



## Racing At Spa In 2022: Advice For Competitors:

The 750 Motor Club is delighted to be able to return the Club Enduro Championship to Spa Francorchamps for the first time since C-19 swept the globe. However much has changed during this period and travel is not quite as straightforward as it used to be in the post-Brexit, post Covid world.

### Section 1: Travelling to Belgium (Covid Regulations)

As the UK is no longer in the EU, nor part of the Schengen area and does not currently feature on the Belgian 'White List' of countries where Covid is not considered a risk, travellers to Belgium are required to be fully vaccinated and complete a Passenger Locator Form.

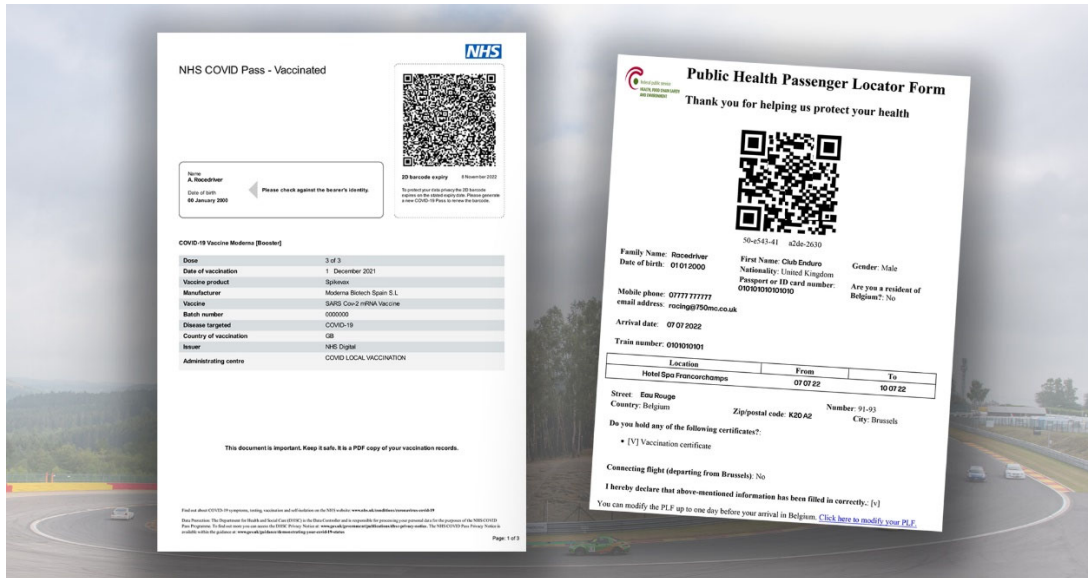
Proof of vaccination can be found by downloading the NHS App onto your smartphone or tablet. When you login to the App, the first menu item displayed is the NHS Covid Pass - select this and click on the 'Travel' option. You will then be able to either download a PDF certificate or have an offline copy emailed to you.

You will also be required to complete the Belgian Passenger Locator Form, this can be found at the following link:

<https://travel.info-coronavirus.be/public-health-passenger-locator-form>

If you choose to download a PDF version of your vaccination records, you have the option to upload it and this will pre-populate certain areas of the form.

To complete the form, you will need your passport number, address where you will be staying in Belgium, details of how you will be arriving in the country, where you have spent the last 14 days (UK for the majority). Make sure you change your nationality to United Kingdom as the form defaults to Belgian and will not let you proceed without a Belgian SSN number.



## Section 2: Carnet Requirements:

Based on anecdotal evidence of people who have made the trip for trackdays and race events last year and from reading the guidance available; some competitors may not require a Carnet, however we can make no cast iron guarantees as we will all be at the mercy of overseas officials and customs. The belief is as follows:

1. You **SHOULD NOT** need a Carnet if:

- You are non-professional (not making money from these races)
- Your race car is road registered and has a V5 in your name
- You are towing your race car yourself, with a private car/motorhome (with paperwork) that is not laden with lots of equipment you could potentially sell, and you are in possession of paperwork showing your return crossing, race entry and a letter from us (available on request via [giles@750mc.co.uk](mailto:giles@750mc.co.uk)) that explains you are travelling to an amateur sporting event with no prize money or reward.

2. You **MAY NOT** need a Carnet, if all the above apply, with the following differences:

- Your race car is not road legal, but you have proof such as a bill of sale that shows you are the owner. Any other useful documentation for the race car may also help such as FIA papers and/or a Motorsport UK vehicle passport.
- If your tow vehicle is a van, it is unmarked (not covered with race team and sponsor graphics.) You are the registered owner (with paperwork) and you are not carrying goods that could be deemed 'for hire or reward' then you might just be fine without a Carnet.

3. You **WILL** almost certainly need a Carnet if:

- Your race car is being transported by a professional team.
- You are racing for financial or business gain, i.e. supporting paying clients.
- If the amount of spares and tools is excessively large in quantity and value, so it appears you could be trying to conduct business, or sell goods and avoid paying EU taxes.

An example of this may be that your car is looked after by a team, who might transport your car and spares in a team truck, together with paid mechanics, whilst you drive your own car separately.

