



ADVANCE PROGRAM

WORLD CIRCUIT ENDURANCE S3

August 21st and 22nd 2025



APPROVED BY THE SPORTING COMMISSION OF THE BELGIUM MOTONAUTIC FEDERATION

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CIRCUIT ADVANCE PROGRAMME

1. Series and classes

Accepted classes for World Endurance Championship:

S3 – catamaran meeting the technical and safety rules of F4

2. Dates and Location

GRAND PRIX MOTONAUTIQUE DE MONS

Dates 21st and 22nd August 2025

Venue Mons, Belgium, Grand Large

Schedule According to Time Schedule

3. Rules

The asbl MONSNAUTEAM organizes on August 21st and 22nd 2025, 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	JMVL@jmvanlancker.be
Main Organizers:	Monsnauteam asbl	www.monsnauteam.be
Project Coordinators:	LEFEBVRE Jérôme	jerome@monswgp.com
	CARLENS Christelle	christelle@monswgp.com
	BERTI Benjamin	benjamin@monswgp.com

5. Entries

Will only be valid the entry forms duly completed, sent **before July 15th, 2025**, to MONSNAUTEAM by E-mail: 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
- Entry fees payment
- Disclaimer of liability

Otherwise, the inscription to « Mons Water Grand Prix » will not be taken into account.

The entry fee is set as follows:

Without pre-commitment:

Category S 3	2000 €
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In the event of pre-commitment (before July 15th), a price discount of 500€ is applied:

Category S 3 **1500 €**

(Can be divided in two payments: 750 € before July 15th, 750€ before August 10th)

Payment by bank transfer, no check will be accepted.

All payments must be made by bank transfer to the bank account of MONSNAUTEAM:

BELFIUS BANQUE - IBAN: BE07 0689 5463 9166 - BIC: GKCCBEBB

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.

A deposit of 1000€ is requested for each registered team, from which will be deducted the amount of any penalties and damage to public infrastructure found by the organizer. This can be paid by bank transfer, or in cash or by check. The deposit will be returned to the drivers at the end of the event, less penalty for destroying/damaging buoy(s) if that is the case.

In case of cancellation after the closing registration date, the entry fee remains to the MONSNAUTEAM.

6. Minimum age of competitors

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

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 secretary office openings):

*License 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).

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*Insurance document (UIM 202.02.13)

*Signed Acknowledgement of the anti-doping rules (can be signed at registration).

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

Organizer will make Letter of Invitation for Visa supply for participants if necessary.

Jury members must present a signed NA authorization form at the race office upon arrival (UIM rule 402.01)

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 skate ends 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 scrutineering 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 change of the engine (cylinder and carter) intervening between the free practice and the effective start of the race, will require a new technical control.

7.3. Requirements according to UIM 902 rules

7.3.1. Engines

Only homologated single engines can be used – Mercury 60 EFI or 60 APX engine homologation file 00500B unaltered. The engine block must remain the same from the start. All other parts may be changed. All engine blocks will be marked one hour prior the commencement of the race. More than one engine can be used in practice. For the S3 classes, a standard ECU box will be allocated to the last winner, second, third on the podium and best performer last year before free practice and must be used during the race art: U.I.M 902.4.

7.3.2. Repairs

Any mechanical intervention is prohibited outside the stand allocated to the competitor.

All repairs with tools must be carried out within your designated pit area.

Near the crane area, are only allowed the control of locking elements of the boat, or small repairs without tools, just with opened tunnel or cover head. UIM 902.17.

Any repairs on hulls or engine require validation of the scrutineer prior to release the boat back to the water.

Any breach of these rules may result in a 5 lap-penalty, which can go as far as disqualification if decided by the race committee, after a written report of commissioners.

7.3.3. Equipment lost incircuit

In case of loss of a pickle fork, towing part, boat tunnel, engine cover, race number, this must be reported to the pilot of the boat by his radioman who will instruct him to return immediately to the pits. His number will also be displayed by the commissioners according to the regulatory procedure. This display will instruct the driver about the mandatory return to the pit. A driver who does not respond to the signal of the commissioners may be excluded from the race.

7.3.4. 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: BEL10/01.23

https://www.uim.sport/Documents/WaterPlan/Venue735/2966-BEL_Mons_100122_exp2027.pdf

Maximum number of boats on the race course: 25

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

The total length of the circuit: 1,620 kms.

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

The circuit is divided into 4 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.

- The DELTA zone which is the channel to the northeast of the body of water and which will serve as storage for boats in the event of a problem and as a group for departure.

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

In case of excessive speed: 3 penalty laps will be applied to each infraction.

