

Race 1**Drivers' briefing notes for race 1 :
SPA 3 HOURS****Verbal briefing on Friday at 17h 00, 1st floor Pit Building room 132****Be ready in your car 45 minutes before the beginning of your practices and races**

| | |
|--|---|
| Location in the paddocks : | F1 Pit Box + Endurance Pit Box |
| Pit lane used : | F1 pit-lane + Endurance pit-lane |
| Access to the track : | Practice & race : From endurance pit-lane |
| Entry to the pit lane : | Right hand side after Turn 18 (chicane) |
| Exit of the pit lane : | After Turn 4 |
| Norm to qualify for the race : | Minimum 2 timed laps per car or start from back of the grid with special permission from the stewards in special circumstances. Requests deadline : Saturday 12:00 |
| Griding and starting procedure : | Starting grid in F1 area and start in front of the F1 pit lane. |
| Start of the race (Wet or dry) : | Rolling start, one overall grid according to the best time during qualifying. |
| Driving time : | The maximum duration of uninterrupted driving of a driver can not exceed 70 minutes. (With 15 minutes break before driving again). |
| Pit Stop Regulations : | Pit stop will be done in the allocated pit-lane. Change of driver is allowed during the pit stop. Refuelling of the car is NOT permitted in the pit- lane. |
| Breakdown and repair during the race : | In case of breakdown on the track, the car can be repaired to resume the race only if in safe position. If a team is located inside the paddocks, the car can be repaired where the team is situated before resuming the race. |
| After chequered flag : | Slow down, one deceleration lap and you will enter the F1 pit lane right hand side immediately after Turn 18 (chicane). |
| To be classified after the race : | Crossing the chequered Flag is not necessary. No minimum standard required. |
| Official Notice Board : (Results Delivery) | Formula One boxes 1 & 2 (paddocks side) F1 Pit Building - 1st floor - room 115 |
| Podiums : Directly after the race on the F1 podium | Trophies will be presented to the first, second and third : Podium #1 : H-1965 under 2.000cc Podium #2 : H-1965 over 2.000cc Podium #3 : H-1971 cars Podium #4 : H-1976 cars |
| Refuelling : | NO refuelling during the practice. The refuelling during the race will only take place at the Total petrol station located inside the paddocks at the bottom of Eau Rouge. All the refuelling area will be part of the pit lane. The driver must get out of his car and do the refuelling himself. The mechanics are not allowed in the refuelling area. |

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1. Circuit Main Data

a) **The Control/finish line**, which is used for timing purposes, is located before 1st pits. Start line is at the height of pit garage number 21. Circuit length: 7.003,93 meters. Pole Position: right hand side.

b) You will use the **F1 pit lane + Endurance Pitlane. The entry to the pits is on the right hand side after Turn 18 and the exit after Turn 4.** The pit lane begins at the white line beside the speed limit sign and ends at the white line after pit exit lights. A speed limit of 60 km/h will be enforced in the pit lane.

c) **A blue flag** light will be shown at pit exit on the opposite side of the track to warn of cars approaching on the track.

d) **After chequered flag, slow down, one deceleration lap** and you will enter the F1 pit lane right hand side immediately after Turn 18 (chicane).

e) All around the circuit you will find small orange boards. This indicates the presence of a **fire marshal's posts**.

f) **SAFETY CAR (SC) position :**

- during formation lap and the race :

Safety Car A Turn 1 / Safety Car B Turn 12

- Lights OFF

Safety Car A Turn 15 / Safety Car B Turn 5

g) Around the track, the **openings for cars to be placed in safe position** are marked in ORANGE

h) If you have to use the **escape road at Turn 5** there is a road, which can be used to take you back on the track @ Turn 7. This is to avoid the need to turn round and face oncoming cars.

i) The **Race Director's Signalling place** will be at the "Line" on the right hand side, in addition of the Timing Monitors information's line.

j) The **STOP and GO penalty** is located right hand side in front of box 1 and 2 in the F1 pit lane.

