



**2023 Super Spa – PTC Racing Cup**

**Date: 04/10/2023**

**Time: 08.20**

**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 : Jan Dhondt  
: Race Director : Pierre-Louis Delettre  
: Technical Delegate : Johan Geres (KNAF : 44940)  
: Spa circuit Chief Safety Manager : Sven Leufgen  
: ASN Stewards : Joost Demeestere  
: ASN Clerk of the Course : André Vansteyvoort  
: ASN Secretary of the Event : Pierre-Louis Delettre  
: ASN Chief Medical Officer : Anne-Marie De donder  
: Dr.Christian Wahlen

**DRIVER'S BRIEFING**

Based on timetable 4 – 17.09.2023

Race 1: Saturday 07/10/2023

Pits Open: 15.56  
Pits Close: 16.01  
Start of the Formation Lap: 16.06

Race 2 ACNN BMW E90 & DTC Series: Sunday 08/10/2023

Pits Open: 11.01  
Pits Close: 11.06  
Start of the Formation Lap: 11.11

## 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 PTC Racing Cup: 40': Standing start
  - 1.6.2. Race 2 PTC Racing Cup: 40': Standing start
- 1.7. After the chequered flag has been shown all cars **must enter the F1 pit by T19, after one deceleration lap** (for practice, qualifying and races). Drivers in the F1 pit can stop at their boxes. Others rejoin paddock via the gate at the end of the F1 Pit Building (grid after box 42) The marshals will guide you. Parc fermé: after qualifying session and after each race, you have a 30' parc fermé period in F1 boxes.
- 1.8. For reason of safety and sporting equity, cars may not stop in the fast lane at any time 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 no mandatory pit window during both races.

## 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. Please ensure that the grid is cleared at the one minute signal. *These teams' personals must get in pit lane by the red gate located at the P1 grid position. At any time, teams and drivers must follow marshal's instructions. Any car stalls on the grid will be pushed by the marshals by the red gate in the Pit Lane.*

3.2. There will be, for the PTC Racing Cup, a grand prix start, the light signals are located on the middle of the track on the "bridge" position. There will be an "F1 start lights system". No five seconds boards will be shown, but 1, 2, 3, 4 & 5 red lights ON & then all lights OFF. *Dummy grid is located in front of your pits (F1 Grid).*

If, for any reason, the F1 start lights system don't work, you will have a 5" board + red lights On and then all lights off.

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

3.4. No more than one reconnaissance lap is allowed.

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

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

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

3.6.2. You make 1 more Formation lap

3.6.3. At the end of the second formation lap, second GP Start procedure.

3.6.4. 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 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. 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 gate at the end of the F1 pit building as for a normal end of 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 shown 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 withdrawn.

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.
- 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 20' before your practice session, qualifying and races

6.7 Track access during the Free Practice, Qualifying session and races: T1 + Eau Rouge gate

6.8 Track exit: T19 chicane

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  
Pit Lane Map