

LOG BOOK

Please read me

This book has a total of 5 pages • Also available at www.superspa.be

For the CRAC only



- 1** Timetable
- 2** Map of the Paddock
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- 6** Radio Communication Authorisation
- 7** Oil Pollution Prevention
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TIMETABLE • V5 - 11/07/2002
MAX 107 DB
FRIDAY, AUGUST 5

09:05 →30'	09:35 ↓20'	Fast laps 1	CRAC Touring - GT	Grid 8
09:55 →30'	10:25 ↓20'	Fast laps 1	CRAC Single seater	Grid 9
10:45 →30'	11:15 ↓20'	Fast laps 2	CRAC Touring - GT	Grid 8
11:35 →30'	12:05 ↓20'	Fast laps 2	CRAC Single seater	Grid 9
12:25 →30'	12:55 ↓55'	Fast laps 3	CRAC Touring - GT	Grid 8
			<i>Break</i>	
13:50 →30'	14:20 ↓20'	Fast laps 3	CRAC Single seater	Grid 9
14:40 →30'	15:10 ↓20'	Fast laps 4	CRAC Touring - GT	Grid 8
15:30 →30'	16:00 ↓20'	Fast laps 4	CRAC Single seater	Grid 9
16:20 →30'	16:50 ↓20'	Qualifying	Spa Ardennes Challenge	Grid 6
17:10 →30'	17:40 ↓15'	Qualifying	BMW Racing Cup	Grid 5


SATURDAY, AUGUST 6


09:10 →20'	09:30 ↓20'	Qualifying 1	AvD Historic Race Cup • <i>FFR</i>	Grid 1
09:50 →20'	10:10 ↓20'	Free practice 1	FX Pro Series - FX3	Grid 7
10:30 →30'	11:00 ↓25'	Free practice	ACNN	Grid 4
11:25 →50'	12:15 ↓50'	Race 1	BMW Racing Cup	Grid 5
			<i>Break</i>	
13:05 →20'	13:25 ↓20'	Qualifying 2	AvD Historic Race Cup • <i>HRA</i>	Grid 2
13:45 →30'	14:15 ↓20'	Qualifying	ACNN	Grid 4
14:35 →20'	14:55 ↓20'	Free practice 2	FX Pro Series - FX3	Grid 7
15:15 →40'	15:55 ↓25'	Race 1	Spa Ardennes Challenge	Grid 6
16:20 →50'	17:10 ↓20'	Race 2	BMW Racing Cup	Grid 5
17:30 →20'	17:50	Qualifying 3	AvD Historic Race Cup • <i>FFR-FOR</i>	Grid 3


