



**ADVANCE PROGRAM**

**WORLD CIRCUIT FORMULA 4**

**August 23<sup>rd</sup> and 24<sup>th</sup> 2025**



APPROVED BY THE SPORTING COMMISSION OF THE BELGIUM MOTONAUTIC FEDERATION

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## CIRCUIT ADVANCE PROGRAMME

### 1. Series and classes

UIM Formula 4 World Championship 2025

### 2. Dates and Location

#### MONS WATER GRAND PRIX

**Dates** August 23<sup>rd</sup> and 24<sup>th</sup> 2025  
**Venue** Mons, Belgium, Grand Large  
**Schedule** According to Time Schedule

### 3. Rules

The asbl MONSNAUTEAM organizes on August 23<sup>rd</sup> and 24<sup>th</sup>, an international powerboating event called “Mons Water Grand Prix”, registered on the calendar of the Belgian Powerboating Federation and the International Powerboating Union counting for the World Endurance Championship. This event is hereafter referred as the “Mons Water Grand Prix”. For all rules not mentioned in this program, UIM rules will apply.

In addition to the official regulations, the organizer has decided to adopt and enforce an eco-citizen approach at all levels in order to include the event in a sustainable development policy.

### 4. Organizer

National Authority:	Belgian Motorboat Federation	<a href="mailto:JMVL@jmvanlancker.be">JMVL@jmvanlancker.be</a>
Main Organizers:	Monsnauteam asbl	<a href="http://www.monsnauteam.be">www.monsnauteam.be</a>
Project Coordinators:	LEFEBVRE Jérôme	<a href="mailto:jerome@monswgp.com">jerome@monswgp.com</a>
	CARLENS Christelle	<a href="mailto:christelle@monswgp.com">christelle@monswgp.com</a>
	BERTI Benjamin	<a href="mailto:benjamin@monswgp.com">benjamin@monswgp.com</a>

### 5. Registration

Will only be valid the entry forms duly completed, sent **before July 15<sup>th</sup> 2025**, to MONSNAUTEAM by  
E-mail: [secretary@monswgp.com](mailto:secretary@monswgp.com)

The number of paddock places is limited so registrations will be taken into account following the dates of registrations.

Each team manager will provide to MONSNAUTEAM:

- Signed registration form
- Disclaiming of liability

No entry fee is required.

All registrations will be confirmed by the organizer. If a competitor does not receive such confirmation, they are responsible to contact the organizer.

**Each team should appoint one reference contact at the time of the registration and provide his phone number and an e-mail address.**

## **6. Minimum age of competitors**

The minimum age to compete in Mons is 16 years, subject to permits, license, parental consent and immersion test (UIM 203.04.01).

## **7. Documents for registration and scrutineering**

### **7.1. Documents for registration and scrutineering**

The pilots and/or team managers will have to attend in priority to the race secretary with the following documents (see time schedule for opening times) :

\*National License + UIM F4 Series licence for each participating driver and written permission from parents or legal representatives for pilots under 18 years old.

\*Current valid immersion test certificate for each pilot.

\* National Authority written permission to compete abroad (UIM 203.01)

\*Insurance document (UIM 202.02.13)

Following this administrative control, the team manager will receive the document required for technical scrutineering.

Jury members must present a signed NA authorization form at the race office upon arrival (UIM rule 402.01). Organizer will make Letter of Invitation for Visa supply for participants if necessary.

### **7.2. Technical Scrutineering**

Scrutineering will take place as defined in the document Time schedule.

Boats shall be submitted to the technical scrutineering with dismantled deformable pickle-forks and a set of alternative ones must be available.

Each boat must be presented with the full race equipment, race suit, safety jacket, helmet, closed high shoes for each driver entered on the scrutineering document and in possession of the following documents:

- Logbook with owners license or electronic logbook
- Homologation sheet of the engine for sport categories.
- Homologation number of the cell fixed on the boat, plate fixed visibly on the cell and guaranteeing the floatability of the boat (U.I.M. 503.02 and 509.01).
- The corresponding cockpit conformity sticker or measurement certificate
- Compliant security equipment with valid dates of validity

At the end of the control, the official stickers will be placed to each boat. No boat can enter the water if technical scruttering is not completed and in order.

All interventions on the boat between inspections and practice shall be transmitted to the scrutineers to check their validity.

Any replacement of boat powerhead or sponsons after qualifying time trials will result in all previous times achieved being cancelled and the replacement will be considered as a new entry, requiring full scrutineering and sealing and technical inspection of units removed.

### 7.3. Engines

Mercury 60 EFI and 60 APX engine homologation file n°00500B unaltered.

### 7.4. Race numbers

The surface of race number panel needs to be put in place on the boat before technical scrutineering.