2. RACE – Rolling Start

a) Starting grid in F1 area and start in front of the F1 pit lane.

b) The Start Procedures Countdown will be announced by means of BOARDS.

c) After the green flag you will then leave for the formation lap, keep the formation as tight as possible. A time penalty will be imposed on any driver who, in the opinion of the Stewards, unnecessarily overtook another car during the formation lap. NO tyres warming up after Turn 16. Cars must be lined up between Turn 17 and Turn 18.

d) The leading car will pull off at the end of the formation lap and the cars will continue under the lead of the pole position car. You are to line up on the starting box lines and keep a minimum speed of 70 kph and a maximum speed of 90 kph. A judge of fact will monitor the speed of the car in pole position by radar. Any divergence between the prescribed speeds (70/90 kph) before the start is given will result in a penalty. **Rolling start will be in front of the new pit complex** the lights signal are located on the middle of the track on the "bridge" position. **During the formation lap the red light will be on. No car may overtake another one until red light turn to green.**

e) In case of problem during the formation lap, the leading car will remain in front of the cars and the red lights will remain ON. Yellow waved flags will be shown all around the circuit.

f) In case the problem happens after the leading has left the track, the pole man will be in charge of the speed. This procedure can be repeated several times if needed. Each time this situation happens, the race distance will be reduced by 4 minutes.

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3. Regulations

a) During practices the red/green lights at Pit Lane Exit must be respected. During the race the light will remain GREEN (except during SC procedure).

b) Yellow flags mean danger - reduce the speed. Gaining an advantage under yellow flag will be reported and sanctioned. Overtaking is forbidden from the first yellow flag until you pass the green flag. The blue flag will be used for overtaking during practice, and lapping during both races.

c) Repeated changes of direction in order to prevent another car from overtaking will be reported to the Stewards. One change of line is permissible any more may constitute "illegitimately impeding another driver during overtaking".

d) If you have to STOP on circuit: leave the gearbox in neutral and leave the car as soon as it is safe to do so and provide support in the recovery operations.

e) In case of accident, inform the marshals that you don't need medical attention. This can lead to unnecessarily deploying of medical services or may even result in a Safety Car or Race Suspension situation.

f) During Qualifying, please respect the other drivers on track. If blocking is spotted it will be reported and sanctioned.

g) When leaving the pit lane and joining the track you must **NOT** cross the white line after pit exit.

h) The track is limited by two white lines; it is in between those two lines that the race is going on. Drivers must respect the track limits. During qualifying, if you cut the line by mistake slow down not to improve your time in that sector. Any car which is suspected of gaining any sort of advantage from doing so will be reported to the Clerk of the Course and/or the Stewards, for penalties. During the race, if you gain a position by cutting a corner concede your place as soon as possible.

i) The car's front & rear light must be illuminated at all times when the track is declared "wet track", even if you are running with slick tyres (dry weather tyres).

j) In case of Red flag during the races, stop in staggered positions on the red line (+/- 100m after the start line).

4. SAFETY CAR (SC) procedure

Two safety cars will be used during the Spa 3 Hours, according to the following procedures:

a) When the order is given to deploy the safety cars, all marshal posts will display waved yellow flags and "SC" boards, and the orange lights at the Line will be illuminated, for the duration of the intervention

b) Safety Car A will enter the track after T1, 'La Source' and Safety Car B will go on track at the entrance of T12, both with their orange lights illuminated. They will join the track regardless of where the race leader is.

c) All the competing cars must then form up in line behind each of the safety cars, the 1st car behind the SC must keep within 5 car lengths of it and all remaining cars must keep the formation as tight as possible. The safety cars shall be used at least until all remaining cars in that safety car's sector are lined up behind it. Overtaking, is forbidden until the cars reach the Line after the safety car has returned to the pits or left the track at T10.

d) A car rejoining the track must proceed at an appropriate speed until it reaches the end of the line of cars behind the safety car.

e) Under certain circumstances, the Clerk of the Course may ask the safety car to use the pit lane. In this case, and provided its orange lights remain illuminated, all cars must follow it into the pit lane without overtaking. Any car entering the pit lane under these circumstances may stop at its designated garage area.

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f) When the Clerk of the Course calls in the safety car, Safety Car A will extinguish its orange lights at T15 and Safety Car B will extinguish its orange lights at T5. This will be the signal that it will be leaving the track at the end of the Safety Sector. At this point, the first car in line behind the safety car may dictate the pace and, if necessary, fall more than five car lengths behind it. From this moment drivers must proceed at a pace that involves no erratic acceleration in order to avoid the likelihood of accidents.

