



SPA SUMMER CLASSIC
April 26th to 28th 2024
Supplementary Regulations

Art 1 – Definition

This meeting is held under the FIA International Sporting Code and its appendices, the RACB National Sporting Code, the Sporting & Technical Regulations of the 2024 Championships concerned and the present Supplementary Regulations. Modifications, amendments and/or changes to the present Supplementary Regulations will only be announced by means of dated and numbered Bulletins. The Regulations 2024 are mentioned on the website of the parent ASNs: www.spasummerclassic.com.

These supplementary regulations are part of the Series regulations, during the Event 'SPA SUMMER CLASSIC' at Circuit of Spa-Francorchamps, from April 26th to April 28th 2024.

The final text of these Supplementary Regulations shall be the English version which will be used should any dispute arise as to their interpretation. Headings in this document are for ease of reference only and do not form part of these Supplementary Regulations.

Art 2 – Event

Name Event:	SPA SUMMER CLASSIC
Track:	Circuit of Spa-Francorchamps
Date Event:	26-28/04/2024
Series:	1 • SPA 3 HOURS 2 • BELCAR HISTORIC CUP 3 • SUPERSIXTIES by NKHTGT 4 • NK GT&TC AND TRIUMPH COMPETITION & BRITISH HTGT 5 • CLASSIC SPORTS CAR CLUB – INTERSERIES 6 • TOURENWAGEN LEGENDEN 7 • HISTORIC CHAMPIONSHIP '65 8 • HISTORIC CHAMPIONSHIP '81 9 • COLMORE – YOUNGTIMER TOURING CAR CHALLENGE
Organisor of the Meeting:	ROADBOOK Organisation Rue de Maestricht 27 4651 BATTICE Belgium
National Sporting Authority:	Royal Automobile Club of Belgium RACB Sport Boulevard de la Woluwe 46/4 1200 Woluwe-Saint-Lambert Belgium

Art 3 – Officials

Clerk of the Course:	Jean-Yves MUNSTERS	Lic. RACB 1705
Deputy Clerk of the Course:	Pierre-Louis DELETTRE	Lic. RACB 3162
Secretary of the Meeting:	Anne-Marie DE DONDER	Lic. RACB 2609
Chief National Technical Delegate:	Benoît VAN OVERSTRAETEN	Lic. RACB 2610
National Chief Medical Officer:	Dr. Christian WAHLEN	Lic. RACB 1047
Chief Timekeeping:	Lluís PORQUERAS	Lic. tbc

Stewards:*All series except NK GT&TC AND TRIUMPH COMPETITION & BRITISH HTGT :*

Chairman:	Ronald BARBIERE	Lic. RACB 1954
Members:	Alain ADAM	Lic. RACB 1632
	Alexandre MAGIS	Lic. RACB 3206

NK GT&TC AND TRIUMPH COMPETITION & BRITISH HTGT :

Chairman:	Mike BERGER	Lic. KNAF 1958
Members:	Alain ADAM	Lic. RACB 1632
	Aart DE WILDE	Lic. KNAF 4103

Art 4 – Anti-Doping Permisses

Doctor's Room :	SPI Building – Turn 14 – Floor -1
Waiting Room :	SPI Building – Turn 14 – Floor -1
Toilet :	SPI Building – Turn 14 – Floor -1

Art 5 – Series specific regulations

<https://spasummerclassic.com/en/meeting-and-series-regulations/>

- 1 • SPA 3 HOURS : see Appendix 1
- 2 • BELCAR HISTORIC CUP : see Appendix 2
- 3 • SUPERSIXTIES by NKHTGT: see Appendix 3
- 4 • NK GT&TC AND TRIUMPH COMPETITION & BRITISH HTGT : see Appendix 4
- 5 • CLASSIC SPORTS CAR CLUB : see Appendix 5
- 6 • TOURENWAGEN LEGENDEN : see Appendix 6
- 7 • HISTORIC CHAMPIONSHIP '65 : see Appendix 7
- 8 • HISTORIC CHAMPIONSHIP '81 : see Appendix 8
- 9 • COLMORE – YOUNGTIMER TOURING CAR CHALLENGE : see Appendix 9

Art 6 – Entry: closing date and acceptance

Not applicable

Art 7 – Details of the Circuit

- length of one lap: 7004 m.
- direction: clockwise
- Pole position:
 - Rolling start : right hand side
- Notice Board: <http://summer2024.mtsweb.be/Board.asp>

Art 8 – Insurance for the meeting

The Organiser has subscribed an insurance following the instruction of the law. The insurance policy can be consulted at the race secretariat.

