	Background	Numbers
600	White (RAL 9010)	Blue (RAL 5010)
1000	White (RAL 9010)	Black (RAL 9005)
Trophy	Red (RAL 3020)	White (RAL 9010)
Open	Green (RAL 6010)	White (RAL 9010)

12. ADMINISTRATIVE CHECK AND BRIEFING

Sports secretariat: **bureau 115 (located at the first floor of the pit building)**

Administrative check " 6 Heures Moto " :

Saturday 12/09 from 10:30 AM to 5:30 PM and Sunday 13/09 from 8:00 to 10:00 AM.

Mandatory presence of the team manager and his riders.

Briefing " 6 Heures Moto " :

Saturday 12/09 at 8.30 PM: briefing room (located on the first floor of the pit building)

This briefing is compulsory for the riders and their team manager. Absence = one STOP & GO per missing person.

13. SCRUTINEERING

Technical inspection will take place in the F1 stand and access will be possible via the pit lane.

ATTENTION: Technical inspection is compulsory for all teams. All motorbikes of the same team must be presented together at the technical control.

The equipment of the motorbikes must be in conformity with the technical regulations of the 6 Heures Moto and the FMB sporting and technical regulations.

https://www.fmb-bmb.be/wp-content/uploads/2025/12/2026_0_RegTech_Endurance_fr.pdf

https://www.fmb-bmb.be/wp-content/uploads/2025/12/ReglementCSR2026FR_V03_16.12.2025.pdf

https://www.fmb-bmb.be/wp-content/uploads/2025/12/2026_0-RegTech_CsR_fr.pdf

We remind all teams that the tank of the motorbike for the 600 and 1000 classes must be original (capacity and aspect) - this will be checked by an official. For the Trophy class, tanks with "aviation" type valves will be allowed with a maximum capacity of 24 l.

The fuel tank of each motorbike in all classes must be completely filled with fuel retention foam (**Explosafe**®).

A sound check will also be carried out during the TC in accordance with the technical regulations.

Schedule : Saturday : **1.00 PM to 5.30 PM**
 Sunday: **07.00 to 8.30 AM**

The technical controllers will visit each box according to a pre-established schedule. Teams will have to present the motorbike(s), the equipment and the filling system. The technical data sheets must have been completed beforehand.

Attention: At the TC, it is imperative to present the motorbike with the bottom fairing removed!

The transponder holder must be mechanically fixed to the motorbike. Only the transponder will be changed during the pit stops for teams with several bikes!

The transponder must be fixed to the centre of the motorcycle's longitudinal axis (at the height of the swing arm pivot), on the left or right, as low as possible to avoid being hidden by fairing parts, or from this point towards the rear of the motorcycle. The transponder bracket must be securely fastened using at least a cable tie, but preferably with a nut or rivet. The transponder pin must also be secured with a cable tie. Velcro or adhesive alone is not acceptable. The transponder must always be operational during trials and races, even if the engine is switched off. (See photo)



Once the team's bikes have passed the TC and the data sheets have been completed, you will be given your transponder in exchange for the data sheets at the sports secretariat.

Riders using their own transponder must also go through the sports secretariat to hand in their transponder number! Motorbikes for which we do not have the data sheet will not be allowed to take to the track for testing!

14. TIMEKEEPING - TRANSPONDERS - ARMBANDS

The transponders will only be handed over with the deposit of a licence in guarantee to the sports secretariat after all the bikes and equipment of each rider of the team have been checked. For the qualifications and the race, one transponder will be used per team. Each rider will also receive a chip that must be placed in their armband.

Please return your transponder to the race office immediately after the race.

For any damage or loss of the transponder, a compensation of **650,00 €** without VAT will be claimed.

Each rider of the "6 Heures Moto" must wear an armband on his right arm. Rider 1 will wear a yellow armband, Rider 2 a red armband and Rider 3 a blue armband. The armbands will only be handed over with a deposit of 50,00€.