As the safety cars are leaving the track, the yellow flags and SC boards at the marshal posts will be withdrawn and replaced by waved green flags with green lights at the Line .

g) Each lap completed while the safety cars are deployed will be counted as a race lap.

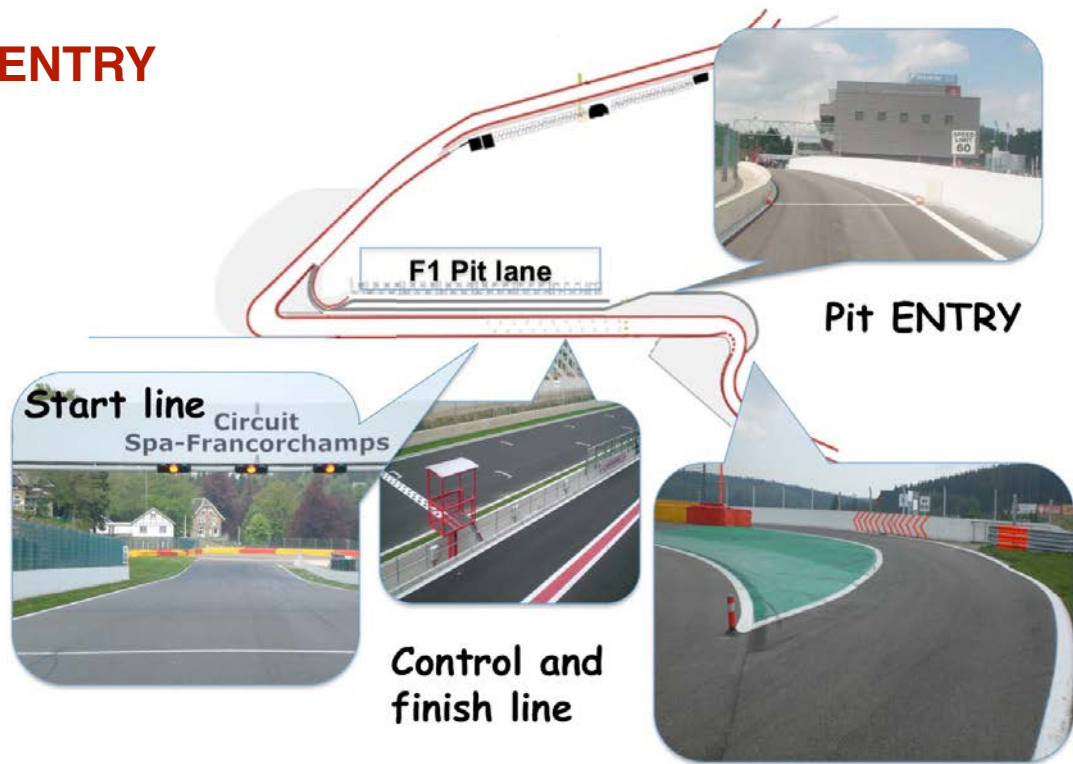
Don't forget that you have to follow the safety-car when it has its yellow lights on wherever it goes.

Refuelling during the race: at the circuit fuel station, all the refuelling area will be part of the pitlane. Exit through the Eau rouge gate to the fuel station. No team assistance is allowed.

