



2024 Super Spa – Ferdinand Cup

Date: 03/10/2024

Time: 11.50

Driver's & Team Manager's Briefing

Document: 01

From: The ACNN Race Director & Clerk of the course
To: All drivers & Competitors
Cc: The Stewards of the Meeting
The Secretary of the Meeting

OFFICIALS

: ASN Steward – Chairman	: Joost Demeestere
: Race Director	: Pierre-Louis Delettre
: Technical Delegate	: Stany Janssen
: Spa circuit Chief Safety Manager	: Sven Leufgen
: ASN Stewards	: Jan Dhondt
	: Peter Geens
: ASN Clerk of the Course	: Pierre-Louis Delettre
: ASN Secretary of the Event	: Anne-Marie De donder
: ASN Chief Medical Officer	: Dr. Christian Wahlen

DRIVER'S BRIEFING

Based on timetable 3 – 30.09.2024

Race 1: Saturday 05/10/2024

Go to Eau Rouge gate from:	13.00
Start of the Formation Lap:	13.26

Race 2: Sunday 06/10/2024

Go to Eau Rouge gate from:	10.26
Start of the Formation Lap:	10.56

For Qualifying, please go to the Eau Rouge gate 30minutes before the start of the session.

*timing is subject to change, please follow always marshals instruction.

Please respect the schedule. You must start to move from your dedicated position in the paddock at the time "go to Eau Rouge" so be ready in your car 5 minutes before that time.

Follow the assembly way map to go to the Eau Rouge

1 EVENT NOTES:

- 1.1. The Control/finish line, which is used for timing purposes, is located *in front of the Race Control. Start line is in front of pit garages# 21 positions. Line offset is 123.6 meters.*
- 1.2. The pit lane begins at the *white line beside the speed limit sign* and ends at the *white line close at pit exit lights*. A speed limit of **60 km/h maximum** will be enforced in the pit lane. **The entry to the pits will be on the RHS at T19. Drivers must stay to the RHS of the bollard after the T18 when entering the Pit Lane.**
- 1.3. *A blue flag will be positioned to the driver's LHS after T1 just before the pit road exit as well as blue flashing light LHS at the track marshals post close to SC line 2:* this will warn drivers leaving the pits of other cars approaching on the track.
- 1.4. A driver who abandons a car must make sure the vehicle is safe before exiting. If the car can be towed, please make sure that it is in neutral, with the steering wheel in position and be ready to help the marshals if necessary. Openings big enough to accommodate a car are indicated by *orange boards* on guardrails. The drivers must use them wherever possible. Places where drivers may leave the track through emergency windows in the debris fences are indicated by *orange fluorescent frame*.
- 1.5. *All around the circuit you will find small boards with fire extinguishers logos. These indicate the presence of a fire marshal post.*
- 1.6. The races distance are:
 - 1.6.1. Race 1 50': Rolling start, Formation lap from Eau Rouge gate, When you approach the F1 grid it is directly the start of the race.
 - 1.6.2. Race 2 60': Rolling start, Formation lap from Eau Rouge gate, When you approach the F1 grid it is directly the start of the race.
- 1.7. After the chequered flag has been shown all cars *must enter directly after the T1 La Source in the endurance Pit Lane, you go to the end of the Endurance Pit, marshals will guide you to go back in the paddock via the Eau Rouge gate* Parc fermé: no
- 1.8. For reason of safety and sporting equity, cars may not stop in the fast lane at any time when the pit exit is open without a justifiable reason.
- 1.9. During Practice and Qualifying any driver slowing down to create a bigger gap to the car in front, *must not stop on the track or impede another driver*
- 1.10. *If you have to use the escape road at T5, there is a road, which has to be used to take you back on track at T7. This is to avoid the need to turn round & face oncoming cars.*
- 1.11. There will be a mandatory pit window during both races. For Race 1 Between 00:20 & 00:30 of 2 minutes standstill + time from pit in to pit out. For Race 2 Between 00:25 & 00:35 of 2 minutes standstill + time from pit in to pit out

1.12. Parc fermé: no

2. LINES & BOLLARDS AT THE PIT ENTRY & PIT EXIT:

When leaving the pits drivers must stay to the RHS of the white line far away & after T1 and take great care of cars on the track, look at your mirrors!