Please return the armbands at the end of the race to the race office.

For any damage or loss of the armband, a compensation of **50€** will be charged.

15. WORKING AREA

Only accredited team members, carrying the appropriate official passes, are allowed in the work area in front of their pits immediately before working on the motorbike. They must leave this area as soon as the work is completed. When not working on the motorcycle, team members may not remain in the pit lane.

Smoking is not allowed in: pit box, neutral zone and pit lane.

16. QUALIFICATIONS

16.1 All training sessions are official and timed and, unless otherwise stated, will take place according to the following schedule:

Sunday 13 September

Qualifying

09.00 – 11.00 AM

16.2 Each rider must complete a minimum of three timed laps during this session. Riders are required to use the transponders allocated to them. Only one bike per team may be on track at any one time. Any breach of this rule will result in the immediate exclusion of the team.

16.3 Only motorbikes that have been duly entered may take part in practice. All riders must have ridden a minimum of 3 laps in order to be allowed to participate in the race. A damaged motorbike may only be replaced, after verification, with the written agreement of the Race Director and verification by the Technical Panel.

16.4 In the same way that the organisers do not accept any responsibility for accidents that may occur during the event, they do not accept any responsibility for accidents that may occur during the practice sessions.

16.5 In order to qualify, each rider must have set a time in his qualifying session at least equal to the average of the three best times in his class (600 - 1000 – Trophy-Open) and category (Pro - Amateur) plus **15%**. With the agreement of the race director, a rider qualified for the start, whose teammate is not qualified, may change team. This change of team must be notified by the competitor who accepts the rider in the team to the sports secretariat by **Sunday 13 September** at 11.25 AM.

16.6 Immediately after the qualifying practice, a provisional list of riders qualified for the "6 Heures Moto" will be published based on the best lap time of the fastest rider of each team.

A team starting grid will be published on Sunday **12 September**, immediately after the end of the qualifying session.

In the event of a tie, the second fastest team time will be taken into account.

17. FUEL

A maximum of 100 liters of fuel (all teams included) is allowed per stand. A petrol station will be open in the paddock.

Regarding the transport of petrol, the circuit rules must be scrupulously respected under penalty of immediate sporting sanctions! Metal jerry cans are MANDATORY! In case of non-respect of this rule: a Stop & Go.

18. START

Starting procedure « 6 Heures Moto » :

The applicable starting procedure is the so-called "Le Mans" or herringbone type. The starting procedure is as follows:

18.1 35 minutes before the start, the riders prepare themselves and their machines in front of their pits.

18.2 30 minutes before the start of the race, opening of the pit lane exit for the sighting lap. Green lights on at the exit of the pit lane. A "Stop & Go" penalty will be imposed on teams that do not complete the reconnaissance lap.

18.3 25 minutes before the start of the race, closure of the pit lane exit. Red lights on at the exit of the pit lane.

18.4 Riders arriving after the closure, and those who do not wish to complete the sighting lap, will have the opportunity to move to the grid within 5 minutes of the arrival of the riders who have just completed the sighting lap. To do so, they must follow the instructions of the grid officials.

Any rider who encounters a problem with his machine during the warm-up lap may return to the pit lane and carry out repairs or change machine. The rider will then start the race from the pit lane exit.

18.5 When riders return to the grid after the sighting lap they will take their positions. On the grid, the motorbikes must be staggered at an angle of 45° on the side of the track behind the start line. They must be **2,5** meters apart. Each motorbike shall be held by an assistant.

Tyre changes and repairs may be carried out on the starting grid until the "3 minutes" sign is shown. After the sighting lap, riders may choose to change tyres on the grid to suit the track conditions.

