

Race 2

Drivers' briefing notes for race 2 :

Belgian Historic Cup**Verbal briefing on Friday at 13h 30, 1st floor Pit Building room 132****Be ready in your car 30 minutes before the beginning of your practices and races**

Location in the paddocks :	Red Paddock
Pit lane used :	F1 pit-lane
Access to the track :	Eau rouge gate
Entry to the pit lane :	Right hand side after Turn 18
Exit of the pit lane :	After la source corner after Turn 1
Track exit :	Slow down, no deceleration lap and you will reach the paddock entering the endurance pit lane (and paddock) right hand side after la source.
Norm to qualify for the race :	Minimum 1 timed lap per car or start from back of the grid with special permission from the stewards in special circumstances. Requests deadline : Friday 19:00
Griding and starting procedure :	In front of the F1 pit lane
Start of the race #1 (Wet or dry) Rolling start :	2 separated grid. Grid 1 = Youngtimers → best results from qualifying Gap ± 60 secondes Grid 2 = Oldtimers → best results from qualifying
Start of the race #2 (Wet or dry) Rolling start :	Finishing position of race 1 for Youngtimers except the first 6 cars to start in reverse (1st on 6e position, 2e on 5e position, ...) Non finishers Youngtimers start from back of grid Youngtimers Gap ± 60 secondes Finishing position of race 2 for Oldtimers except the first 6 cars to start in reverse (1st on 6e position, 2e on 5e position, ...) Non finishers Oldtimers start from back of grid Oldtimers
Pit Stop Regulations :	None
After chequered flag :	Slow down, no deceleration lap and you will reach the paddock entering the endurance pit lane (and paddock) right hand side after la source.
To be classified after the races:	Having run at least 70% of the covered distance by the winner of the class. Flag not necessary
Official Notice Board : (Results Delivery)	Formula One boxes 1 & 2 (paddocks side) F1 Pit Building - 1st floor - room 115
Podiums :	In your paddock.
Refuelling :	NO refuelling during the practice and the race.

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Belgian Historic Cup**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) **Access to the track** is from Eau Rouge at the bottom of the endurance pitlane.

b') You will use the **F1 pit lane**. **The entry to the pits is on the right hand side after Turn 18 and the exit after la source after Turn 1**. 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, no deceleration lap** and you will reach the paddock entering the endurance pit lane right hand side after la source.

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 the race : Pit EXIT
- during formation lap: right hand side after Turn 15
- Lights OFF before Turn 15

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 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.

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).

Drivers' briefing notes for race 2 :

Belgian Historic Cup

- 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

The Safety Car procedures will be in accordance with article 2.9 from Appendix H to the International Sporting Code.

When the order is given to deploy the safety car during the race, all observers' posts (including the line) will display waved yellow flags and a board "SC" which shall be maintained until the intervention is over.

The safety car with its revolving lights on will join the track **from its position inside Turn 1.**

All the competing cars will form up in line behind the safety car no more than 5 car lengths apart. All overtaking is forbidden, unless a car is signalled to do so from the safety car.

When ordered to do so by the Race Director the observer in the safety car will use the green light on the car to signal to any cars between it and the race leader that they should pass the safety car.

These cars will continue at reduced speed and without overtaking until they reach the line of cars behind the safety car.

The safety car shall be used at least until the leader is behind it and all remaining cars are lined up behind.

Once behind the safety car, the race leader must keep within 5 car lengths of it and all remaining cars must keep the formation as tight as possible.

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

While the safety car is in operation, competing cars may stop at their pit, but may only rejoin the track when the green light at the pit exit is on. It will be on at all times except when the safety car and the line of cars following it are about to pass or are passing the pit exit. A car rejoining the track will proceed at reduced speed until it reaches the end of the line of cars behind the safety car.