Race number backgrounds must correspond to the following measurements and characteristics: rectangular in shape and measuring 32 cm (height) x 40 cm (width), white background, black letters 24 cm x 14 cm (refer to article 206 -02 of the UIM regulation).

If boat identification is impossible through its number, it will be stopped by the race direction.

National flags of the drivers and UIM stickers are mandatory on the boat.

## 8. Racing course and lengths

[UIM Water Registration: BEL21/0224](#)

Maximum number of boats on the race course: 18

Racing course – see map in the end of this document.

The total length of the circuit: 1,500 kms

Five turn buoys and a timing buoy. Two channels for leaving and entering the circuit.

Number of laps: Starting lap + 20 standard laps

The circuit is divided into 3 zones:

- The ALPHA zone which includes the entry channel to the circuit, from the port to the last exit buoy of this channel.
- The BRAVO zone which includes the entire race circuit.

- The CHARLIE zone which includes the exit channel of the circuit, from the first buoy of this channel to the inside of the port.

In the ALPHA and CHARLIE zones, the speed is always limited to maximum 50km/h.

## 9. Racing format and starts

The" Mons Water Grand Prix "F4 will take place on two days, two races of 20 turns of 1.5kms each, with separate ranking and world championship scores. Each day will be composed of free practice, qualifications and race.

### 9.1. Briefings

The pilot briefing is mandatory. It will take place referring to the Time schedule, in a dedicated place near the race secretary.

All drivers and team managers will be called individually by the race director, prior the briefing start.

It will be forbidden to leave the room before the end of the briefing.

Only drivers, team managers and radiomen will be allowed to attend the briefing.

Mobile phones will need to be turned off during the meeting.

It is requested to the drivers that they came to the briefing in race equipment for the event picture.

It will be stated at the briefing, that some persons are authorized by the organization (nominative list displayed on the official secretariat board) to carry out, at any time, inspections and checks on security matters throughout the racing site and structures (Race direction, the official structures, safety boats, different HQ stands, vehicles on site...) with the exception of the medical HQ (for privacy reasons).

Race commissioners are authorized by the race direction to relay infringements or race events by written to the OOD for eventual penalties.

### 9.2. Free practice

Free practice will take place as mentioned in the Time schedule and will follow UIM rules. Period of 45 minutes.

If the number of registered boats exceed the maximal number of boats allowed on the circuit (18), the race committee will divide the free practice in two groups (draw at briefing).

All regulations regarding the race will also be applicable during free practice. The circuit during the free practice and race is the same. Safety and towing boats will be provided on the circuit during the sessions of free practice. As per U.I.M. regulations the racing suit and equipment is compulsory during the free practice. Any docking boat takes priority over a boat that starts from the dock. Any boat that enters the circuit needs to give priority to boats already on the race circuit.

### 9.3 Start

All heats will have a standing start with the engine switched off according to UIM 307 (dead engine start). On the starting pontoon each pilot can be accompanied by a maximum of 3 team members with adequate armbands.

Late start is understood after the moment when the leading boat passes first turn buoy or red light is turned on again (explained at Drivers briefing). Such late boat will be allowed to join the race only after signal and instructions of the jetty Marshall.

Race stopped will be restarted accordingly to UIM Rule 311.

Penalties accordingly UIM307.

Speed in the “departure” area is limited to 5km/h = docking zone.

#### **9.4. Qualifying**

Q1: All boats may run laps at any time during 22 minutes (timing will start 2 minutes after green flag) – 15 fastest qualified for Q2. Drivers excluded from Q2 (16 and up) have to start in the qualifying race.

Q2: After 5 minutes break the 15 boats will be reset to zero and run for a 17 minutes session (timing will start 2 minutes after green flag) – 6 fastest qualified for Q3. Others will fill positions 7 to 15.

Q3: 2 timed trial laps to determine the departure order 1 to 6.

No refueling allowed during qualifications.

If a driver is deemed to have stopped unnecessarily on the circuit or impeded another driver, his times may be cancelled.

If the number of registered boats exceed the maximal number of boats allowed on the circuit (18), the race committee will divide the Q1 in two groups (draw).

Two Q1 will take place to determine the 15 qualified for Q2.

Qualifying race run : the non-qualified for Q2 will be allowed to take part on qualifying race (10-12 laps) to determine their place from 16 to 18.

The 6 first in qualification will have to go to the “Parc Fermé” for inspection.

#### **9.5. Cranes**

Access to the craning area is strictly forbidden to any unauthorized person. 3 assistants per boat with adequate armbands can access the craning area. A leader of the crane zone is identified by a yellow jacket. He is the only one empowered to give appropriate instructions. Only 3 people are allowed on the pontoon with adequate armbands. In case of non-respect one lap penalty.

The boats will be craned down to the water at the pits area with a crane. Safety hooks will have internal blocking. No craning is allowed with the driver, nor any other person on board under penalty of disqualification. Departure from the dock must be done with nobody else than the pilot on the boat.