18.6 Approximately 5 minutes before the start of the warm-up lap, the following signs shall be displayed with an acoustic warning:

- "5 minute" sign: start of countdown.
- "3 minutes" sign: all persons except the riders, 1 assistant and a maximum of 1 person with an umbrella per rider, will clear the grid. At this point, no one (except accredited officials) is allowed back on the grid. Any intervention on the motorbikes is forbidden.
- "1 minute" sign + "helmet" sign: all persons except the riders and one assistant per rider will clear the grid. Riders must be in front of their own machine on the other side of the track.
- "30 seconds" sign
- Green flag: start of the warm-up lap.

If, even after immediate assistance from the assistant, a rider is unable to start his engine, the motorbike must be pushed into the pit lane and the rider will take the delayed start from the pits.

- A Race Direction car follows the group of riders.
- When the riders return to the starting grid at the end of the warm-up lap, they shall stop their motorbikes, each in its designated position, and switch off the engine. Motorbikes must be placed in the same position as before the start of the warm-up lap(s).

Only one helper per machine and the starting riders are allowed on the grid.

18.7 If a rider gets into difficulties, he must go to the pits immediately. It is absolutely forbidden for riders to go to the starting grid with the intention of delaying the start. In case a rider arrives late at the grid, when the "1 minute" sign has already been shown, he must proceed to the pits at moderate speed, from where he will take the delayed start.

18.8 In the middle of the track, on the start line, a red flag marshal shall wait for the riders to arrive on the grid and shall remain there until the starter gives the order to leave the track, after the green flag has been presented by the marshal at the end of the grid.

A second marshal with green and red flags is located at the end of the grid:

- by means of the green flag, he indicates that the grid is in order
- by means of the red flag, he stops a rider who arrives late, after the Race Direction car, and ensures that this rider can leave a stop position at the end of the grid and after the start or that he goes to the pits.

18.9 Start of the race

- "1 minute" sign, "helmet" sign + audible warning: riders must be in front of their own machine on the other side of the track.
- "30 seconds" sign + acoustic warning

- National flag: start. Each rider runs to his motorbike, starts the engine and begins the race. The engine shall be started by the rider alone, using a mechanical device on the machine. Any external assistance is forbidden.

18.10 If a rider is unable to start his engine, the Race Director, by means of the **PUSH sign or the Green flag**, shall authorise the helper to push the motorbike, as soon as he deems it possible. **If the motorcycle is pushed without the presence of the PUSH sign or the Green flag, the crew will be sanctioned with a 30 second DOUBLE STOP and GO.**

If, despite this intervention, a rider fails to start, the track marshals will immediately push the machine towards the pits (at the entrance or exit depending on proximity). The motorbike may be taken back to its pit under the protection of a marshal. The rider will start as soon as his machine is repaired.

18.11 After the whole field has passed the exit of the pit lane, a delayed start with green lights or green flag will be given to the riders who are there.

18.12 A rider who is moving or not in front of his own machine on the other side of the track at the time of the green light or the lowering of the national flag will be penalised.

19. RIDING TIME – RACING CONDITION OF MOTORBIKES

19.1 For crews in classes 600 and 1000 (two or three machines), a change of rider is compulsory for each change of machine.

19.2 It is the competitor's responsibility to start with his machine in racing condition and to keep it so during the event. Any mechanical damage that alters the normal behaviour of the machine must be repaired before the start, otherwise the competitor will be disqualified.

20. PIT STOPS

20.1 Motorcycles must enter the pits exclusively through the pit lane. During pit stops, riders must take all necessary steps to place their machines as close as possible to their pits, in order to leave as much free space as possible for other competitors to pass.

20.2 The use of the pit lane must be followed by a stop of the motorbike in its pit or a stop in the "Stop & Go" penalty area.

20.3 If, at the end of the pit lane, the engine of a motorbike has not been restarted, it shall be pushed back to its stand in compliance with the instructions of the marshals.

20.4 When a motorbike stops in its stand, for any reason, even a verbal information, the engine must be stopped, under penalty of a "Stop/Go".

20.5 After a pit stop, the rider may resume the track if the light at the end of the pit lane is not red.

When the light is "flashing blue", access to the track is permitted but riders must ensure that they do not interfere in any way with riders and motorbikes racing or participating in training.