Different penalties will be applied according to art.902.38 concerning the buoys (see penalties).

All infringements concerning the race paths allowed on the circuit will be penalized 3 Penalty laps.

9. Racing format and starts

The event will take place on two days (two races), in periods of 6.5 hours of racing. The duration of the event must comply with the advance program.

The timing of the event, previously fixed, will remain effective regardless of the time of the race stop. (For example, if the race is stopped for 1 hour, it will finish at 17:00 pm on whatever happens).

There must be a minimum of 2 drivers per boat and maximum is 4.

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.

Sanction due to absence or early departure: 5 penalty laps per absent person Art: 902.38 UIM.

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

The free practice will take place as defined in Time schedule and will be held according to the U.I.M. rules.

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.

Penalties during free practice and race are the same, the penalty lap will be deducted during the first hour of race and displayed on the official notice board.

9.3. Start

Competitors must position themselves in the DELTA zone in line behind the starter boat and follow it scrupulously.

A / 5 minutes before departure: race direction radio announcement.

B/ 1 minute before the start: race direction radio announcement, starter boat with green flag raised.

C/ the start will be effective as soon as the green flag is lowered.

If a concurrent overtakes the starter boat or starts while the green flag is raised, the boat will be penalized with a 3 laps penalty.

9.4. Cranes

Access to the craning area is strictly forbidden to any unauthorized person. 4 assistants per boat with adequate armbands (refuellers) can access the craning area. A leader of the crane zone is identified by a chasuble. He is the only one empowered to give appropriate instructions. Only 4 people are allowed on the pontoon with adequate armbands. Non-compliance with these rules will result in a 4 laps penalty by stated infringement.

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, if not 5 laps penalty.

The certified slings (UIM 205.12) must be adapted and allow to lift the boat horizontally. Reminder: in accordance with UIM article 902.11, all boats must keep their slings permanently attached to their lifting points. Each offense found, during craning or refueling in particular, will result in the application of a penalty of 3 laps. Any team that refuses to justify to a commissioner the effective presence of the slings on the boat would automatically be penalized.

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.

9.5. Flags and Pace boat procedure

Flags: Signaling is applicable to all zones of the circuit as follows:

- **Red:** general stop of the race - A boat having caused a red flag and responsible of the final stopping of a race is not classified in the results of the race see UIM 902.47
- **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.
- **Checkered white/black:** arrival

Paceboat procedure:

A/ To stop the race

In the event of a red flag, the pace boat with the raised red flag takes the competitors into the DELTA zone, this means RACE STOPPED. In parallel, information will be provided to competitors via their radio men - as far as possible.

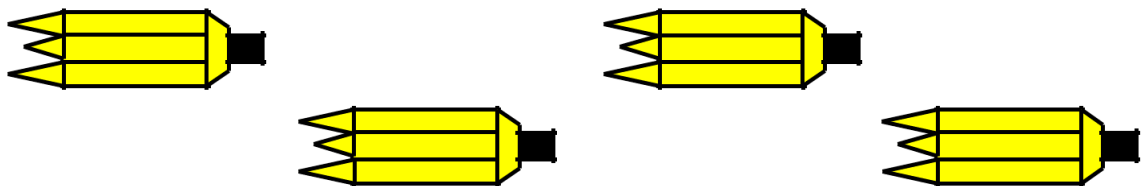
A new start will be given for the remaining time of the race. The driver, responsible for stopping race, can take part of the new start.

If this same driver causes the race stop a second time (intervention of the pace boat), then the competitor will be disqualified.

B/ Neutralization due to accident or incident

In the case of interrupted race (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 (as illustrated below).
- Or the leader of the race adopts an engine speed of 4000 RPM or a speed imposed by the OOD through the radioman invited to come in race direction (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 (as illustrated below).



The boats must follow the convoy without any overtaking. Non-compliance: 5 penalty laps and exclusion in case of recidivism. Laps completed are recorded during this procedure application.

During this procedure, the refueling is allowed and the cranes are open. In case of refueling under yellow flag procedure the return into the race must be done at the end on the convoy without haste.

At the end of the procedure, the pace boat or the Officer of the day 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 and through the radio by the Officer of the day.

9.6. Towing and priority of safety boats

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

It is mandatory to wear a life jacket and a helmet, 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. Any non-respect of this rule would result in a penalty of 5 laps upon report of the Commissioners on the rescue boats, even disqualification in case of endangering people on board these boats.

9.7. Drivers exchange

The driver changes will exclusively take place at the refueling pontoon for all boats. The speed limit in the refueling zone is 5 km/h.