Art 9 – Protest & Appeal Fee

Belgian Series:

Protest Fee: € 500,-

National Appeal Fee: € 2.000,-

International Appeal Fee (FIA) : € 6.000,-

According Art. 13 & 15 of the FIA Sporting Code International protests have to be addressed to the Chairman of the Stewards and delivered to the Clerk of the Course and or their assistant. In absence of the Clerk of the Course, the protest should be delivered to the Chairman of the Stewards.

Art 10 – Other

- Advertising has to be in compliance with the FIA International Sporting Code, Art. 10.6. In Belgium, advertising for tobacco products and not-recognized & not-registered betting companies is prohibited.
- Practical information on the progress of the meeting, both in terms of logistics and schedules, procedures and running of the races is mentioned in the Log Book document, available in English at: <https://spasummerclassic.com/en/drivers/>

REGIONAL FIRE DEPARTMENT ADVICE

SRI STAVELOT, Route de Malmedy 17, B – 4970 – STAVELOT, Tel. +32 80 88 02 42, e-mail: incendie@stavelot.be
Subject: Fire safety – paddock requirements

Transportation and transferral of flammable materials:

- the total quantity transported cannot exceed 240l per unit of transportation
- use securely closed metal containers with a maximum capacity of 60 liters
- compulsory presence of an assistant equipped with an extinguisher (6 kg powder or 6 l foam)
- no combustible items within proximity of transported hydrocarbon (e.g. tires)
- no smoking or naked flames; keep away from ignited items, sparks, welding, etc.
- containers must be kept closed at all times whether empty or full
- transportation must be made in a utility vehicle designed for carrying loads
- correct electrical connection between the metallic container and earth before filling or emptying; during these operations the containers must be unloaded from the vehicle in advance
- it is prohibited to enter the loading area of a covered vehicle transporting flammable liquids with mobile lighting equipment other than designed and built to avoid igniting flammable vapors which may have been released within the interior

Where the transportation is made by towing:

- the towing vehicle must be capable of towing and braking the load
- the tires of the trailer must be suited to the type of ground in question and to the speeds reached by the towing vehicle
- the towing hook and trailer attachment must be CE approved
- a safety cable or chain secured to the trailing arm must be used to connect the towing hook
- each barrel must be individually secured
- a technical steward or judge of fact shall be present while the pumps are opened to ensure that these safety regulations are observed and to sanction those in breach.

Handling fuel within the stand:

- hand pumps, pneumatic pumps or explosion-proof electrical pumps. NO batteries
- compulsory presence of a supervisor equipped with an extinguisher and located 2 meters from the refueling point
- fire-resistant clothing to be worn by all persons located within 2 meters
- ensure stability and earthing of refueling towers
- compulsory presence of absorbent product in the stand - never water
- compulsory presence of 2 extinguishers (6 kg powder or 6 l foam) in each stand

No smoking or naked flames:

- in the entire area around the tanker lorry
- in the pit lane, in the stands, and within 5 meters of the back of the stands
- above the stands (lodges, mezzanines)

No LPG cylinders:

- in the pit lane, in the stands, and within 5 meters of the back of the stands
- in any vehicle (authorized in tents and under awnings)

No occupation of clearances:

- all paddock road clearances
- a 1-metre clearance behind the stands
- N.B. authorized behind stands: lorry platform if lowered
- ribbons marking the limits of the stand if easily crossed

Conformity of electrical or gas installations:

- obligation to meet standards
- protection of electrical or gas supply lines.

Appendix 1



Title of the series :

SPA 3 HOURS

Race Director :

Race Director : Jean-Yves MUNSTERS (BEL) – Lic. RACB 1705

Deputy Race Director : Diogo FERRÃO (PRT) Iberian Historic Endurance

Safety Scrutineer :

The Belgian ASN (RACB) is in charge of the safety checks of the cars & drivers

Relationship with drivers and / or Official in charge of the series :

Vincent COLLARD (BEL) Motor Classic

Diogo FERRÃO (PRT) Iberian Historic Endurance

Hannah GARDIN (GBR) CSCC

Hugo HOLDER (GBR) CSCC

Maximum of cars on track :

Practice : 98

Race : 81

Number of drivers per car :