21. PIT STOPS, REFUELLING AND REPAIRS

21.1 The speed in the pit lane is limited to 60 km/h.

21.2 During a pit stop, the engine must be stopped. It may be started momentarily for a test or an adjustment.

21.3 To restart, with the rider on the motorbike, 2 persons are allowed to push the machine or the rider may also use the machine's choke. The use of additional batteries is forbidden.

21.4 Only accredited team members carrying the appropriate official passes are allowed in the working area in front of their pits immediately before working on the motorbike. They must leave this area as soon as the work is completed. When not working, team members may not remain in the pit lane.

21.5 During the pit stop, in front of the pit, 4 accredited persons may work on the machine, refuel it, clean the lights, the windscreen, etc. If the rider participates in the intervention, he will be included in these 4 persons. In the event of loss or failure of the transponder, an official is authorized to carry out the change. When interventions on the machine are carried out inside the pit, the number of people working on the motorbike is not limited.

21.6 During the race or a round, refuelling and oiling, as well as repairs and adjustments, may only be carried out at the team's assigned stand. It is strictly forbidden, under penalty of disqualification, to provide any assistance to a motorbike outside its designated stand. Except for the rider who is racing at the time and who may only use equipment or tools that he may have on his machine.

21.7 Before the start of the race, the refuelling systems must be submitted to the Technical College for approval.

21.8 During the entire duration of an event (practice & race) a refuelling system using jugs, buckets, funnels, etc., where the petrol runs out into the open air, is **strictly** forbidden. Refuelling must be carried out by gravity. Any pressurised system is prohibited. Refuelling must be carried out in the pit lane in front of the team's assigned pit via the automatic valve system. The rider must dismount his machine during refuelling. Refuelling and other operations may not take place simultaneously. Before refuelling a machine, it must be stood up. Any refuelling must take place after any mechanical intervention on the machine has been completed and before the rider attempts to restart the machine.

During refuelling, the use of tyre warmers is not permitted. All personnel involved in refuelling, including the person in charge of the fire extinguisher, must wear a fire protection suit, must protect their hands and feet with gloves and closed shoes, and must protect their eyes and head with a fireproof bonnet and a full-face mask or helmet. These instructions apply during practice and the race. All other persons must remain at least one metre away from the motorbike.

After refuelling, any mechanical intervention on the machine is only possible inside the team's assigned pit.

21.9 A maximum of 100 litres of petrol is allowed in the pit (regardless of the number of teams present in the pit).

21.10 It is forbidden to smoke in, in front of and behind the pits as well as to make fire.

21.11 Each team will have to assign one person to the fire safety. This person must be equipped with an effective fire extinguisher against fuel fires of minimum 9 kg. This person must be present with the fire extinguisher in hand and ready to use during refuelling operations. During these operations, the person in charge must protect his eyes and head and have his entire body protected by fireproof clothing.

21.12 Two or three machine crews, the same rules apply plus the following:

- When one machine of a crew is on the track, the second machine stored in the pits must be refuelled on the pit lane. Other maintenance operations are allowed inside the pits. After refuelling the bike must return to the pit.
- When changing machines, a change of riders is mandatory.
- During machine changes only the riders can help, not the mechanics!
- When changing machines, the machine that will be restarted must be placed on standby, engine off, in front of the pit. It can only be taken out of the pits one lap before the machine change. The motorbike may be taken out of the pits to warm up the engine.
- When the motorbike reaches the pit, the rider who is about to leave must stand on the returning motorbike. Then he can take his place on his bike, which his teammate will unhitch. Only then can he start his bike.
- It is always the riders who change the transponder from one motorbike to the other.

21.13 Any infringement of this article will be sanctioned by a "Stop & Go" procedure.

22. "STOP & GO" PROCEDURE

During the race, on the order of the Race Director or his assistant, the rider will be asked to stop in the penalty zone and remain there, at a standstill, for 30 seconds. He may then resume the race.