The certified slings (UIM 205.12) must be adapted and allow to lift the boat horizontally.

Boat trailers must bear the race number of the boat. Trailers must be removed from the crane area as soon as the boat is in the water and must be brought to the team pit, respecting the direction of traffic imposed. It will be advisable to follow the instructions of the marshals assigned to the crane or the person in charge of the park.

In the event of serious problems, at any time during the race, the crane committee can interrupt the craning.

**A slipway is also available for the teams.**

## 9.6. Flags and pace boat procedure

### Flags:

- **Red:** general stop of the race.
- **Yellow:** danger on this zone, reduced speed - engine speed (4000 RPM) and no overtaking.
- **Green:** free circuit – restart of the race.
- **Black** (with number): return to the pit for the boat whose number is presented (no further laps counting after 3 laps). The presentation of the black flag results in the obligation to go immediately to the defined technical area as stated during the briefing, for a possible conformity update, under the control of the technical commissioner.
- **White:** last lap
- **Checkered white/black:** arrival

### Interrupted race and Pace boat procedure:

- During qualifications Q1 and Q2 :

In case of yellow flag, the session is stopped. Boats may continue but must immediately slow down and not overtake in the area where there is an issue. If the timing is still running, the time taken to resolve the issue will be added to the already elapsed time. If session is stopped the timing restart at the green flag.

In case of red flag, boats must go back to the departure place at slow speed. Timing is stopped and restart is given at the green flag for the remaining session.

Any competitor not respecting the flag signals will be penalized.

- During the race:

A/ In case of red flag: this means stop of the race. Boats must go back to the departure place at slow speed.

Drivers receiving outside assistance at any point during the race will be disqualified.

A stopped race must be restarted if 70% of the total distance has not been covered. The number of laps completed + 1 lap per restart will be deducted from the restarted race. Restart position is determined by the order at the end of the lap prior race being stopped. All boats ready to race may start in a restarted race. The driver responsible of the race stop can restart but if the same driver causes another race stop he will be disqualified.

### B/ Neutralization due to accident or incident

In the case of interrupted race – Yellow flag - (accident, incident), on injunction of the Officer of the day,

- Or the pace boat enters the circuit, with the yellow flag raised, in front of the race leader. Other competitors must join the pace boat without haste and position themselves behind the competitor which is in front of them without leaving too much distance.
- Or the leader of the race adopts an engine speed of 4000 RPM or a speed imposed by the OOD (Act as a paceboat) and the other competitors must join him without haste and position themselves behind the competitor which is in front of them without leaving too much distance. No overtaking is permitted. Any overtaking 5 seconds after the yellow signals will be penalized by 1 lap.

At the end of the procedure, the pace boat or the OOD raises the green flag. The restart is only effective as soon as the green flag is lowered in the pace-boat or by the officer of the day.

In case of leaving the race course under yellow flag procedure the return into the race must be done at the end on the convoy.

A boat judged to be speeding or causing a hazard under yellow flag may receive a drive through or 1 lap penalty. Boats which do not restart in correct position will be given 1 lap penalty.

### **9.7. Repairs**

Boats that have broken down and received assistance by being pulled to the infield or off the race course will be towed to the trailer or the starting dock during a race stop and if pick up boats are available.

Repairs are allowed at any time during the race, with exception that replacement of crankcase and cylinder block is prohibited. Repairs are not allowed on the race course using outside assistance.

Only if a boat reaches the pontoon on its own power, repairs can be carried out (on water or on trailer). No repairs are allowed on the start pontoon during the line up and start and restart procedures.

Drivers may carry out their own repairs in accordance with the rules.

In the event of restart a repaired boat must be ready to take its position on the grid. If not it must start at the end of the pontoon.

### **9.8. Towing and priority of safety boats**

A boat which broke down on any place of the circuit must NOT refuse towing.

The port of the life jacket and helmet are mandatory, during all towing time; the driver must remain seated in his cockpit.

Safety and towing boats have an absolute priority on racing boats; racing boats must keep at least 10 meters distance from safety boats.

### **9.9. Finish**

The finish will be declared after the 20 laps., on the passage of the best ranked boat, the finish line being located on the timing line. This will be declared the winner. The checkered flag formalizes the end of the race, but the classification of the race is given by the official timekeeper, who is the only responsible for the effective time of race.

The first three of each category may complete a lap of honor under the following conditions:

- A safety boat will be waiting for the competitors who wish to do this lap of honor.
- This one will necessarily take place behind this safety boat, in the direction of the race.
- It is strictly forbidden to overtake and turn around this safety boat.
- The speed must be adapted to the circumstances (crew on board).
- The start of this lap will be given by the race director on the UHF radio frequency.