2 or 3 drivers per car

Groups :

#1: cars up to 1965 under 1600cc and cars Period E

#2: cars up to 1965 from 1601cc to 3000cc

#3: cars up to 1965 over 3000cc

#4: cars from 1966 to 1971

#5: cars from 1972 to 1976

Maximum noise on track per car :

107 dB

Format of the race :

Qualifying practice : Saturday – 45 min

Race : Sunday – 180 min

Drivers' briefing :

Saturday 27th @ 15:15

Location : 1st floor Pit Building – Room 132

Norm to qualify for the race :

Minimum 2 timed lap per car

If not qualified, the driver can ask the stewards a special permission to start from back of the grid, giving its arguments. Requests deadline for the driver if not qualified or to ask for a special permission after the qualifying practice : Sunday 28th @ 08:00.

Start of the race :

(Wet or dry) Rolling start, 1 overall grid.

Best results from qualifying

Pit stop / Change of driver / Driving time :

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.

The maximum duration of uninterrupted driving of a driver cannot exceed 70 minutes. (With 15 minutes break before driving again).

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.

Fuel & refuelling :

No refuelling during the practice.
The refuelling during the race will only take place at the TotalEnergies petrol station located inside the paddocks down to the Eau Rouge. The driver must get out of his car and do the refuelling himself. The mechanics are not allowed in the refuelling area.
Maximum quantity of fuel for each refuelling : 100 liters.
An imprint of a credit card will be asked at signing on to cover the fuel consumption during the race.
After the race, the total of fuel consumption as well as the amount that will be charged on the credit card will be emailed respectively to each team. Fuel will be sold at the market prize.

To be classified after the race :

All cars will be listed in the classification.
To be officially classified, the car must NOT take the chequered flag.

Printed results :

Overall classification
Group & class classification

Parc fermé :

None

Podiums :

Location : F1 Podium

After the race :

- #1: cars up to 1965 under 1600cc and cars Period E
- #2: cars up to 1965 from 1601cc to 3000cc
- #3: cars up to 1965 over 3000cc
- #4: cars from 1966 to 1971
- #5: cars from 1972 to 1976

Appendix 2



Title of the series :

BELCAR HISTORIC CUP

Race Director :

Race Director : Philippe GODET – Lic. RACB 2411

Eligibility Scrutineer :

Albert BLOCKX (BEL) – Lic. RACB 2656

Safety Scrutineer :

The Belgian ASN (RACB) is in charge of the safety checks of the cars & drivers

Relationship with drivers and / or Official in charge of the series :

Fien SCHRAEPEN (BEL) – Lic. RACB 3123

Filip MAHIEU (BEL) – Lic. RACB 904818

Maximum of cars on track :

Practice : 78

Race : 78 (65 on the startgrid, eventually 13 from the pitlane – derogation given by the National Homologation Commission)

Groups :

- 1) Historics
- 2) Youngtimers

Maximum noise on track per car :

105 dB

Drivers' briefing :

Friday 26th @ 12:30

Location : 1st floor Pit Building – Room 132

Norm to qualify for the race :

Maximum 125% of the pole position

First driver in Q is driver of race 1, and second for race 2

If not qualified, the driver can ask the stewards a special permission to start from back of the grid, giving its arguments. Requests deadline for the driver if not qualified or to ask for a special permission after the qualifying practice : see series regulations

Formation lap :

Start of the race #1 :

Start of the race #2 :

Parc fermé :

See Briefing

To be classified after the race :

Minimum 50% of the winner's laps, chequered flag needed

Printed results :

Overall classification

Group & class classification

Podiums :

Location : F1 Podium

Fuel & refuelling :

No refuelling during the practice

No refuelling during the race

Appendix 3



Title of the race :

SUPERSIXTIES by NKHTGT

Race Director:

Race Director : Jean-Yves MUNSTERS (BEL) – Lic. RACB 1705

Safety Scrutineer :

The Belgian ASN (RACB) is in charge of the safety checks of the cars & drivers

Eligibility Scrutineer :

Elisabeth VAN DER PLAS (NLD) – Lic. KNAF 32498

Resi ABBENES (NLD) – Lic. KNAF 45983

Relationship with drivers and / or Official in charge of the series:

Robert HAMILTON

Jan-Bart BROERTJES

Number of drivers per car :

1 or 2 drivers

Maximum of cars on track :

Practice : 78

Race : 65

Maximum noise on track per car :

105 dB

Drivers' briefing :

Friday 26th @ 08:35

Location : 1st floor Pit Building – Room 132

Norm to qualify for the race :

Minimum 1 timed lap per car

If not qualified, the driver must ask the stewards a special permission to start from back of the grid, giving its arguments. Requests deadline for the driver if not qualified or to ask for a special permission after the qualifying practice : Friday 26th @ 15:00

Formation lap :

- paddock or pitlane exit
- reconnaissance lap
- gridding in F1 (car stationary)
- formation lap
- rolling start in F1

Start of the race #1 :

(Wet or dry) Rolling start, 1 overall grid.