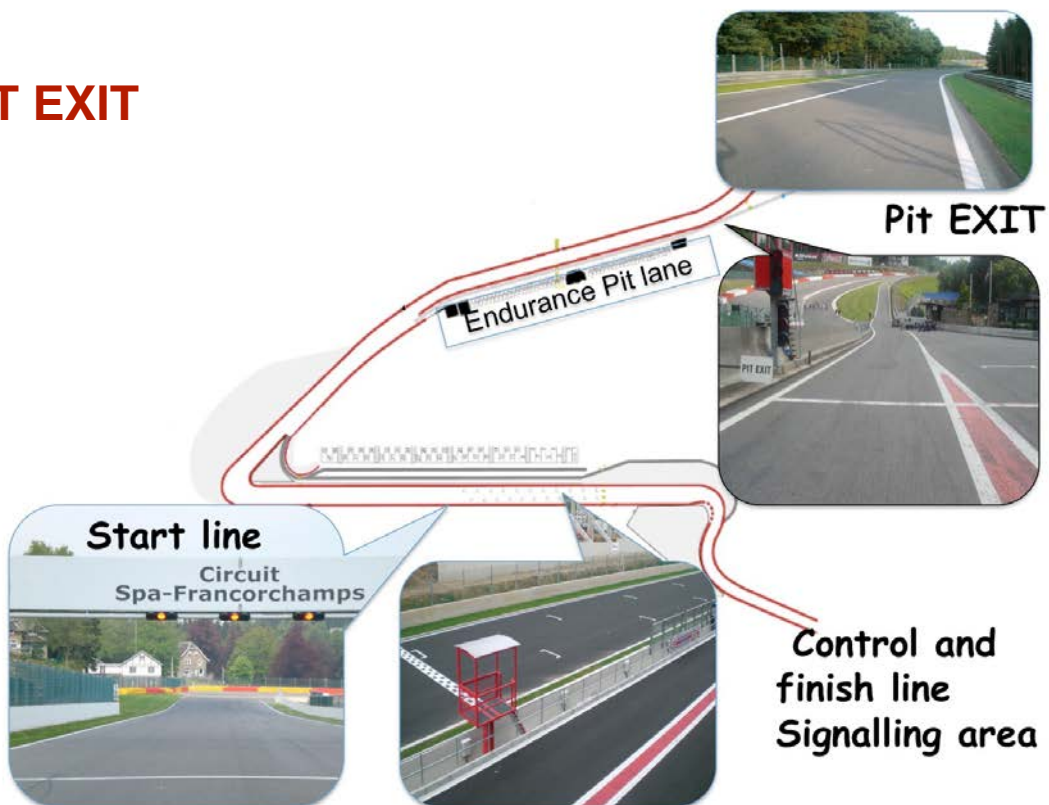
JY Munsters
Clerk of the course

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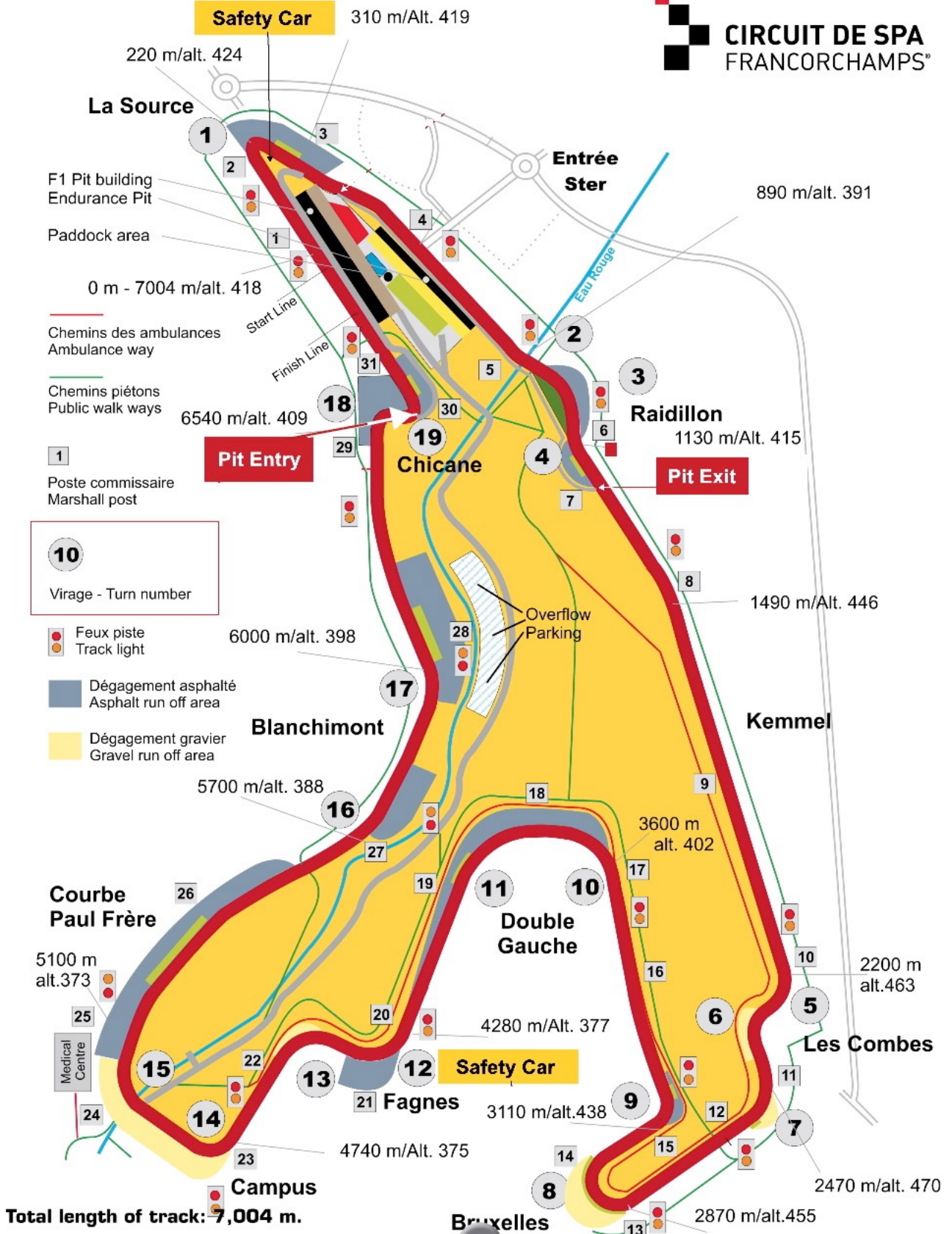
PIT ENTRY