- During all this period, the pilot has the obligation to keep a radio contact (with his radioman and with the race director). The concerned radioman will be near the race director, on the dock near the "medical" pontoon.
- It is strictly forbidden to transport under-18s, except if they are licensed drivers.

The first six boats shall be brought immediately after craning and weighing to the closed park for technical inspection after the race without passing through their stands. Their craning will be priority.

The classification of the event will be based on the F4 regulations from U.I.M., as follows:

20 - 17 - 15 - 13 - 11 - 10 - 9 - 8 - 7 - 6 - 5 - 4 - 3 - 2 - 1 and 1 point to the following ones.

The winner will be the driver who will have accumulated the highest number of points. In the case of a tie, the number of first positions, second positions, etc. will be successively taken into consideration. In the case of a new tie, the driver classified in the higher position in the last championship race gets the higher position in the general classification.

### 9.10. Penalties

The article of the UIM regulation relating to penalties applies in its entirety for all categories, in addition to the penalties of the specific regulations of the "Mons Water Grand Prix".

Turning buoys penalties following UIM rules:

- Hitting a turn buoy or other buoys of the race course: no penalty
- Dislodging or destroying the first buoy                      1 lap deducted at the end of the race
- Dislodging or destroying the second buoy                      disqualification

Any damaged or deteriorated buoy will be subject to a financial penalty **of 200€**.

All penalties will be displayed on the official notice board.

Discipline: failure to respect by a driver or a team member towards the race direction members or commissioners, (such as invectives, insults, assaults, violence, etc...) will be reported and the author will be excluded from the event with definitive removal of his badge, with possible sanction to the team up to the race direction's assessment.

## 10. Safety regulations

The driver must wear his race outfit (race suit, helmet, life vest, high shoes) for the practice and the race.

- Protecting helmet per UIM Rule 205.07
- Racing vest per rule UIM Rule 205.06
- Clothing protection per UIM Rule 205.11

Any driver who does not respect the rules, will not be allowed to take part to the race or to the practice sessions.

Team managers must make sure that the propeller is protected by a suitable cover, when the boat is in the pits area or on the way to the cranes.

## 11. Fuel

Teams will have to buy the fuel directly from the refueling station placed on site by the organizer or from the reference service station designed by the organizer (derogation from UIM Cominsport to art UIM 902.7). The organizer will communicate on this subject as soon as possible or at the latest on the Race inscription on site.

The price of 98 octane E5 fuel will follow the official price in Belgium.

If during a check, it was found that the fuel is not the one that comes from this reference station, the team would be disqualified.

Fuel storage: only the quantity of fuel necessary for a race will be authorized in the pit. The team must have a fire extinguisher placed near it.

## 12. Transport facilities and concessions

Travel compensation will be paid for the F4 in accordance with UIM Rules.

## 13. Prizes

The three top drivers will be awarded with trophies following ranking based on the accumulated time taken over the 2 races.

The award ceremony will take place on the podium on Sunday 24<sup>th</sup> 2025 - see time schedule -, except in the event of a particular obligation which may lead to a delay in the ceremony.

They must be present in racing equipment and undertake to respect the protocol of the ceremony.

Prize money will be in accordance with UIM rules.

Prize money and reimbursement of travel expenses will be paid by bank transfer. All pilots are invited to fill in the bank details form.

## 14. Other mandatory regulations

### 14.1. Teams

Per boat, the organizer will provide the following access:

- 1 Team Manager armband
- 1 Radioman armband
- A driver bracelet
- 3 assistants' armbands for craning and departure zones
- 10 Paddock access bracelets

More paddock bracelets can be obtained on request from the race secretary – following availability. Team registration must be done sent by email **before July 15<sup>th</sup> 2025**, assistants included.

## 14.2. Layout of the pits

The layout of pits is composed of:

- Stands
- Craning area
- “Parc fermé” for technical controls after race and Safety area: an area is provided allowing, in the event of fuel leakage in a boat, to become safe (power failure, emptying of the boat). The wearing of fire protection hoods and gloves is compulsory in this area in case of incident. In all cases, a boat presenting a risk of explosion must be placed in this area. This is also the area for the technical inspections after qualifications and race.
- Trailers parking
- The Race Secretary will be placed in the area of Race Direction. Also Briefing area.

## 14.3. Stands

The MONSNAUTEAM provides you for the boats 12 meters long by 6 meters wide (the living space is included in this area). This area shall contain a camping-car or a truck, two tents of 6 by 3 meters and a maximum of one vehicle. All other vehicles shall be placed in a designed parking.

All derogation must be addressed to MONSNAUTEAM.

In case of registration in both F4 and S3 races, the organization reserves the right to fill out the area.