### **3. Other Considerations:**

Whilst not necessarily directly linked, the chances are that if you require a Carnet you will also need a standard international goods vehicle operator licence, (from the 21<sup>st</sup> May 2022) to enable you to transport goods 'for hire or reward' which by definition can even include moving cars and towing trailers. Guidance on this can be found by clicking [here](#).

Depending on the weight of your trailer, it may be necessary to register the trailer in order to drive in Europe. Private trailers over 3500kg and commercial trailers over 750kg must be registered - this can be done online at a cost of just £26. More information can be found at the link below:

<https://www.gov.uk/register-trailer-to-take-abroad>

### **4: What is a Carnet and where can I get one?**

ATA Carnets are international customs documents used for the suspension of duties where goods will be re-exported within a year. Also described as a 'passport for goods', they are designed for commercial operations not private individuals with their own possessions. You don't need a Carnet if you are driving your own road car to Belgium and back, nor if you are towing your own caravan to the EU and back on holiday. This changes when you are dealing with 'goods' and commercial activities. Some of you are simply attending an amateur sporting event, with no financial reward, then bringing your own possessions back into the UK within a week. In which case the Carnet may not be required (see Section 2).

If you do need a Carnet or decide to take one out, Motorsport UK have brokered a deal with Greater Birmingham Chambers of Commerce (GBCC) for Motorsport UK members with a fixed price processing/arrangement fee of £240+VAT. Further details of the offer can be found at the following link:

<https://www.motorsportuk.org/movement-of-motorsport-vehicles-post-brexite/>

We have also had a recommendation from a team competing at Spa that they received favourable service from a company called Boomerang Carnets:

<https://atacarnet.com/>

As an illustration the team in question are running two vehicles being transported in a single lorry with a total value of £150,000 were quoted £700 for a Carnet for both vehicles and all their equipment.

This is the information you provided and on which the estimate is based. Changes in that information could change the fee estimate.

TRIP & TRAVEL DATA AS SUBMITTED (UK)		
Trip Details	Value	Notes
Estimated Departure Date		
General Description of Items	Racing vehicles and support equipment.	<ul style="list-style-type: none"> <li>Machinery (non electrical)</li> <li>Engine Machinery (Vehicles)</li> <li>Electric, Electronic, Scientific and Digital Equipment (Excluding Computers)</li> <li>Hand Tools</li> <li>Computer Equipment</li> <li>Sports Equipment</li> </ul>
Total Value of Items	£150,000.00	
Destination Country or Countries	European Union	
Transit Countries, if any		
Length of Trip	2 Months	(Minimum security length)
Purpose of Trip		

Thank you for the opportunity to provide an ATA Carnet fee estimate for your upcoming trip/travel.

ATA CARNET FEE ESTIMATE (UK)		
Cost Category	Value	Notes
Basic Application Processing Fee	£195.00	Covers up to 6 counterfoil sets*
Admin Issuing Fee	£25.00	
LSD Warranty (optional)	£30.00	Lost Stolen Destroyed document protection
Electronic List Importation (optional)	£60.00	
Carnet Delivery (estimated)	£30.00	Same Day pick-up available: Liverpool, London, Bristol**
Subtotal ex VAT	£340.00	
VAT	£68.00	
Subtotal incl VAT	£408.00	
Security fee	£260.80	(Security Amount: £60,000.00)
IPT	£31.30	
<b>Total estimate</b>	<b>£700.10</b>	

\* Additional Sets (>6) are subject to a charge of £10 per set.

\*\*Expedited Fees May Apply

If you have questions or would like more information, email [Carnets@boomerangcarnets.co.uk](mailto:Carnets@boomerangcarnets.co.uk) or call 0808 189 3400 to speak with a Carnet Specialist.

## Section 5: Scrutineering Requirements:

No change from previous years in the sense you must have a Motorsport UK 'Race National' licence, as a minimum.

Scrutineering in Belgium is done in accordance with the FIA rulebook, see link below:

[https://www.fia.com/sites/default/files/277\\_2022\\_wmsc\\_2021.12.15.pdf](https://www.fia.com/sites/default/files/277_2022_wmsc_2021.12.15.pdf)

It is fair to say that on our previous visits to Spa the Belgian officials have taken quite a 'relaxed' attitude to scrutineering our cars but some key differences which are easily picked up that people have fallen foul of in the past are as follows:

- Cars must have an 'in-date' FIA seat.
- Cars must have FIA padding on the roll cage around the driver's head.
- Drivers must be in possession of full FIA fireproof underwear and socks.
- If your car has a non-OEM fuel tank, it must be to FIA specification and be 'in date'.
- Fire extinguishers must have been serviced in the past 12 months.

## Section 6: Testing & Timings

There is a 3 Hour practice session available on Thursday 7th July from 09:00 to 12:00 at a cost of 400 Euros. This can be booked on the day or in advance (form to follow.)

Friday 8th July	10.25 to 11.25	Qualifying (60mins)
Friday 8th July	14.50 to 16.30	Race Part 1 (100mins, with 1 x 3-minute stop)
Saturday 9th July	12.00 to 13.40	Race Part 2 (100mins, with 1 x 3-minute stop)