Best results from qualifying

Starting order race #2 :

Finishing position of race 1

Non finishers of race 1 start from back of grid race 2

Pit Stop / Pit Window :

Mandatory pit stop 60 seconds between the 15th and 25th minute

The Sporting Regulations of the series read :

10.3 Pit stop security and responsibility of the competitor when starting from the pit area

A mandatory pit stop may be applicable in races from 30 minutes.

The prescribed minimal stationary time for the mandatory pit stop is 60 seconds. The time window for the mandatory pit stop opens will be announced in the Supplementary Regulations. In this window the mandatory pit stop must be started (pit-in). The positions of the measurement lines for entry and exit into and out of the pit lane will be announced at the Drivers Briefing.

A driver change is allowed during the mandatory pit stop(s).

A mandatory pit stop not started in this time window is considered to have not been carried out and will be punished with 300 penalty seconds.

The following rule applies to participants who fall short of pitstop time: a penalty of five seconds is taken into account for every second that falls short. Each participant is responsible for observing the specified time for the mandatory pit stop. The mandatory pitstop and a driver change must be confirmed by the judges of fact by signing the driver change card (where applicable). If there is a Safety Car or FCY phase during the mandatory pit stop window, the mandatory pit stop still must be carried out within the specified pit stop window.

Not carrying out one or more mandatory pit stop(s) will be penalized with disqualification.

To be officially classified after the race :

All cars will be listed in the classification but cars must have run at least 75% of the covered distance by the winner of the class to be officially classified as a finisher.

The car must not take the chequered flag to be officially classified.

Printed results :

Overall classification

Group & class classification

NO printed classification with race 1 & race 2 combined together

Parc fermé :

After all the sessions

Podiums :

Location : F1 Podium

Fuel & refuelling :

No refuelling during the practice

No refuelling during the race

Appendix 4



Title of the race :

NK GTTC and TRIUMPH COMPETITION & BRITISH HTGT

Race Director :

Race Director : Jean-Yves MUNSTERS (BEL) – Lic. RACB 1705

Safety Scrutineer :

The Belgian ASN (RACB) is in charge of the safety checks of the cars & drivers

Eligibility Scrutineer :

Marcel VAN DER WAAL (NLD) – Lic. KNAF 47612

Relationship with drivers and / or Official in charge of the series:

Timo SPAN (NK GTTC)

Willem MANK (NK GTTC)

Gérard VERMAST (TRIUMPH COMPETITION & BRITISH HTGT)

Number of drivers per car :

1 or 2 drivers

Groups :

1) NK GTTC

2) TRIUMPH COMPETITION & BRITISH HTGT

Maximum of cars on track :

Practice : 78

Race : 65

Maximum noise on track per car :

108 dB

Drivers' briefing :

Friday 26th @ 10:55

Location : 1st floor Pit Building – Room 132

Norm to qualify for the race :

Minimum 1 timed lap per car

If not qualified, the driver must ask the stewards a special permission to start from back of the grid, giving its arguments.

Requests deadline for the driver if not qualified or to ask for a special permission after the qualifying practice : Friday 26th @ 18:00

Formation lap :

- paddock or pitlane exit
- reconnaissance lap
- gridding in F1 (car stationary)
- formation lap
- rolling start in F1

Start of the race #1 :

(Wet or dry) Rolling start, 1 overall grid.
Best results from qualifying

Starting order race #2 :

Finishing position of race 1
Non finishers of race 1 start from back of grid race 2

To be officially classified after the race :

All cars will be officially listed in the classification.
The car must not take the chequered flag to be officially classified.