For aesthetic reasons and for the image of the event, it is essential that the material be clean and representative. All teams are required to decorate their stands following the recommendations of the organizer. The installation of a floor covering or any other decoration is authorized if it is made of non-flammable material.

Lubricant and fuel recovery bins as well as absorbent mats (not supplied) will have to be permanently in place under the engines and evacuations of the boat hull (in case of presence of fuel in the boat).

The fuel from a tank drain, unfit for consumption, will be immediately evacuated, to be stored in a dedicated recovery tank, placed at a location near the “Parc fermé”. Idem for oil wastes.

Failure to comply will result in a fine of 150€ for each infraction found by the Commissioners.

Each team must have and set up an appropriate extinguisher (6kg) at its location, as well as a fire extinguisher on each trailer.

## 14.4. Rules in the paddock

The pits area is a main place of the event. People inside must have good behavior and respect each other. Each represents powerboating in front of the public. The teams must fulfill the obligations defined by the organizer.

The wearing of the bracelet is compulsory. Each person entering the pits area must wear their bracelet in a visible way, for the duration of their visit. In case it is not visible, this person will be deported from the pits area.

Animals must be held on a leash in all places of the event.

It is forbidden to smoke in the pits. Any non-respect of this rule will result in the immediate expulsion of the offender from the pits area, whether it is a driver, an assistant or a guest.

The consumption of alcohol and narcotics is strictly prohibited on the entire paddock (cranes, boat pits, official structures) for all the actors of the race (drivers, mechanics, volunteers, officials as well as all people having a task onsite). Unannounced checks will be made (narcotics, alcohol), and any offense will result in the expulsion of the offender.

It is prohibited to use any device with a flame or anything likely to start a fire (ex : gas, charcoal or other combustible).

No thermal engine will be permitted in the pits (electrical gear authorized). The quads must be parked in the slipway. Any non-respect of this measure will result in the confiscation of the equipment for the duration of the race. The use of bicycles is encouraged and recommended.

Electric vehicles (electric scooters, gyroskates/hoverboards ...) and bicycles will have to drive at low speed on the whole site (maximum at a pedestrian speed). Priority remains to pedestrians.

#### **14.5. Sustainable development**

The teams must have a recovery or absorbing mat (80 x 80 cm minimum) to be replaced as many times as necessary UIM Rule 703.

Every driver is responsible that his engine does not exceed noise levels at all times as specified in U.I.M. Rule 505.

The running of the engine must be carried out with a disc and with an external silencer and only after agreement by the officer on duty and the scrutineer.

A waste container will be at disposition for the teams to avoid any waste left in the area.

#### **14.6. Organization advertising**

Advertising of dimension 10 cm height x 30 cm width can be provided by the organizer of the event. This organizer advertising will be positioned at the touching end of the race number, either above or below.

#### **14.7. Radio**

For safety reasons, it is mandatory to be equipped with radio connections (UHF) on competition boats, so the race direction can communicate directly with the competitors. Article UIM 205.07.02 authorizes radio communication between the pilot and his radioman. Competitors must be permanently listening to the radio frequency dedicated to the race control during free practice and race.

Radiomen area will be made available to the teams (location specified at the briefing). It is mandatory for all competitors to have one team representative: either a radioman or the team manager with a radio in this area during the entire race (including during the lap of honor for the top 3). A maximum of two persons for each team is authorized on the zone at the same time. The armband with boat number is obligatory to access the zone – on the right arm.

#### 14.8. Communication board

The official notice board will be placed close to the race secretary of the event. It will enable the organization to communicate information to the competitors outside the briefing. Any communication made on this notice board is officially provided. The displayed document must include the date, time and signature of the race director or deputy race director, of the chairman of the race jury and of the official representative of the U.I.M. It is the responsibility of the teams to consult the display board where they can find rankings, schedules, penalties and the decisions of the Jury (non-exhaustive list)

#### 14.9. Protest

Team managers are entitled to make a claim. See UIM 403-404.

Only written complaint forms will be taken into consideration by one of the commissioners, and then submitted to the officer of the day, then eventually to the Jury. Verbal claims will no longer be accepted. Any complaint must be made on the official printed form, which will be available at the general secretariat and will be written in English. The amount of the deposit for a claim is set at 150€.

#### 14.10. Doping

The drivers drawn or designated by the doctor for doping controls must go immediately after leaving their boat to the dedicated health bungalow.

### 15. Insurance regulations

Civil liability of organization : in accordance with the legislation, the organizers have insurance covering the consequences of their civil liability, as well as of their attendants to the Grand Prix Motonautique of Mons race. A justification can be given to any member who would require one.

All drivers are responsible for their own personal accident insurance. Third-party liability insurance is required. Insurance cover can be provided by Consulbrokers, partner of the UIM, for drivers and organizers: <https://insurance.uim.sport/>. A copy of your policy must be produced at registration.