SUNDAY, AUGUST 7

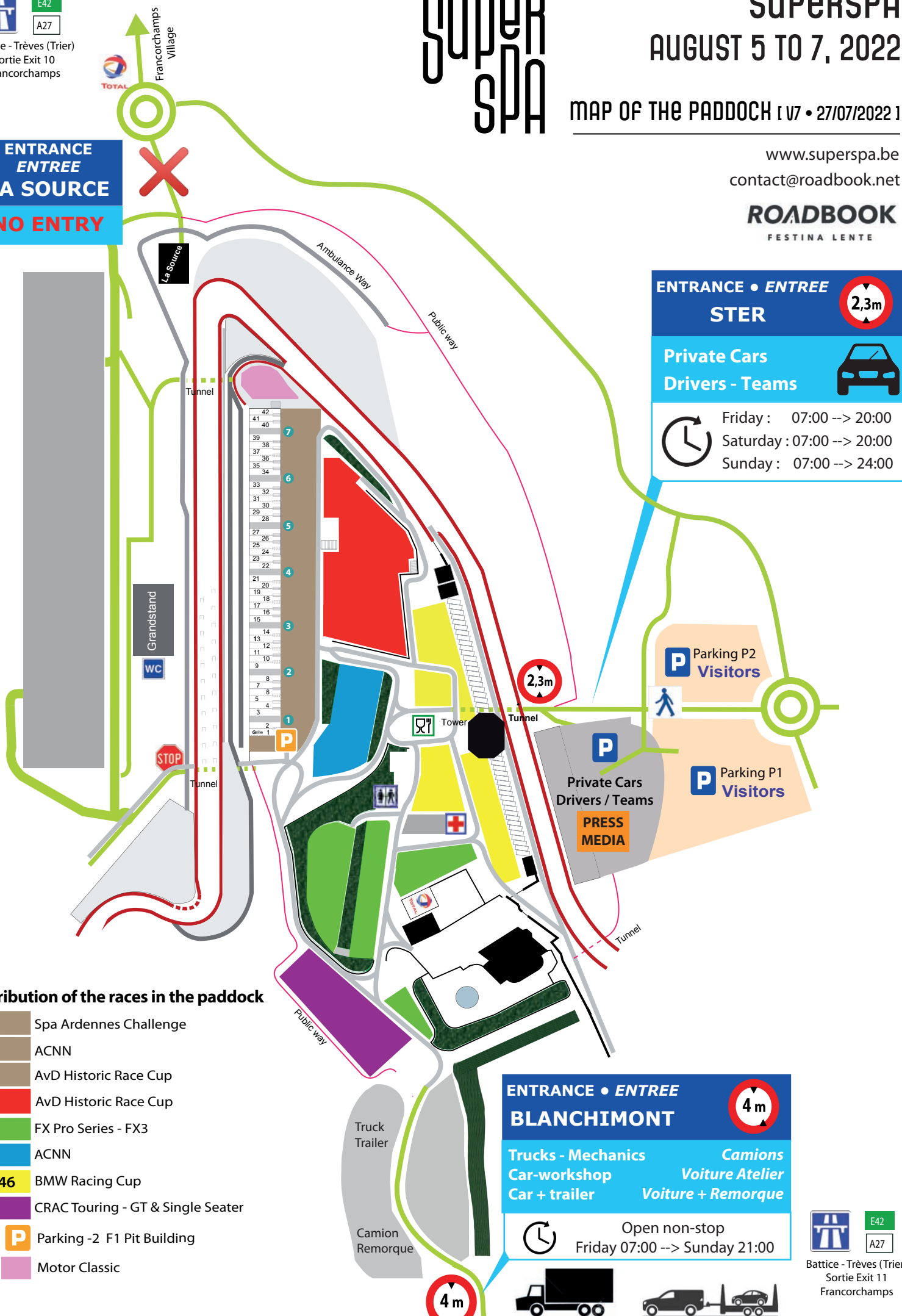
09:10 →20'	09:30 ↓25'	Qualifying	FX Pro Series - FX3	Grid 7
09:55 →25'	10:20 ↓25'	Race 1	AvD Historic Race Cup • <i>FFR</i>	Grid 1
10:45 →61'	11:46 ↓24'	Race 1	ACNN	Grid 4
12:10 →20'	12:30 ↓55'	Race 1	FX Pro Series - FX3	Grid 7
			<i>Break</i>	
13:25 →25'	13:50 ↓25'	Race 2	AvD Historic Race Cup • <i>HRA</i>	Grid 2
14:15 →40'	14:55 ↓25'	Race 2	Spa Ardennes Challenge	Grid 6
15:20 →20'	15:40 ↓20'	Race 2	FX Pro Series - FX3	Grid 7
16:00 →61'	17:01 ↓24'	Race 2	ACNN	Grid 4
17:25 →25'	17:50	Race 3	AvD Historic Race Cup • <i>FFR-FOR</i>	Grid 3

**ENTRANCE
ENTREE
LA SOURCE**
NO ENTRY





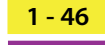



**ENTRANCE • ENTREE
STER** 


**Private Cars
Drivers - Teams** 

 Friday : 07:00 --> 20:00
Saturday : 07:00 --> 20:00
Sunday : 07:00 --> 24:00






Distribution of the races in the paddock

-  Spa Ardennes Challenge
-  ACNN
-  AvD Historic Race Cup
-  AvD Historic Race Cup
-  FX Pro Series - FX3
-  ACNN
-  1 - 46 BMW Racing Cup
-  CRAC Touring - GT & Single Seater
-  Parking -2 F1 Pit Building
-  Motor Classic

**ENTRANCE • ENTREE
BLANCHIMONT** 

**Trucks - Mechanics
Car-workshop
Car + trailer** **Camions
Voiture Atelier
Voiture + Remorque**

 Open non-stop
Friday 07:00 --> Sunday 21:00

3 How and When to reach the paddock ?

For all the series • See the Map of the Paddock

- In due time, you will get from your promoter series an email with an “ **Authorized Access Pass** “ in PDF format.
- Print that PDF page and give it to the steward at the Gate :

**FOR TRUCKS • MECHANICS • CAR-WORKSHOP
CAR + TRAILER • PRIVATE CARS**

—> Entrance BLANCHIMONT gate

(maximum 4m height permitted)

Motorway Verviers - St.Vith (E421-A27) —> Exit n°11 : Stavelot

WHEN

Open non-stop
From Friday 07:00
to Sunday 21:00

FOR PRIVATE CARS ONLY :

—> Entrance STER gate

(maximum 2,3m height permitted)

Motorway Verviers - St.Vith (E421-A27) —> Exit n°10 : Francorchamps

Friday : 07:00 --> 20:00
Saturday : 07:00 --> 20:00
Sunday : 07:00 --> 24:00

No entry on Thursday, August 4

LA SOURCE entry is closed.