Pit entry: make sure to stay on the RHS after T18 when you want to come in the Pit Lane.

3. THE RACE:

3.1. Formation lap directly from the Eau Rouge gate, light procedure, when you approach the start line for the 1st time it is directly the start of the race.

3.2. There will be, a rolling start for your series, *the light signals are located on the middle of the track on the "bridge" position. When you approach the bridge, the 5 lights will be red, when lights turn off, the start is given, you can overtake.*

3.3. The **pole position** is located on the **RHS. Marshals** will stand on the driver's **RHS** for the procedure.

3.4. Please keep the formation as tight as possible during the course of the formation lap.

3.5. If an issue is reported during the Formation lap, the start can be aborted, this procedure will happen:

3.5.1. **Red lights stays and Yellow/amber flashing abort lights** will be shown with the Extra Formation lap board.

3.5.2. You make 1 more Formation lap

3.5.3. At the end of the second formation lap, second rolling start procedure.

3.5.4. The race countdown starts when the Extra formation lap signal has been shown.

4. SAFETY:

4.1. The **car's lights must be illuminated at all times when fitted with wet-weather tyres.**

4.2. Suspending a Race – Red Flag situation:

When the order is given to suspend the Race, a Red flag will be shown at all marshals' posts and the abort lights to be shown at the Line.

Overtaking is forbidden, and the pit exit will be closed 1 minute after the red flag signal is given.

All cars must proceed slowly to the red light located at the bridge (start lights) (the red line is painted on the track). The race will be resumed at least by a 1 lap SC procedure.

If the race is resumed after a red flag any cars between the Safety Car and the leader will leave the grid 3 minutes before the safety-car, under the instructions of the Marshals, complete a further lap without overtaking, and go back of the grid to join the line of cars behind the Safety Car.

5.2.2 Suspending a Practice session or Qualifying session

When the order is given to suspend a Practice session or a Qualifying session, a Red flag will be shown at all the marshals' posts. Overtaking is forbidden.

All cars must proceed slowly to the F1 pit and stop at the pit exit red light.

During the Practice session the countdown will continue and during the qualifying session, the time is stopped (subject to change, follow the official notice board, a bulletin may be published). The Race Control will inform you at least 1 min before the session is back to green.

If the session is not resumed, you will join your box in the F1 Pit or in the paddock by the same way as at the end of a session. Same procedure as when the session/race is chequered flagged.

5.3 Safety-car procedure:

There will be one safety car stationed **at F1 pit exit on RHS after T1.**

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

During the race, the safety car with its revolving lights on, will start from its position. It will join the track when appropriate.

All the competing cars will form up in line behind the safety car no more than 10 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 10 car lengths of it and all remaining cars must keep the formation as tight as possible.

When the SC boards are show on the track, it is asked to the leader of the race to let a gap

between him and the car in front to let the safety car by.

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

If the safety-car & the following convoy of racing cars have to enter pit lane, a marshal with a SC board with an arrow will be positioned at T18 LHS to indicate to cars to enter pit lane.

While the safety car is in operation, competing cars may stop at their pit, but may only re-join 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 re-joining the track will proceed at reduced speed until it reaches the end of the line of cars behind the safety car.

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 T15 and leave the circuit to the RHS at the end of that lap to enter the F1 Pit Lane before T19.** As the safety car leaves the circuit the flags and boards at the observers' posts will be withdraw.