If a pilot is not correctly insured and can not find a solution in his country, the organization can propose a complementary insurance for cost of 50,00 euros (UIM 205.09). All insurance requests must be sent to the organization **on the latest July 15<sup>th</sup>, 2025**. After this date it will not be possible to buy an insurance.

All pilots must sign the discharge form responsibility of the organizer of the race, under penalty of non-participation on the event.

## 16. Race Officials

Race Director	<i>Jeni Jelf</i>
Assistant OOD	<i>Jérôme Lefebvre</i>
UIM Sports Commissioner	<i>Milla Suomi</i>
UIM Technical Comm.	<i>Jari Lehtonen</i>
Jury Chairman	<i>Alain Coppens</i>
Medical Officer	<i>Stievenart Laurent</i>
Jetty Marshall	<i>TBA</i>
Race Secretary	<i>Christelle Carlens</i>
Official Timekeeper	<i>TBA</i>
Technical Officer	<i>TBA</i>

## 17. Organizer additional regulations

### 17.1. Adertizing on boats

Any advertising of the sponsors on the boats and vehicles must be carried out in compliance with the regulations in force, including those under restrictions such as adverts of tobacco and alcohol. Any boat bearing an advertising related to political or religious convictions or that would impair morality, will not be allowed to take part to the race, until complete and definitive removal of the offending adverts. The same applies for the clothing of the team members and the advertising on the stand.

### 17.2. Image rights

The sports federations, as well the organizers of sports events, own the right to use the sports events or competitions they organize. Unless expressly agreed by the organizer MONS NAUTEAM within the framework of the event, each participant agrees to grant the organizer, the right to exploit directly or in derivative form throughout the world - for advertising, the promotion of this event, as well as for any advertising or promotional campaign in favor of the organizer - his name, surname, nickname, image and voice, and this on any medium and by any means of communication known or unknown to date, and for all the term of the protection currently granted to such direct or derived holdings by the laws or regulations, the judicial or arbitral decisions of any country as well as current or future international conventions, including any extensions that may be to this period, including posters, posters, publications or press articles, television, radio, internet, UMTS, CD-rom, video games, clothing, packaging.

### 17.3. Cancellation

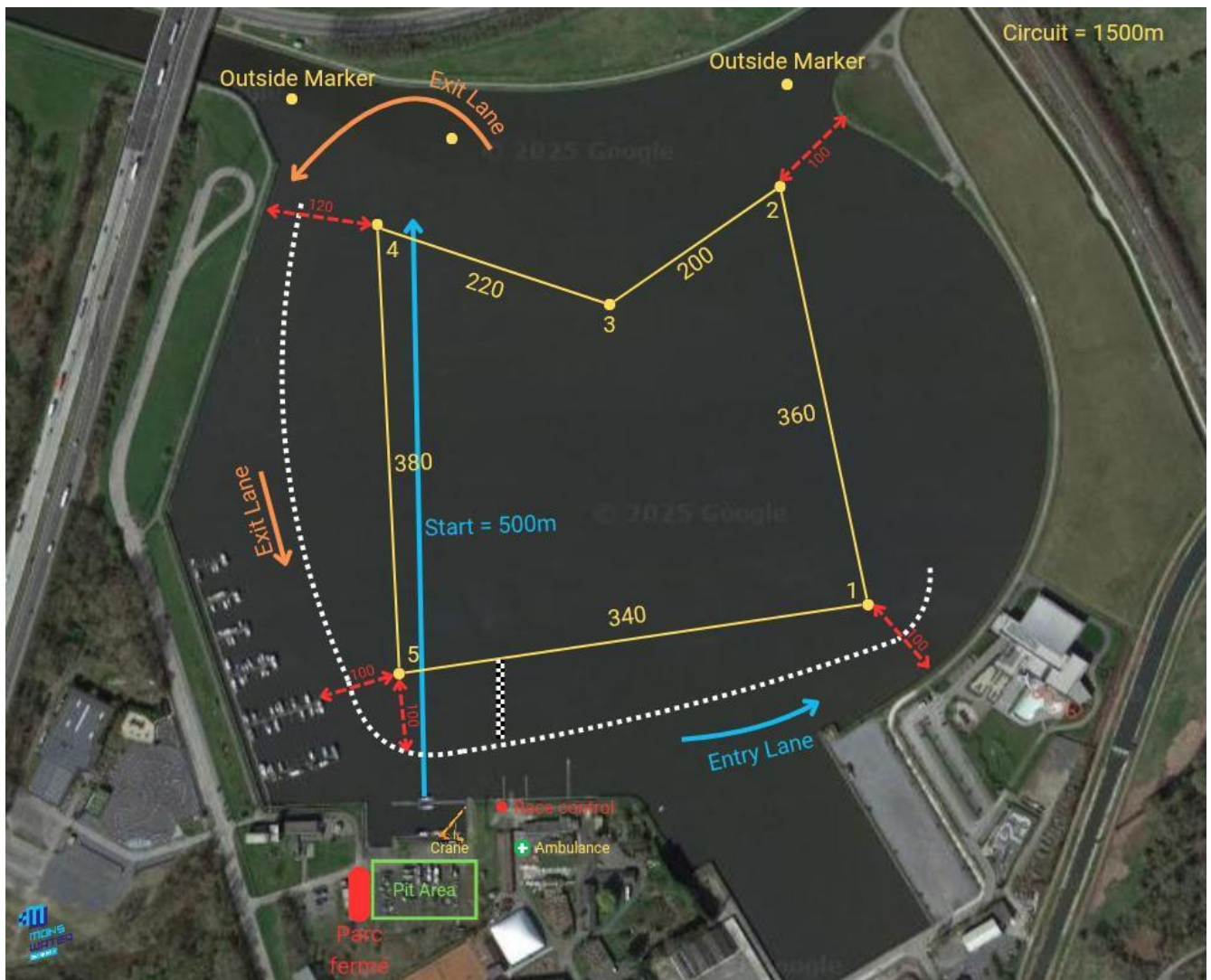
In case of force majeure, natural disasters or for reasons beyond the will of the organization, it reserves the right to cancel the event without competitors being able to claim a compensation of any kind.