- In exchange for the “ Authorized Access Pass ” page, the steward will stick on the windscreen of your vehicle the correct sticker-pass, according to the function of your vehicle.
- When you have the sticker on your windscreen you are free to leave or enter the paddock or car park 24h/24h.

4 Signing on

- Friday 5, in your purple paddock, with the CRAC • Wristbands will be given to each team.

5 Noise Regulations

Whatever the car, drivers must meet the noise standards set by the circuit.

The maximum sound level permitted is mentioned for each race in the timetable of the meeting.

This is the maximum sound level per car, on the track (dynamic control), measured at 15m from the centreline of the track.

If the noise limit is not respected, the car is stopped and a static control is carried out. However, should it be observed that the car exceeds on three consecutive occasions the maximum permitted during the dynamic control, it will be excluded from the meeting.

6 Radio Communication Authorisation

Official communication from the Belgian Institute for Postal services and Telecommunications (BIPT)

Every user of radio communication equipment is obliged to be in possession of the authorization title to use his equipment on the circuit of Spa-Francorchamps during the meeting of the SUPERSPA.

Controls will be carried out by the BIPT at Spa-Francorchamps and, in the event of non-compliance, may result in legal proceedings and seizure of radio equipment.

It is therefore imperative to apply for the required permits [via the BIPT website](#).

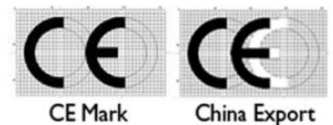
Read also : <https://www.bipt.be/consumers/events>

BIPT also points out that the equipment used must comply with the regulations.

Some companies would provide non-compliant equipment.

One of the sine qua non conditions for a material to comply is that it bears the CE marking.

Pay attention, the "CE" marking should not be confused with the label "China Export ». Any non-compliant equipment will be seized by BIPT.



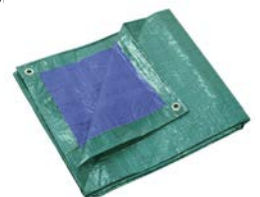
7 Oil Pollution Prevention

Official communication from the management of the Spa-Francorchamps circ

Every team must use a sheet of plastic or an oil drip tray under the racing car to protect the ground against oil pollution. If the soil is oil stained, please use oil absorbent granules to clean before leaving the circuit.

For every remaining oil stain a penalty of €250 is invoiced by the circuit management to the team.

F1 garages : please avoid stains, scratches and deterioration in the floor and walls.



8 Security Fire Instructions - Fuel - 1/2

Fuel Safety Rules

No smoking



Fire extinguisher ready



**Metal jerry cans
ONLY
(on the ground
prior to filling)**



**Securely tied
for
transportation**



8 Security Fire Instructions - Fuel - 2/2

APPENDIX 2 : FIRE PREVENTION REQUIREMENTS



B – 4970 STAVELOT
Route de Malmedy 17
☐ 080/88.02.42
☐ 080/88.01.39

27 March, 2013.

your correspondant : Guy CLOSE
E-mail : incendie@stavelot.be

Subject: fire safety- plans for the paddocks

Transportation and transferral of flammable materials:

- the total quantity transported must not exceed 240l per unit of transportation
- use securely closed metal containers with a maximum capacity of 60 litres
- compulsory presence of an assistant equipped with an extinguisher (6 kg powder or 6 litres foam)
- no combustible items within proximity of transported hydrocarbon (e.g. tyres)
- 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 such operations the containers must be unloaded from the vehicle in advance
- it is prohibited to enter the unloading area of a covered vehicle transporting flammable liquids with mobile lighting equipment other than that designed and built to avoid igniting flammable vapours 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 tyres 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 Marshal or assessor must be present while the pumps are opened to ensure that these safety regulations are observed and sanction those in breach.

Handling fuel within the pit:

- hand pumps, pneumatic pumps or explosion-proof electrical pumps. NO batteries
- compulsory presence of a supervisor equipped with an extinguisher and located 2 metres from the refuelling point
- fire-resistant clothing to be worn by persons located within 2 metres
- ensure stability and earthing of refuelling towers
- compulsory presence of absorptive substance 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 metres of the back of the stands
- above the stands (boxes, mezzanines)