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Belgian Historic Cup

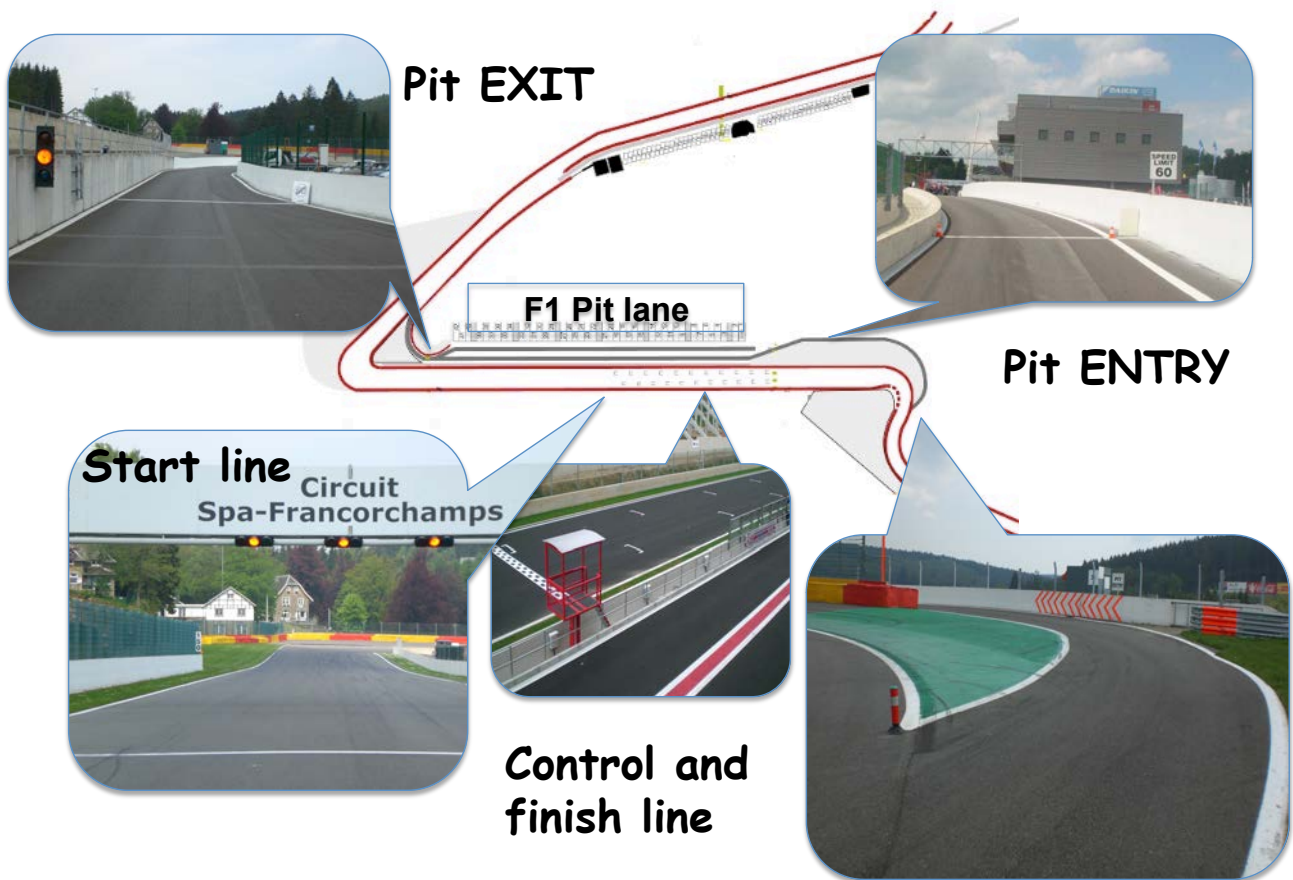
If you leave the pits whilst the Safety Car is being used, please drive in the knowledge that there may be more than one incident on the track and that marshals may be on the track at any point.

When the Race Director calls in the safety car, it will extinguish all the revolving lights around Turn 15 and leave the circuit to the right at the end of that lap to enter the pits before Turn 19.