Printed results :

Overall classification
Group & class classification

Parc fermé :

None

Podiums :

Location : F1 Podium

Fuel & refuelling :

No refuelling during the practice
No refuelling during the race

Appendix 5



Title of the series :

CLASSIC SPORTS CAR CLUB – INTERSERIES

Race Director :

Race Director: Jean-Yves MUNSTERS (BEL) – Lic. RACB 1705

Relationship with drivers and / or Official in charge of the series :

Hannah GARDIN (GBR)

Hugo HOLDER (GBR)

Safety Scrutineer :

The Belgian ASN (RACB) is in charge of the safety checks of the cars & drivers

Maximum of cars on track :

Practice : 78

Race : 65

Maximum noise on track per car :

105 dB

Drivers' briefing :

Friday 26th @ 08:00

Location : 1st floor Pit Building – Room 132

Norm to qualify for the race :

Minimum 1 timed lap per car

If not qualified, the driver can ask the stewards a special permission to start from back of the grid, giving its arguments.

Formation lap :

- paddock or pitlane exit
- reconnaissance lap
- gridding in F1 (car stationary)
- formation lap
- rolling start in F1

Start of the race #1

Wet or dry : Rolling start, 1 overall grid

Best results from qualifying

Start of the race #2

Finishing position of race #1

Non finishers of race #1 start from back of the grid race #2

Pit Stop Regulations :

All drivers/pit crew are responsible for timing their mandatory pit stops where specified

Pit Window :

Race Start: 00:00
Pit Window Open: 10:00
Pit Window Closed: 25:00
Chequered Flag: 40:00

Penalties :

See summary of penalties enforced by the Race Director and as per CSCC series penalties

To be classified after the race :

All cars will be listed in the classification.

Printed results :

Overall classification
Group & class classification

Parc fermé :

None

Podiums :

Location : F1 Podium

Fuel & refuelling :

No refuelling during the practice
No refuelling during the race

Appendix 6



Title of the series :

TOURENWAGEN LEGENDEN

Race Director :

Race Director: Jean-Yves MUNSTERS (BEL) – Lic. RACB 1705

Eligibility Scrutineer :

Frank RICHTER (DEU) – Lic. DMSB SPA1066896

Safety Scrutineer :

The Belgian ASN (RACB) is in charge of the safety checks of the cars & drivers

Relationship with drivers and / or Official in charge of the series :

Thorsten STADLER

Maximum of cars on track :

Practice : 78

Race : 65

Number of drivers per car :

1 or 2 drivers per car

Maximum noise on track per car :

Maximum allowed: 115 dB

Drivers' briefing :

Friday 26th @ 10:20

Location : 1st floor Pit Building – Room 132

Norm to qualify for the race :

Minimum 1 timed lap per car

If not qualified, the driver can ask the stewards a special permission to start from back of the grid, giving its arguments. Requests deadline for the driver if not qualified or to ask for a special permission after the qualifying practice : Friday 26th, 14:00.

Formation lap :

- paddock or pitlane exit
- reconnaissance lap
- gridding in F1 (car stationary)
- formation lap
- rolling start in F1

Start of the race #1 :

Wet or dry : Rolling start, 1 overall grid

Best results from qualifying

Start of the race #2 :

Wet or dry : Rolling start

Starting Grid : Finishing position of race #1, non finishers of race #1 start from back of the grid race #2

Start of the race #3 :

Wet or dry : Rolling start

Starting Grid : Finishing position of race #2, non finishers of race #2 start from back of the grid race #3

Pit Stop Regulations :

All drivers/pit crew are responsible for timing their mandatory pit stops where specified

To be classified after the race :

All cars will be listed in the classification.

Printed results :

Overall classification

Group & class classification

Parc fermé :

If parc fermé, in the paddock/garages, under the responsibility of the Eligibility Scrutineer

Podiums :

Location : F1 Podium

Fuel & refuelling :

No refuelling during the practice

No refuelling during the race

Appendix 7



Title of the series :

HISTORIC CHAMPIONSHIP '65

Race Director :

Race Director : Alfred SCHMITZ (DEU) – Lic. DMSB SPA1100457

Deputy Race Director : Jean-Yves MUNSTERS (BEL) – Lic. RACB 1705

Eligibility Scrutineer FHR :

Thomas VOLKMANN (DEU) – Lic. DMSB SPA1124169

Franz PARFANT (NLD) – Lic. KNAF 10833

Safety Scrutineer :

The Belgian ASN (RACB) is in charge of the safety checks of the cars & drivers

Relationship with drivers and / or Official in charge of the series :

Ricarda PIANKA (DEU) – Lic. DMSB SPA1096904

Anna WEIL (DEU) – Lic. DMSB SPA1303886

Maximum of cars on track :

Practice : 78

Race : 65

Number of drivers per car :

1 or 2 drivers per car

Maximum noise on track per car :

115 dB

Drivers' briefing :

Friday 26th @ 09:15

Location : 1st floor Pit Building – Room 132

Norm to qualify for the race :

Minimum 1 timed lap per car

If not qualified, the driver can ask the stewards a special permission to start from back of the grid, giving its arguments.