PIT EXIT



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E42
A27
Battice - Trèves (Trier)
Sortie Exit 10
Francorchamps

Spa
Summer Classic

Spa Summer Classic 2017
June 23, 24, 25



Map of the Paddock [issue #2 • dated 03/05/2017]

Roadbook Organisation • spa@roadbook.be • www.spasummerclassic.com



CIRCUIT DE SPA
FRANCORCHAMPS

Entrée Gratuite
Free Admission
Vrije Toegang
Freier Eintritt



ENTRANCE
"LA SOURCE" gate
Parking P 14
for drivers
and teams

P P 14
Parking
for drivers
and teams

P P 14
Parking
for drivers
and teams

P P 14
Parking
for drivers
and teams

P Parking
Level -2
Under F1
Pit Building

ENTRANCE
"STER" gate
VISITORS

P Parking P2
Visitors

P Parking P1
Visitors

Classic
CSCC
Welcome Tent

Distribution of the races in the paddock

- 3 - 22 Spa 3 Hours with Iberian Historic Endurance
- 23 - 32 Spa Formula Summer
- 33 - 42 Sports 2000 SRCC & Sport Protos Cup
- CSCC Swinging Sixties and Classic K
CSCC Inter-Series Cup
- 7 Race Series
- CSCC -->Spa Ardennes Challenge
- 24 - 46 Spa Ardennes Challenge with Crosslé
- 1 - 23 NK HTGT
- Belgian Historic Cup
- State-of-Art NK GT&T
- YTCC - Youngtimer Touring Car Challenge

No private car in the paddock.
Free car park for drivers' and teams'
private cars in parking P14

ENTRANCE
"BLACHIMONT" gate
Trucks - Mechanics
Car-workshop
Car + trailer
Battice - Trèves (Trier)
Exit 11 Stavelot





TIMETABLE 2017 [issue #2 • dated 03/05/2017]