Reminder: as soon as you enter the channel, the speed is limited to 50 km/h. It is the same when the boat is in the harbor and is using the exit channel.

The drivers must sign the pilot time management sheet, before and at the end of each relay, headset in hand, at the dedicated "signature" place located at the entrance of the defined area.

A pilot must not drive continuously for more than 2 hours. The relay for each driver must not exceed the maximum of 2 hours (<120min). For example, if the pit timing is based on a clock with a time minute per minute, the time to drive is limited to 119min (1h59min).

Minimum rest period for drivers is one hour. If, during the race, a boat is immobile due to a technical problem, a repair or an accident, the pilots must sign the time management sheet of start and finish of the relay so as not to exceed the maximum allowed driving time while the boat is immobilized, and do the same for the resumption of the relay.

In case a driver is forced to return to the stand, for whatever reason, he will have to go immediately to the « signature » place, to sign the pilot time management sheet.

In case of the absence of a signature: 2 laps penalty for the first offense.

9.8. Refueling

Refueling will only be done in a fenced space as defined by the organization, in which it is forbidden to smoke, use any material of communication, such as mobile phone, non ATEX compliant radio, camera or any other electrical or electronic equipment.

This space is accessible only to the refueling person, authorized people from the organization and fire safety person.

A mandatory briefing with signature will be organized especially for the refuelers – see time schedule. Any boat of which a refueler would not have been attending the briefing will not take the departure.

The refuelers must wear: a lifejacket, fireproof gloves, a hood and fire glasses.

Any person in the refueling zone must wear rubber-soled shoes and cannot wear non-resistant to hydrocarbons and easily flammable clothes (such as – K-way windbreaker, etc...). Long sleeves are highly recommended.

During refueling the possibility is offered to use a flashlight and a standard anti-explosion radio (Atex with CE marking).

Any docking boat has priority on a boat that starts.

The refueling is done (UIM 902.7)

- by using metal fuel containers - derricks. Its total volume shall not exceed two times the hourly consumption of the boat. It must be mounted on a stable base solidly docked to the pontoon, using metal cables and clamps, the use of straps is prohibited. It will comply to the UIM rules and will necessarily include a quarter turn valve screwed or welded to the outlet of the derrick, without interposition of a flexible connector between derrick and valve. Gauge devices placed outside the derricks are prohibited unless fitted with a stopcock at the bottom. The fuel pipe is one single part and will have to be fitted at the outlet of a safety quarter-turn valve or a pistol of an approved design. The use of a booster device of the derrick is prohibited. Failure to observe these instructions will result in the expulsion of the offender for each infraction. The recommended length of the refueling hose: 8 m (approx).
- by using a little fuel tank equipped with action of releasing/closing fuel filler and a tube with 30cm maximum length.

Any system must be checked during the scrutineering procedure.

The positioning of the derricks will be defined by draw during the S3 drivers briefing.

In respect of the environment, any fuel overflow stated by the empowered commissioner during the refueling, will be sanctioned by 4 laps penalty.

The driver, must be outside the cockpit, 2 persons (drivers or refuelers) maximum are authorized to be on the boat during the tank filling phase. In case of offense: 4 laps penalty.

Fuel controls may be performed at any time in the derricks as well as in the fuel tank of the boat if needed. For any breaches on fuel compliancy, the boat is craned and immediately disqualified.

Refueling will be done exclusively at the refueling station, with engine switched off and driver outside of the cockpit. No repairs of any kind may be done at the refueling point. First offence 4 laps penalty. Second offence: race disqualification. Reminder: the speed limit in the refueling zone is 5 km/h.

Teams will be allowed to bring their own fender to protect the boat against the pontoons. Using tires is prohibited.

The transportation of fuel on the pontoon must be done in anti-static, anti-sparking containers that must be marked of the boat number. Metal fuel containers are prohibited.

9.9. Finish

The finish of the race will be declared on Thursday August 21st and Friday August 22nd after the lead boat has completed the time duration, 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:

- If they wish, they can pick up their teammates (who will be wearing a lifejacket) at the start pontoon.
- 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.

9.10. Classification and interrupted race

The classification of the event will be based on the Endurance 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.

Each pilot is credited with the number of points awarded to the boat. Each pilot name must have been registered (no change will be allowed after the technical scrutineering). Any driver being enrolled on the inscription sheet must perform a relay, under penalty of disqualification of the boat.

To be awarded, a boat shall have completed 40% of the race winner's distance and pass the finishing line 10 minutes maximum later than the leading boat has taken the checkered flag (Art: UIM 902.32).

Any disqualified boats will not return to the water during the race.