### 17.4. Responsibility

Participation in this event is at everyone's own risk. The competitor, the pilot and his team/companions for the simple reason of being admitted and participating in the competition, acknowledge and declare to

discharge the organization from any responsibility for any accidents or damages that may occur during the events to themselves, goods and third parties.

## 18. Race course map







## Time Schedule – Mons Water Grand Prix 2025 S3/F4 V1

\* to be used in case less 18 or less than 18 boats are registered for F4 - valide si moins de 18 ou 18 bateaux inscrits en F4

Wednesday August 20th 2025 – Mercredi 20 août 2025

8.30	Pit area open – Ouverture parc à bateaux
8.30 - 12.30	Race administration at race secretary – Présence au secrétariat
8.30 - 12.30	Scrutineering S3 – Contrôles techniques S3
14.00 - 17.30	Race Administration at race secretary – Présence au secrétariat
14.00 - 17.30	Scrutineering S3 – Contrôles technique S3
17.00	Driver's briefing S3 – Briefing pilotes S3
18.00 – 19.00	Free practice S3 – Essais libres S3

Thursday August 21st 2025 – Jeudi 21 août 2025

08.00	Pit area open - Ouverture parc à bateaux
08.00	Opening of slipway for launching – Ouverture de la mise à l'eau à la cale
08.00	Refuellers briefing – Briefing ravitailleurs
8.30 - 9.30	Free practice S3 – Essais libres S3
9.30	Opening of craning – Ouverture du grutage
10.30 – 17.00	Race S3 – Course S3
18.00	Prize giving ceremony S3 – Remise des prix S3

Friday August 22nd 2025 – Vendredi 22 août 2025

08.00	Pit area open – Ouverture parc à bateaux
08.00	Opening of slipway for launching – Ouverture de la mise à l'eau à la cale
8.30 – 12.30	Race administration at race secretary – Présence au secrétariat
8.30 – 12.30	Scrutineering F4 - Contrôles techniques F4
8.30 – 9.30	Free practice S3 – Essais libres S3
9.30	Opening of craning – Ouverture du grutage
10.30 – 17.00	Race S3 – Course S3
14.00 - 17.30	Race Administration at race secretary – Présence au secrétariat
14.00 - 17.30	Scrutineering F4 – Contrôles technique F4
18.00	Prize giving ceremony S3 – Remise des prix S3
18.30	Briefing F4

NB : Possibility of a free boat weight on request on Friday evening from 19.00 to 20.00 only.

**Download from: [www.motorbootrennsport.de](http://www.motorbootrennsport.de)**





Saturday August 23rd 2025 – Samedi 23 août 2025

8.30	Pit area open – Ouverture parc à bateaux
10.00 - 10.45	Free practice F4 Race 1 – Essais libres F4 course 1
14.00 - 15.00	Qualifications F4 Race 1 – Qualifications F4 course 1
16.30 - 17.30	Race 1 F4 – Course 1 F4

Sunday August 24th 2025 – Dimanche 24 août 2025

8.30	Pit area open – Ouverture parc à bateaux
10.00 - 10.45	Free practice F4 Race 2 – Essais libres F4 course 2
14.00 - 15.00	Qualifications F4 Race 2 – Qualifications F4 course 2
16.30 - 17.30	Race 2 F4 – Course 2 F4
18.30	Prize giving ceremony F4 – Remise des prix F4