In order to avoid the likelihood of accidents before the safety car returns the pits, from the point at which the lights on the car are turned out drivers must proceed at a pace which involves no erratic acceleration or braking nor any other manoeuvre which is likely to endanger other drivers or impede the restart, & should maintain speed and position as they approach the Line, overtaking **remains strictly forbidden until the cars pass the green flag at the Finish/Control Line.**

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

- 5.4. Wearing FIA homologated overalls, underwear, balaclava, gloves, socks, shoes, crash helmet & HANS® is mandatory.
- 5.5. If your car **has to be lifted to be removed**, leave the car first! Please get out of the car as quickly as possible. Your presence often hinders the work of rescue crews who are waiting to remove the car. Please stay in safe position a ready to help the marshals if needed. Never leave the area without the permission of a marshal.
- 5.7. If your car is stuck on the track, please try to give as soon as possible some indication if you can restart or not. Raise your arms as high as possible in case you feel it is not possible.
- 5.8. Blue flags: for qualifying: when in a slow lap, let the driver in a quick lap overtake immediately and for race as well if you have to be lapped.

5.9. Yellow flags:

This is a signal of danger and should be shown to drivers in two ways with the following meanings: - Single waved: Reduce your speed, do not overtake, and be prepared to change direction. There is a hazard beside or partly on the track. - Double waved: Reduce your speed significantly, do not overtake, and be prepared to change direction or stop. There is a hazard wholly or partly blocking the track and/or marshals working on or beside the track. Yellow flags should normally be shown only at the marshal post immediately preceding the hazard.

Overtaking is not permitted between the first yellow flag and the green flag displayed after the incident.

For non-qualifying practices, qualifying & race, in case of a yellow flag, the personal current best sector time must not be improved considering normal track conditions (dry) & Stewards may take appropriate actions.

FIA approved lights system will be in operation in addition of normal flags.

5.10. Manoeuvres liable to hinder other drivers such more than one change of direction to defend a position, deliberate crowding of a car beyond the edge of the track or any other abnormal change of direction, are strictly prohibited.

Any driver moving back towards the racing line, having earlier defended his position offline, should leave at least one car width between his own car and the edge of the track on the approach to the corner.

Any driver defending his position on a straight, and before any braking area, may use the full width of the track during his first move, provided no significant portion of the car attempting to pass is alongside his.

Whilst defending in this way the driver may not leave the track without justifiable reason.

For the avoidance of doubt, if any part of the front bumper of the car attempting to pass is alongside the rear wheel of the car in front this will be deemed to be a 'significant portion'.

5.11. Chequered Flag

For reasons of safety, drivers are reminded that after taking the chequered flag **they must NOT slow down or brake harshly as other competitors are still racing to the Line. Failure to do so may result in penalties being applied.**

5.12. *Refuelling must only be conducted **outside the pits garages** in the working lane and with the appropriate equipment.*