In case of race stoppage, the finishing order is the one valid at the end of the lap prior to the stoppage, the scoring system is the following:

- 25% of distance covered = 25 % points
- 50% of distance covered = 50 % points
- 75% of distance covered = 75 % points
- More than 90 % of distance covered= 100 % points

Boats with at least 90% of the distance covered by the winner of his category, which do not cross the finish line, will be classified after all boats that will have passed the checkered flag.

9.11. Penalties

The article of the UIM 902.38 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.

Summary of penalties UIM Art: 902.38.

- Fuel infringement: 4 laps.
- Race infringement incl speed and start procedure: 3 laps.
- Craning infringement: 4 laps
- Not attending the briefing: 5 laps.
- Not attending the technical scrutineering: 5 laps.
- Flags infringement: 3 laps.
- Priority infringement: 5laps.

Turning buoys penalties following UIM rules :

- Hitting a turn buoy or other buoys of the race course : no penalty
- Missing a buoy 1 lap
- Dislodging or destroying the first buoy 3 laps
- Dislodging or destroying the second buoy 5 laps
- Each wrongly taken buoy (UIM 902.19) 1 lap

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

If a driver is disqualified during the race, according to any section of the regulations, the rest of the team can continue to compete, under the condition that the minimum required number of drivers is still available.

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.

Reminder: 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

No compensations for travel costs or for starting in the race will be paid.

13. Prizes

Each driver of the three top teams will be awarded with trophies.

The award ceremony will take place on the podium, except in the event of a particular obligation which may lead to a delay in the ceremony.

- Thursday August 21st 2025 at 6 p.m.
- Friday August 22nd 2025 at 6 p.m.

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

14. Other mandatory regulations

14.1. Teams

Per boat, the organizer will provide the following access:

- 1 Team Manager armband
- 1 Radioman armband + 1 assistant
- Drivers bracelets, 2 till 4 maximum.
- 4 refuellers/assistants armbands
- 10 Paddock access bracelets

More paddock bracelets can be obtained on request from the race secretary – following availability.

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 all cases, a boat presenting a risk of explosion must be placed in the pit area.
- 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”. 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). See UIM 25.02.02. 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 UIM rule 505.

The running of the engine must be carried out with a disc and with a mandatory external silencer and only after agreement by the officer on duty and the scrutineer. Non-respect : 1 lap penalty.

In the event of proven pollution of the boat, 4 laps penalty (as fuel infringement) with mandatory repair will be applied. If impossible to be repaired, the boat will be disqualified.

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. Communication between the pilot and his radioman is mandatory. 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. If one Commissioner notes the absence of a team representative, the team will be penalized by 2 laps penalty, for each absence.

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

The Team Manager on behalf of his driver can make a protest. No collective protests will be accepted.

The protest must be written in English on the UIM official form with full details and the number of UIM rule broken.

The fee for a protest is fixed: - 150€.

If possible, the protest will be judged within one hour of the protest being accepted and the decision will be given to the Team Manager and driver if possible. If a protest is upheld and laps have been deducted at the next posting of positions the laps will be re-introduced. If a protest comes within the last hour of racing then the protest will be heard as soon as possible and the final result will be not be posted until the protest has been judged. Protest on the final results must be made within half of one hour. The protest forms will be available at the race office. All protests according to rule 902.38 (Penalties) and “driver against another driver” must be handed to the Race Secretariat within one hour after drivers changing.

14.10. Doping

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

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 Mons water Grand Prix 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 eur (UIM 205.09). All insurance requests must be sent to the organization on the latest **August 1st 2025**. After this date it will not be possible to by an insurance on site.

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

Officer of the Day (OOD)	<i>Jérôme Lefebvre</i>
Assistant OOD	<i>Christophe Lelievre</i>
UIM Sports Commissioner	<i>Milla Suomi</i>
UIM Technical Comm.	<i>Jari Lehtonen</i>
Jury Chairman	<i>Alain Coppens</i>
Medical Officer	<i>Laurent Stievenart</i>
Race Secretary	<i>Christelle Carlens</i>
Official Timekeeper	<i>TBA</i>
Technical Officer	<i>TBA</i>
Rescue Team	<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. Imagerights

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.