Formation lap :

- paddock or pitlane exit
- reconnaissance lap
- gridding in F1 (car stationary)
- formation lap
- rolling start in F1

Start of the race #1 :

Wet or dry : Rolling start, 1 overall grid

Best results from qualifying (Q1 + Q2)

Start of the race #2 :

Wet or dry : Rolling start

Starting Grid : Finishing position of race #1, non finishers of race #1 start from back of the grid race #2

Pit Stop Regulations :

All drivers/pit crew are responsible for timing their mandatory pit stops where specified

To be classified after the race :

All cars will be listed in the classification.

To be officially classified, the car must take the chequered flag.

Printed results :

Overall classification

Group & class classification

Parc fermé :

Depending on the scrutineer. If yes, in your paddock / garage, under the responsibility of FHR

To be confirmed and communicated during the briefing.

Podiums :

Location : F1 Podium

Fuel & refuelling :

No refuelling during the practice

Refuelling during the race : in front of their F1 box, with jerry cans.

Fireproof clothing and a helmet are mandatory.

Appendix 8



Title of the series :

HISTORIC CHAMPIONSHIP '81

Race Director :

Race Director : Alfred SCHMITZ (DEU) – Lic. DMSB SPA1100457

Deputy Race Director : Jean-Yves MUNSTERS (BEL) – Lic. RACB 1705

Eligibility Scrutineer FHR :

Thomas VOLKMANN (DEU) – Lic. DMSB SPA1124169

Franz PARFANT (NLD) – Lic. KNAF 10833

Safety Scrutineer :

The Belgian ASN (RACB) is in charge of the safety checks of the cars & drivers

Relationship with drivers and / or Official in charge of the series :

Ricarda PIANKA (DEU) – Lic. DMSB SPA1096904

Anna WEIL (DEU) – Lic. DMSB SPA1303886

Maximum of cars on track :

Practice : 78

Race : 65

Number of drivers per car :

1 or 2 drivers per car

Maximum noise on track per car :

115 dB

Drivers' briefing :

Saturday 27th @ 12:15

Location : 1st floor Pit Building – Room 132

Norm to qualify for the race :

Minimum 1 timed lap per car

If not qualified, the driver can ask the stewards a special permission to start from back of the grid, giving its arguments. Requests deadline for the driver if not qualified or to ask for a special permission after the qualifying

practice : Sunday 28th @ 14:00

Formation lap :

- paddock or pitlane exit
- reconnaissance lap
- gridding in F1 (car stationary)
- formation lap
- rolling start in F1

Start of the race :

Wet or dry : Rolling start, 1 overall grid.

Best results from qualifying (Q1 + Q2)

Pit Stop Regulations :

All drivers/pit crew are responsible for timing their mandatory pit stops where specified

Pit Window :

Open: 30th minute

Close: 60th minute

To be classified after the race :

All cars will be listed in the classification.

The car must take the chequered flag to be officially classified.

Printed results :

Overall classification with all the drivers on the results

Group & class classification with all the drivers on the results

Parc fermé :

Depending on the scrutineer. If yes, in your paddock / garage, under the responsibility of FHR

To be confirmed and communicated during the briefing.

Podiums :

Location : F1 Podium

Fuel & refuelling :

No refuelling during the practice

Refuelling during the race : in front of their F1 box, with jerry cans.

Fireproof clothing and a helmet are mandatory.