6 GENERAL:

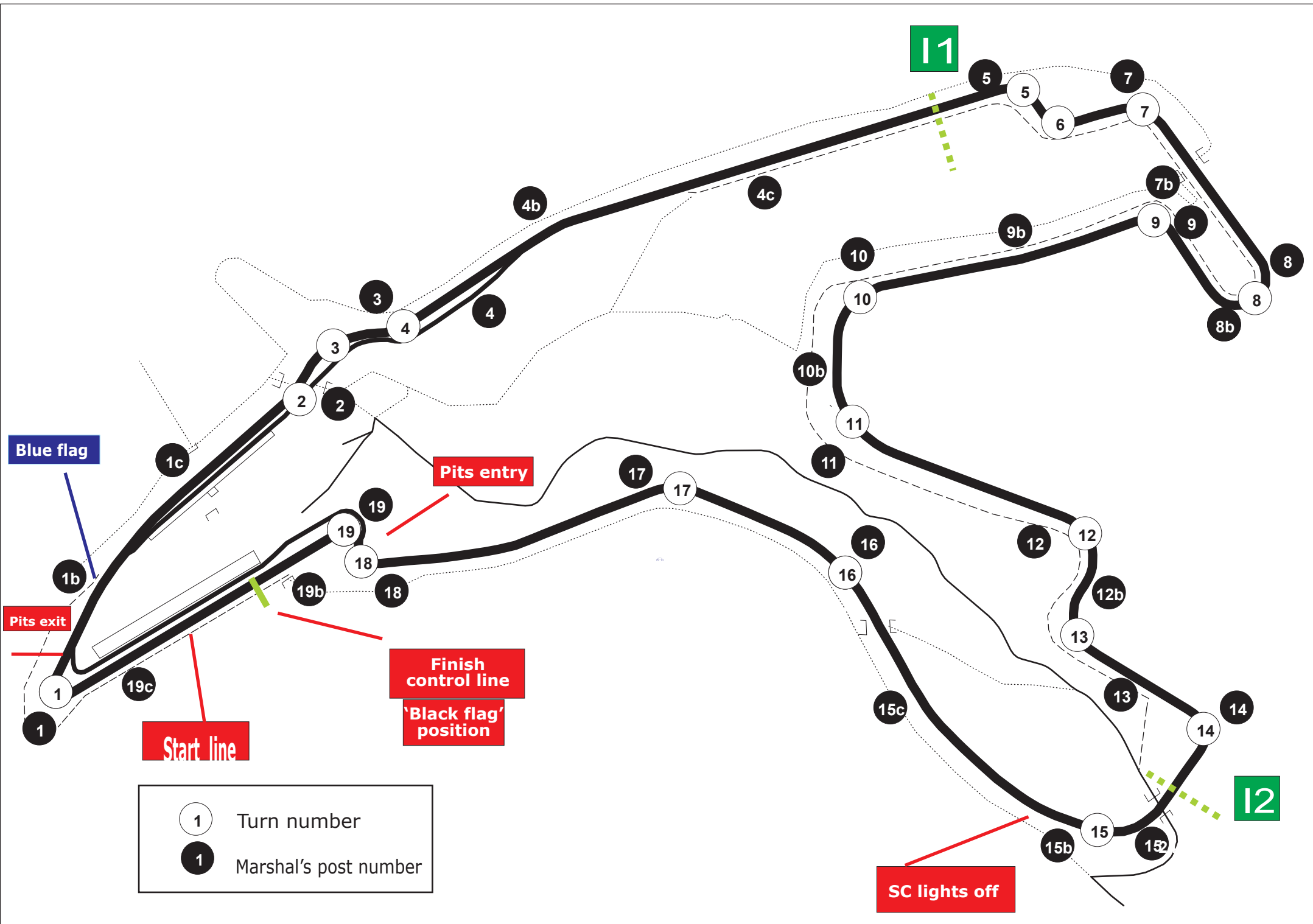


- 6.1. The race control signalling platform is *on the control/finish line position on the RHS*, in addition to the Timing Monitors information line.
- 6.2. Circuit length: *7003,93* meters
- 6.3. Stop & go area is located *at the foot of the Race Control on the red painted part next to the signalling platform in your pit lane*.
- 6.4. You are reminded of Appendix L – Leaving the track.
- 6.5. When you have an issue with your car, we ask you to stop the car on the RHS of the track. If it is possible, please stop the car at the *orange boards* on guardrails.
- 6.6. We kindly recommend you to be ready in your car 30' before your practice session, qualifying and races and follow strictly the time "Go to Eau Rouge gate".
- 6.7. Track access during the Free Practice, Qualifying session and races: Eau Rouge gate
- 6.8. Track exit: T1 Source
- 6.9. Use of the F1 Pit Lane during all the sessions and races
- 6.10. It is recommended to make a track walk to check all the work done at the circuit.

Pierre-Louis Delette

Clerk of the course and Race Director

Attached: Circuit Map



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|---|-----------------------|
| ① | Turn number |
| ● | Marshal's post number |