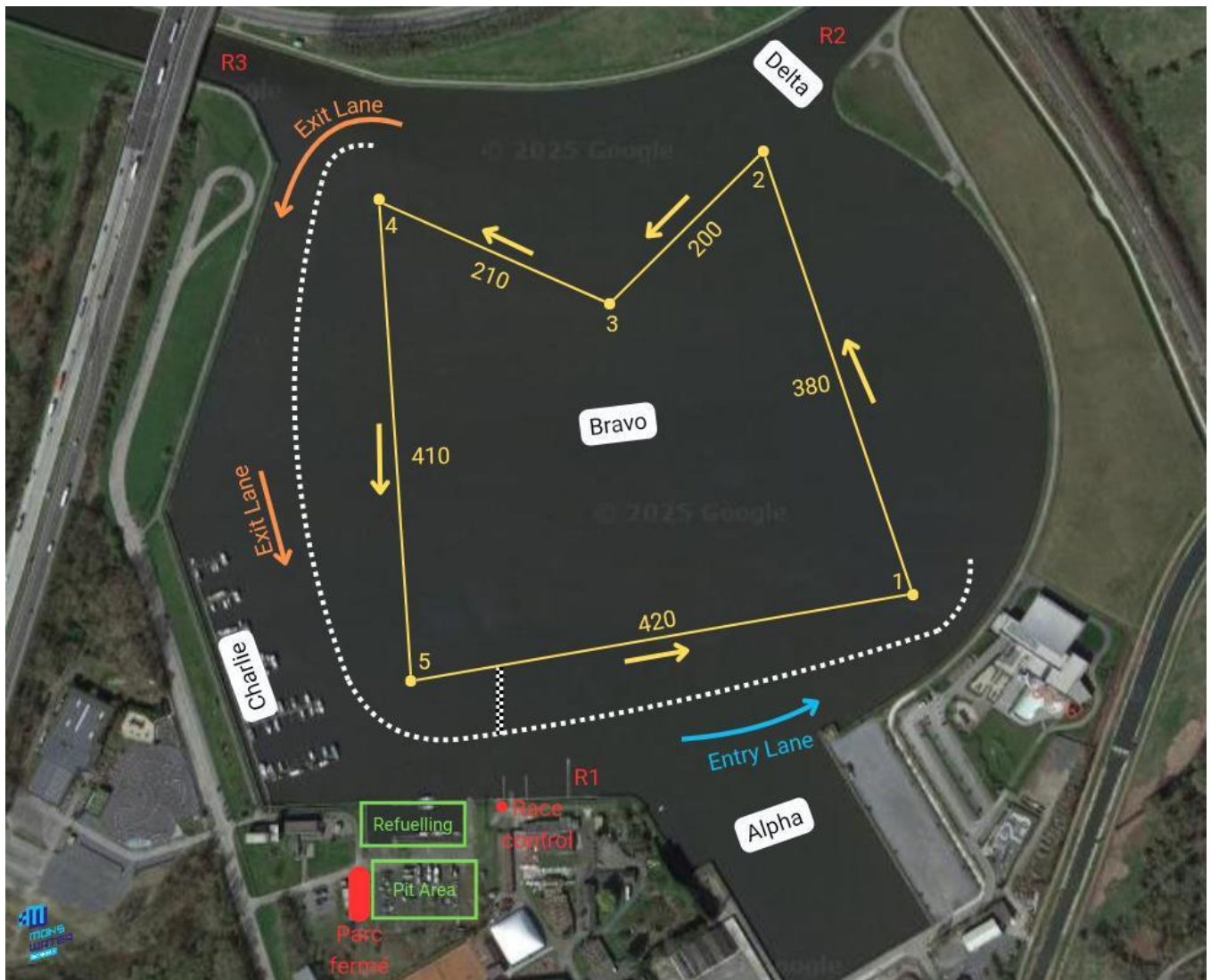
17.3. Cancellation

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 refund or 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



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.

Download from: www.motorbootrennsport.de



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 Endurance S3

Mons Water Grand Prix

August 21st and 22nd 2025

I undersign registers my boat for the Mons Water Grand Prix 2025 Endurance S3.

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 :

TEAM MANAGER :

Name : First name :

Phone number : Email :

RADIOMAN :

Name : First name :

Phone number : Email :

DRIVER 1 :

Name : First name :

Address :

Phone number : Email :

Date of birth : Nationality :

Club : Country of licence :

Licence number :



DRIVER 2 :

Name : First name :
Address :
.....
Phone number : Email :
Date of birth : Nationality :
Club : Country of licence :
Licence number :

DRIVER 3 :

Name : First name :
Address :
.....
Phone number : Email :
Date of birth : Nationality :
Club : Country of licence :
Licence number :

DRIVER 4 :

Name : First name :
Address :
.....
Phone number : Email :
Date of birth : Nationality :
Club : Country of licence :
Licence number :

Date :

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

PS : List of assistants and refuellers to be provided before July 15th, 2025 (one radioman assistant and 4 assistants/refuellers)

Date of reception by Monsnauteam :