The rider must respect the speed limit (60 km/h) from the beginning of the pit lane to the exit. In case of a breach of this speed limit, the "Stop & Go" procedure will be repeated; in case of a second breach of this speed limit, the black flag will be presented to the rider.

In the case of a new start, the above-mentioned rule shall also apply.

In the case of a race interrupted before the penalty is applied, and if there is a second part, the rider penalised for an early start shall be required to make his "Stop & Go" after the start of the second part of the race.

In case a rider has not yet completed his early start penalty from the first part of the race and has also anticipated the start of the second part of the race, he shall be shown the black flag.

Once the team has been notified of the penalty, a sign with the word "STOP" and the rider's number will be presented to the race director's bridge. If the "STOP" sign has been presented 5 times to the rider concerned and he still does not stop, the black flag will be presented to him on his 6th pass.

If more than one rider is penalised, the "STOP" sign will be presented to another penalised rider on the following laps. The order of stops will be based on the qualifying times, with the fastest rider stopping first.

If a rider incurs a "Stop & Go" penalty, then the team may have a mechanic present in the penalty area to assist their rider, under the direction of the marshals, to restart their machine should it stall. The mechanic must not interfere with the "Stop & Go" procedure, which is under the control of the race direction.

In case a rider fails to respond to instructions to stop and go, and more than one rider is penalised, no following rider will be asked to stop until the preceding rider has stopped or the black flag has been presented.

It is strictly forbidden for a rider performing a "Stop & Go" procedure to stop in the pit lane under penalty of exclusion. If this is the case, and provided that he initially stopped before the fifth presentation of the "STOP" sign, he must return to the track and carry out the "Stop & Go" procedure after having completed one lap of the circuit.

In case a penalized rider was unable to perform the "Stop & Go" procedure before the end of the race, a penalty of 1 minute shall be added to his race time.

23. PROCEDURE IN THE EVENT OF A TECHNICAL PROBLEM OR A FALL

In case of a breakdown on the track, the rider must immediately put his motorbike away so as not to disturb the other riders. He may then proceed to repair his motorcycle with the means at hand.

Abandonment by the rider of a motorbike on the circuit, even if only for a few moments, shall constitute a case of disqualification, except if this abandonment results, after a fall, from the transport of the rider to the circuit medical centre for examination. If the doctor in charge considers that the rider is fit to take part in the race again, he may return to his motorbike at the place where he fell.

If the rider wishes to return to the pits, he must push his motorbike in the direction of the race, without outside assistance, along the side of the track.

To get back to the pits more quickly, riders are allowed to take shortcuts. These shortcuts will be illustrated during the briefing.

If a rider breaks down in front of the pits, he may, under the protection of a marshal, return through the pit exit, engine off, by pushing his motorbike, against the direction of travel, to his pit.

If the team wishes, they may request assistance to have the rider and motorbike taken back to an organisation vehicle. In this case, they will be dropped off in front of the technical control room.

From this place, two people from the team can bring the motorbike back to the pits, under the control of an official.

Their lap will be counted in the race count.

If, following a collective problem, several teams wish to benefit from this assistance, the teams will be taken in charge according to the order of the starting grid. An assistance vehicle of the organisation will be available.

No complaint may be made about the order of intervention of the assistance vehicles.

No other assistance than that of the organization will be allowed.

In races of at least 06 hours, if in a team of three riders, one rider can no longer continue the race, the other two may finish it, provided that the rider on the track who cannot continue brings the motorbike back alone, or with the help of the organization's assistance, to the stand assigned to the team, or only the transponder for teams in which each rider uses his motorbike.