Thursday, June 22

09:00 - 18:00 Untimed Open Practices www.spasummerclassic.com

Friday, June 23

| | | | Max dB on track | | Race N° |
|---------------|-----|--------------|--------------------|--|------------|
| 09:15 - 09:40 | 25' | Free Qualif. | 105 dB | YTCC - Youngtimer Touring Car Challenge | 10 |
| 10:00 - 10:30 | 30' | Qualif. | 105 dB | CSCC Adams and Page Swinging 60s & CSCC Mintex Classic K | 3 |
| 10:50 - 11:20 | 30' | Free Qualif. | 108 dB | Spa Formula Summer (F3•F4•F.Renault & Similar Formulas) | 9 |
| 11:40 - 12:05 | 25' | Qualif. | 105 dB | State-of-Art NK GT&TC | 8 |
| 12:25 - 12:55 | 30' | Qualif. | 107 dB | 7 Race Series | 7 |
| 13:15 - 13:45 | 30' | Qualif. | 108 dB | Sports 2000 SRCC & Sport Protos Cup | 11 |
| 14:05 - 14:35 | 30' | Qualif. | 107 dB | Spa Ardennes Challenge | 5 |
| 14:55 - 15:25 | 30' | Qualif. | 105 dB | Belgian Historic Cup | 2 |
| 15:45 - 16:10 | 25' | Qualif. | 105 dB | YTCC - Youngtimer Touring Car Challenge | 10 |
| 16:30 - 17:00 | 30' | Qualif. | 105 dB | CSCC Inter-Series Cup | 4 |
| 17:20 - 17:50 | 30' | Qualif. | 105 dB | NK HTGT - Dutch Championship for Historic Touring and GT cars | 6 |
| 18:10 - 18:40 | 30' | Qualif. | 108 dB | Spa Formula Summer (F3•F4•F.Renault & Similar Formulas) | 9 |
| 19:00 - 19:40 | 40' | Untimed Q. | 107 dB | | |
| 19:45 - 20:30 | 45' | Qualif. | 107 dB | Spa 3 Hours | 1 |

Saturday, June 24

| | | | | | |
|---------------|------|--------|--------|--|----|
| 09:10 - 09:50 | 40' | Race 1 | 107 dB | Spa Ardennes Challenge | 5 |
| 10:15 - 10:45 | 30' | Race 1 | 108 dB | Spa Formula Summer (F3•F4•F.Renault & Similar Formulas) | 9 |
| 11:05 - 11:35 | 30' | Race 1 | 105 dB | YTCC - Youngtimer Touring Car Challenge | 10 |
| 11:55 - 12:35 | 40' | Race 1 | 105 dB | CSCC Inter-Series Cup | 4 |
| 13:00 - 13:30 | 30' | Race 1 | 108 dB | Sports 2000 SRCC & Sport Protos Cup | 11 |
| 13:50 - 14:51 | 61' | Race | 105 dB | NK HTGT - Dutch Championship for Historic Touring and GT cars | 6 |
| 15:15 - 15:55 | 40' | Race 1 | 105 dB | CSCC Adams and Page Swinging 60s & CSCC Mintex Classic K | 3 |
| 16:15 - 16:40 | 25' | Race 1 | 105 dB | State-of-Art NK GT&TC | 8 |
| 17:05 - 17:35 | 30' | Race 1 | 105 dB | Belgian Historic Cup | 2 |
| 17:55 - 18:25 | 30' | Race 1 | 107 dB | 7 Race Series | 7 |
| 18:55 - 21:55 | 180' | Race | 107 dB | Spa 3 Hours | 1 |

Sunday, June 25

| | | | | | |
|---------------|-----|--------|--------|---|----|
| 09:15 - 09:55 | 40' | Race 2 | 105 dB | CSCC Adams and Page Swinging 60s & CSCC Mintex Classic K | 3 |
| 10:20 - 10:50 | 30' | Race 2 | 108 dB | Spa Formula Summer (F3•F4•F.Renault & Similar Formulas) | 9 |
| 11:15 - 11:45 | 30' | Race 2 | 108 dB | Sports 2000 SRCC & Sport Protos Cup | 11 |
| 12:10 - 12:50 | 40' | Race 2 | 105 dB | CSCC Inter-Series Cup | 4 |
| 13:15 - 13:40 | 25' | Race 2 | 105 dB | State-of-Art NK GT&TC | 8 |
| 14:05 - 14:35 | 30' | Race 2 | 107 dB | 7 Race Series | 7 |
| 14:55 - 15:25 | 30' | Race 2 | 105 dB | YTCC - Youngtimer Touring Car Challenge | 10 |
| 15:50 - 16:30 | 40' | Race 2 | 107 dB | Spa Ardennes Challenge | 5 |
| 16:55 - 17:25 | 30' | Race 2 | 105 dB | Belgian Historic Cup | 2 |