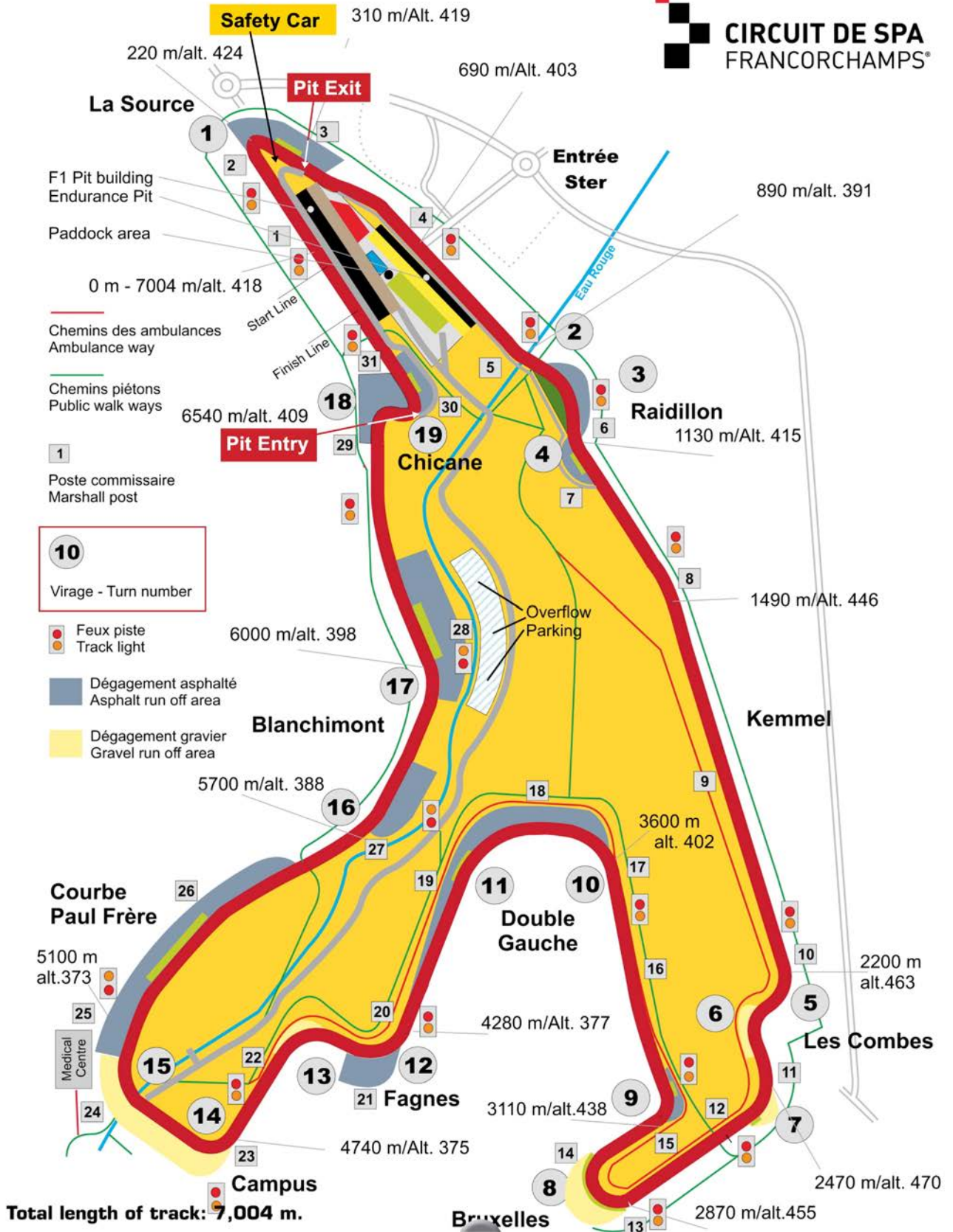
As the SC enters the Pit Lane entry, when called in, all marshals' posts will replace the yellow waved flags and SC boards, by waved green flags. This is the information to all cars that the SC has left the track. Overtaking remains strictly forbidden (unless a car is undoubtedly slow) **until the cars pass the green flag at the Finish/Control Line.**

Each lap under safety car will be counted as a race lap.

JY Munsters
Clerk of the course



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Belgian Historic Cup





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