24. STOPPING OF RIDERS

The Race Director, on his own authority or on the advice of the stewards of the meeting or the marshals, shall stop the motorbike whose rider has committed an infringement or whose machine no longer seems to be in normal condition. This decision shall be notified to the rider at all marshal's posts by means of a black flag, or a black flag with an orange circle, accompanied by the number of the motorbike. If the rider has not complied with the Race Director's injunction within one lap of the notification of this order, the infringement will result in disqualification. The same measures shall be taken during practice.

25. SIGNIFICANCE OF FLAGS

The marshals and other officials shall display flags or lights to give information and/or instructions to the riders during practice and races.

25.1. FLAGS AND LIGHTS USED TO PROVIDE INFORMATION

National flag :

May be used waved to start the race.

Green flag :

The track is clear.

This flag must be presented waved at each flag marshal's station, during the first lap of each practice session and warm up, during the sighting lap and during the warm up lap.

This flag must be presented waved at the marshal's station immediately after the accident 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 lap.

Green light :

This light must be flown at the exit of the pit lane to signal the start of the practice and warm up sessions, the start of the sighting lap and the start of the warm up lap.

Yellow flag with red stripes:

The grip in this section of the track may change for any reason other than rain.

This flag must be presented waved at the flag marshal's post.

White flag with red diagonal cross:

Rain drops on this part of the circuit.

This flag must be presented waved at the flag marshal's post.

White flag with red diagonal cross + yellow flag with red stripes:

Rain on this part of the circuit.

These flags must be presented together and waved at the flag marshal's post.

Blue flag :

Presented waved at the flag marshal's station, this flag indicates to a rider that he is about to be overtaken.

During practice sessions, the rider concerned must hold his line and slow down gradually to allow the faster rider to overtake him.

During the race, the rider concerned shall be taken a lap. He must allow the faster rider(s) to pass him at the first opportunity.

At all times this flag must be waved at the rider leaving the pit lane if traffic is approaching the track.

Black/white chequered flag:

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

After receiving the chequered flag, riders must return to the pits at reduced speed. They may not stop on the track immediately after the finish line.

Chequered flag and blue flag:

These flags, black/white and blue chequered, must be presented waved at the finish line at track level when a rider(s) is/are closely preceding the leading rider, before the finish line, on the last lap.

Flashing blue lights:

These must be on at the exit of the pit lane at all times during practice and races.

25.2. FLAGS AND LIGHTS TRANSMITTING INFORMATION AND INSTRUCTIONS

Yellow flag:

Presented waved in front of the starting grid, this flag indicates that the start is delayed

One yellow flag presented waved at the flag marshal's station, this flag indicates that there is a danger ahead.

Two yellow flags waved at the flag marshal's post, indicating that there is a hazard obstructing the track totally or partially.

Riders must slow down and be prepared to stop. It is forbidden to overtake until a green flag is shown.

If, immediately after overtaking, the rider realises that he has committed an infringement, he must raise his hand and let the rider(s) he has just overtaken pass. In this case, no penalty shall be imposed.

During the final inspection round, this flag must be waved at the exact point where the flag marshal will be stationed during practice, the warm-up round and the races.

White flag:

An intervention vehicle is on the track.

When waved at the marshal's post, this flag indicates that the rider will meet the vehicle in the present section of the track.

Overtaking between riders is forbidden during the display of the white flag.

Overtaking by 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.

Red flag and red lights :

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

When the pit lane exit is closed, this flag must be displayed stationary at the pit lane exit and the light must be switched on. Riders are not permitted to leave the pit lane.

At the end of each practice session or warm up, the red lights will be switched on at the start line.

The red flag must be displayed stationary on the 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.

Black flag:

This flag is used to convey instructions to a rider only and is presented waved at each marshal's station with the rider's number. The rider must pit at the end of the current lap and may not restart.

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

Black flag with orange circle (Ø 40 cm) :

This flag is used to convey instructions to a rider only and is presented waved at each marshal's post with the rider's number. This flag informs the rider that his motorbike has mechanical problems that could constitute a danger to himself or to other riders, and that he must leave the track immediately.