## Time Schedule – MONS WATER GRAND PRIX 2025 S3/F4 V2

\*to be used in case of more than 18 boats registered for F4 races - valide en cas de plus de 18 bateaux inscrits en F4

### Wednesday August 20th 2025 – Mercredi 20 août 2025

8.30	Pit area open – Ouverture parc à bateaux
8.30 - 12.30	Race administration at race secretary – Présence au secrétariat
8.30 - 12.30	Scrutineering S3 – Contrôles techniques S3
14.00 - 17.30	Race Administration at race secretary – Présence au secrétariat
14.00 - 17.30	Scrutineering S3 – Contrôles technique S3
17.00	Driver's briefing S3 – Briefing pilotes S3
18.00 – 19.00	Free practice S3 – Essais libres S3

### Thursday August 21st 2025 – Jeudi 21 août 2025

08.00	Pit area open - Ouverture parc à bateaux
08.00	Opening of slipway for launching – Ouverture de la mise à l'eau à la cale
08.00	Refuellers briefing – Briefing ravitailleurs
8.30 - 9.30	Free practice S3 – Essais libres S3
9.30	Opening of craning – Ouverture du grutage
10.30 – 17.00	Race S3 – Course S3
18.00	Prize giving ceremony S3 – Remise des prix S3

### Friday August 22nd 2025 – Vendredi 22 août 2025

8.00	Pit area open – Ouverture parc à bateaux
08.00	Opening of slipway for launching – Ouverture de la mise à l'eau à la cale
8.30 – 12.30	Race administration at race secretary – Présence au secrétariat
8.30 – 12.30	Scrutineering F4 - Contrôles techniques F4
8.30 – 9.30	Free practice S3 – Essais libres S3
9.30	Opening of craning – Ouverture du grutage
10.30 – 17.00	Race S3 – Course S3
14.00 - 17.30	Race Administration at race secretary – Présence au secrétariat
14.00 - 17.30	Scrutineering F4 – Contrôles technique F4
18.00	Prize giving ceremony S3 – Remise des prix S3
18.30	Driver's briefing F4 – Briefing pilotes F4

NB : Possibility of a free boat weight on request on Friday evening from 19.00 to 20.00 only.

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Saturday August 23rd 2025 – Samedi 23 août 2025

8.30	Pit area open – Ouverture parc à bateaux
10.00 – 11.30	Free practice F4 Race 1 – Essais libres F4 course 1
14.00 - 15.45	Qualifications F4 Race 1 – Qualifications F4 course 1
17.00 – 18.00	Race 1 F4 – Course 1 F4

Sunday August 24th 2025 – Dimanche 24 août 2025

8.30	Pit area open – Ouverture parc à bateaux
10.00 – 11.30	Free practice F4 Race 2 – Essais libres F4 course 2
14.00 - 15.45	Qualifications F4 Race 2 – Qualifications F4 course 2
17.00 – 18.00	Race 2 F4 – Course 2 F4
19.00	Prize giving ceremony F4 – Remise des prix F4



**ENTRY FORM**  
**World Championship Formula 4**  
**Mons Water Grand Prix**  
**August 23rd and 24th 2025**

I undersign ..... registers my boat for the Mons Water Grand Prix 2025 Formula 4.

I declare conforming my team and boat to the organizer's and UIM rules. I declare not to engage a procedure with courts jurisdiction for any problems concerning a race problem or accident. The race organizer committee has the full power to solve any problems. I declare to be in regulation with UIM and Advance Program rules. I declare accepting all the risks inherent to the participation of my team in powerboat racing. I declare giving all the information concerning the race rules to my team mates, mechanics or assistants who will be present during the event.  
I declare on my honor that all following details are exacts.

**NAME OF THE TEAM :** .....

BOAT :

**RACE NUMBER :** .....

Hull : ..... Year of construction : .....

Hull Identification Number : .....

Engine : .....

Cylinders capacity : .....

BOAT OWNER :

Name : ..... First name : .....

Address : .....

Phone number : .....

DRIVER :

Name : ..... First name : .....

Address : .....

Phone number : ..... Email : .....

Date of birth : ..... Nationality : .....

Club : ..... Country of licence : .....

Licence number : .....

Date : .....

Driver signature with mention « read and approved, agree with rules », .....



**TEAM MANAGER :**

Name : ..... First name : .....

Phone number : ..... Email : .....

**RADIOMAN :**

Name : ..... First name : .....

Phone number : ..... Email : .....

PS : List of assistants to be provided before July 15th, 2025

**Travel and Price money payment will be made by bank transfer.  
Please write clearly (in block letters) your bank details filling this form.**

NAME : .....

Bank name : .....

Account holder if different : .....

IBAN : .....

BIC : .....

**For non CE countries :**

Account number : .....

SWIFT : .....

Date of reception by Monsnauteam : .....