Appendix 9



Title of the series :

COLMORE – YOUNGTIMER TOURING CAR CHALLENGE

Race Director :

Race Director: Jean-Yves MUNSTERS (BEL) – Lic. RACB 1705

Consultant Eligibility Scrutineers :

Bas LEMMENS (NLD) – Lic. KNAF 36022

Harm VAN DE LAAN (NLD) – Lic. KNAF 11126

Safety Scrutineer :

The Belgian ASN (RACB) is in charge of the safety checks of the cars & drivers

Relationship with drivers and / or Official in charge of the series :

Randall LAWSON

Ignatius DE BAKKER

Maximum of cars on track :

Practice : 78

Race : 65

Number of drivers per car :

1 or 2 drivers per car

Maximum noise on track per car :

110 dB

Paddocks allocation :

Orange Paddock

Drivers' briefing :

Friday 26th @ 09:50

Location : 1st floor Pit Building – Room 132

Norm to qualify for the race :

Minimum 1 timed lap per car

If not qualified, the driver can ask the stewards a special permission to start from back of the grid, giving its arguments. Requests deadline for the driver if not qualified or to ask for a special permission after the qualifying practice : Friday 26th @ 13:00

Formation lap :

- paddock or pitlane exit
- reconnaissance lap
- gridding in F1 (car stationary)
- formation lap
- rolling start in F1

Start of the race #1 :

Wet or dry : Rolling start, 1 overall grid.

Best results from qualifying

Start of the race #2 :

Wet or dry : Rolling start, one overall grid according to finishing position of race #1.
Non finishers start from back of grid.

Start of the race #3 :

Wet or dry : Rolling start, one overall grid according to finishing position of race #2.
Non finishers start from back of grid.

Pit Stop Regulations :

None

Pit Window :

None

To be classified after the race :

All cars will be listed in the classification.
The car must not take the chequered flag to be officially classified.

Printed results :

Overall classification with all the drivers on the results
Group & class classification with all the drivers on the results

Parc fermé :

None

Podiums :

Location : F1 Podium

Fuel & refuelling :

No refuelling during the practice
No refuelling during the race

Timetable

TIMETABLE

V2 • 08/03/2024

Thursday, April 25

09:00 - 18:00 Testing - Untimed Open Practices • Max 103 dB • www.spasummerclassic.com

Friday, April 26 Official beginning of the meeting

				Max dB on track	Grid #
09:00	+30'	09:30	Qualifying	Classic Sports Car Club - Interseries	105 5
09:45	+30'	10:15	Qualifying	Supersixties by NKHTGT	105 3
10:30	+25'	10:55	Qualifying 1	Historic Championship '65	115 7
11:10	+30'	11:40	Qualifying	Colmore YTCC	110 9
11:55	+20'	12:15	Qualifying	Tourenwagen Legenden series	115 6
12:30	+25'	12:55	Qualifying	NK GT&TC and Triumph Competition & British HTGT	108 4
13:10	+25'	13:35	Qualifying 2	Historic Championship '65	115 7
13:50	+30'	14:20	Qualifying	Belcar Historic Cup	105 2
14:35	+30'	15:05	Race 1	Colmore YTCC	110 9
15:25	+30'	15:55	Race 1	Tourenwagen Legenden series	115 6
16:15	+40'	16:55	Race 1	Supersixties by NKHTGT	105 3
17:15	+40'	17:55	Race 1	Classic Sports Car Club - Interseries	105 5

Saturday, April 27

09:05	+40'	09:45	Race 1	NK GT&TC and Triumph Competition & British HTGT	108 4
10:05	+30'	10:35	Race 2	Tourenwagen Legenden series	115 6
10:55	+30'	11:25	Race 1	Belcar Historic Cup	105 2
11:45	+30'	12:15	Race 1	Historic Championship '65	115 7
12:35	+40'	13:15	Race 2	Classic Sports Car Club - Interseries	105 5
13:35	+40'	14:15	Race 2	Supersixties by NKHTGT	105 3
14:35	+35'	15:10	Qualifying 1	Historic Championship '81	115 8
15:30	+30'	16:00	Race 2	Colmore YTCC	110 9
16:20	+30'	16:50	Race 3	Tourenwagen Legenden series	115 6
17:10	+45'	17:55	Qualifying	Spa 3 Hours	107 1

Sunday, April 28

09:05	+20'	09:25	Qualifying 2	Historic Championship '81	115 8
09:50	+180'	12:50	Race	Spa 3 Hours	107 1
13:10	+30'	13:40	Race 3	Colmore YTCC	110 9
13:55	+30'	14:25	Race 2	Historic Championship '65	115 7
14:40	+40'	15:20	Race 2	NK GT&TC and Triumph Competition & British HTGT	108 4
15:35	+90'	17:05	Race	Historic Championship '81	115 8
17:25	+30'	17:55	Race 2	Belcar Historic Cup	105 2