White sign with black SC letters:

Presented at each marshal's post with flags, means that the race is neutralised.

Riders must slow down and be ready to catch up with a SAFETY CAR.

It is forbidden for a rider to overtake another rider while this sign is displayed.

It is forbidden to overtake the SAFETY CAR. Riders must ride in single file behind it.

25.3. PENALTIES FOR FAILURE TO OBEY SIGNALS

If the Race Director observes by himself or by one of his assistants an infringement of the signs, or if he is informed of such an infringement on the basis of a written report from the marshals, he shall apply the following penalties to the riders at fault:

- For the first offence committed by a rider during an event, during practice and/or the race: a penalty corresponding to a downgrading of 3 places in the classification (thus if he finishes the race in 2nd place, he will appear in 5th place in the classification, whatever the number of classified riders).

- For the second offence committed by the same rider during the same event: exclusion from the event.

26. ARRIVAL

As soon as the time limit is reached, the chequered flag will be lowered as the leading rider passes.

If the leading rider does not cross the finish line within 5 minutes, the chequered flag will be presented to the rider second in the provisional classification. The classification shall be established according to the number of laps completed and the time taken.

To be classified, a team must

- have crossed the finish line under the chequered flag on the track (not in the pit lane) within 5 minutes of the winner's arrival. The rider must be in contact with his machine
- have covered at least 75% of the distance covered by the winning team.

In the case of races held in several heats, the number of laps completed in each heat shall be added together, the team with the greatest number of laps being ranked first. In the event of a tie, the times achieved in each heat shall be added together.

The time limit for crossing the finish line after the winner's finish is 5 minutes.

The chequered flag will be presented to you on the bridge at the F1 finish line. After the chequered flag each rider must complete a final lap at reduced speed. The track must be left by the entrance of the F1 pit lane, follow the instructions of the marshals.

27. MODIFICATION OF THE SUPPLEMENTARY RULES

The organising marshal, in agreement with the race director, reserves the right to make any changes to these regulations that he deems useful for the smooth running of the trials or races or even to change the programme. The participants will always be informed on the notice board.

Any case not provided for in these regulations shall be decided by the organising marshal in agreement with the race director and in accordance with the International and National Sporting Codes.

28. CLAIMS

Any protest must be made in writing and handed to the race director or the event director, in accordance with the rules laid down in the road race regulations for the **2026** season.

29. NEUTRALISATION

In the event of bad weather or exceptional events (rain, fog, etc.), the race direction may at any time neutralise the race by bringing the safety car onto the track. In this case, two specially marked vehicles, visibly marked with the words "SAFETY CAR" on the side and rear, with flashing orange lights on the roof, will drive onto the track. At this point the yellow flags will be waved and the SC signs will be presented to the marshals.

The riders will place themselves in single file behind the safety cars, without overtaking each other. As a reminder, it is strictly forbidden to overtake a safety car. The rider who overtakes when the safety cars are on the track, will be given a penalty of one minute.

During the neutralisation, the machines can stop in the pits.

The riders, once the pit stop is completed, will have to come in single file at the exit of the pit lane and will be able to join the track only when the green light located at this place is lit. It will be lit for a period of 15 seconds, 15 seconds after the safety car has passed the red light at the pit lane exit. Then the pit lane exit will be closed again (red light). Riders who have not left the pit lane must wait for the next group.

The safety cars will return to the position from which they left when the Race Director announces that safety conditions on the track are restored. The safety cars must first complete a full lap of the circuit with the orange flashing lights off, overtaking is still prohibited until they leave the track. As soon as the safety cars have left the track, all yellow flags and SC signs will be removed simultaneously along the track, the pit lane exit will be permanently open again, 10 seconds after a rider has passed the pit lane exit.

The time spent in neutralization mode is considered as race time.

Safety car 1 will take the track at post 1 and safety car 2 will take the track at post 12.

30. INTERRUPTION

The closed park is located in **the pit lane in front of stands 1, 2, 3 and 4.**

This particular point will be covered in the briefing.

31. PRIZES

Each class will be rewarded.

32. PODIUMS

The first three teams of the general classification in the 600, 1000 and Trophy categories will receive a cup on the podium immediately after the race. A Scratch podium will also be set up.

33. ENVIRONMENT

Mats are mandatory on all surfaces.

During any road race event, if the riders' park and/or the mechanical work areas on the motorbikes are not provided with an impermeable surface (hydrocarbon surface - tarmac, concrete, or other...) it is the rider's responsibility to use an environmental mat approved by the FMB. Penalties are foreseen according to the FMB Sporting Regulations art 13.11.

34. INTERNAL REGULATION OF THE CIRCUIT DE SPA-FRANCORCHAMPS

The rider and the members of his crew are requested to know and respect these rules.

- The access to the Pit Building is forbidden by the tower 1. To access the various premises of the organisation, it is imperative to pass through tower 2.
- The setting up of reception areas in the pits is strictly forbidden.
- Outside of the training sessions and races, it is forbidden to take the track with any vehicle. A fine of 100,-€ will be imposed by the organiser for each offence. The organiser may report the offence to the Jury.
- In case of non-qualification/disqualification there will be no refund of the entry fee.
- The pit lane is forbidden to anyone without a mechanic's bracelet and to children under 16 years.
- Each mechanic can have access to the F1 pit lane **via the grid before stand 1 or after stand 42.**
- In the paddock each scooter must be equipped with an official sticker which you can ask for at the sports secretariat.
- It is forbidden to ride a pocket bike, scooter, etc. in the paddock if you are under 16 years old. The organizer will confiscate the bike for the duration of the weekend in case of non respect.
- The transport of petrol is subject to strict rules in the paddock by the fire brigade. This will be controlled by them and sporting sanctions will be taken in case of non-compliance - see appendix.

35. ORGANISATION SECRETARIAT

Before **10/09** : Jumpy asbl

Tél. : (+32) (0) 87/53.90.11

Fax : (+32) (0) 87/53.90.01

E-mail : info@6heuresmoto.com

From **11/09** : Sports secretariat

tel. **(+32) (0) 472/91 46 07**

36. OFFICIALS

Sports

Race Director : Philippe Vanhooetghem

Assistants race director : TBC

Trainee : TBC

CFCP : TBC

Scrutineering

Assistants : TBC

Trainee : TBC

Timekeeper : Dataware System

37. OFFICIALS JUMPY ASBL

Organisation Marshal : Florian Jupsin

Sports secretary : Charlène Onnau

APPENDIX 1 : TIMING

6 HEURES MOTO
SPA-FRANCORCHAMPS

TIMING

SUNDAY 13 SEPTEMBER 2026

09:00-11:00	QUALIFYING
11:30	START PROCEDURE
11:55	START
17:55	ARRIVAL
18:30	PODIUM

DH SPORTS **legafredo** ZANETTI **KYMCO** **DUNLOP** **CYBERNET**

WWW.6HEURESMOTO.com

APPENDIX 2 : STAND & SIGNAGE

SIGNAGE

Signage: The openings in the signage wall are **to be shared by two teams!**

The maximum dimensions of the installations are as follows:

- Height: 2.00 m above track level;
- Width: 2.00 m along the signal wall;
- Depth: 0.75 m from the track side wall.

The sign may not project beyond the protective glass.

It may not be positioned above the glass. No holes may be drilled in the glass supports.

PIT AREA

Pit stops

Team members carrying official passes are only allowed in the working area in front of their pits immediately before working on the motorbike and must leave this area as soon as the work is completed. When not working on the motorcycle, team members may not remain in the pit lane.

Allocation of areas and pits

The area in the F1 paddock along the railing opposite the F1 boxes, past the alley, is strictly reserved for our commercial partners. No competitor vehicles will be allowed in this area!

APPENDIX 3 : SHORTCUTS

