

Spa 24h 2CVRT 20 – 22 October 20223 DRIVER BRIEFING NOTES

Track : 7003.93 m		Start Line Offset 123.26 m
		F1 + Endurance : Pit In > Pit Out 1003 m > 60.2 sec / 60 kph
		Pole Position is -Right Hand Side-
The openings for cars to exit the track are marked in ORANGE.		
The Race Director's signalling place is on the RIGHT hand side in front of Race Control at the Line.		
When entering the Pit Lane, drivers must respect the white line and stay to the RHS of the track		
When exiting the Pit Lane, drivers must stay to the RHS of the white line in the centre of the track		
At the end of the Formation Lap, cars must be in grid formation at T 17		

PIT LANE PROCEDURES

- 1) Grand pitlane will be used for all sessions (F1 + Endurance pitlane).
- 2) Maximum speed in the Pit Lane is 60 km/h. This limit is to be respected from the moment you cross the Pit In loop, located on the transversal white line at the 60 km/h marker board, until you pass the Pit Out loop, located on the transversal white line at the Pit Lane speed limit end board.
- 3) At all times the red/green lights at Pit Exit must be respected, you can only access the track when the green light is on. However, during the race the Pit Exit light will remain green during a race suspension, and it will be the drivers' responsibility to enter the track safely.
- 4) At the start **or restart** of any session, if you head to Pit Exit before the light is green, you must stop 3m before the line painted at the Pit Exit.

RACE START

- 5) **2X2 ROLLING START**
- 6) 1 Reconnaissance lap starting from the boxes. Dummy grid on endurance straight. Cars in 45°, right side of the track, rear of the car to the pit wall. Starting numbers will put on the fence.
Formation lap behind Leading Cars.
Two groups with 1 minute between them. First group are the 2CV. Second group C1 followed by the 2CV Classic. Start will be given with the National flag on the endurance straight.

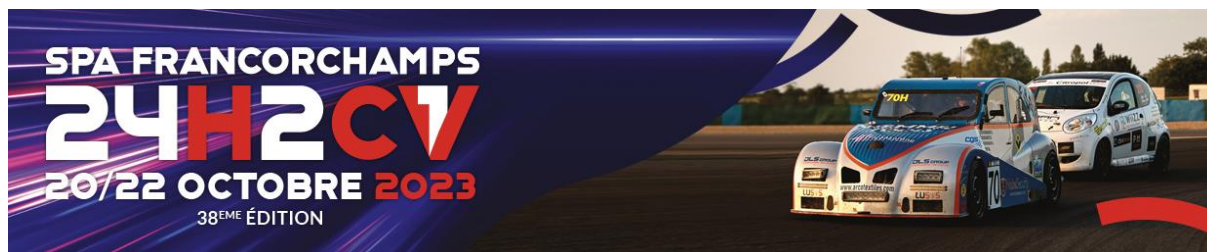




ON TRACK DRIVING STANDARDS & INCIDENT PROCEDURES

- 7) Drivers must respect other drivers.
- 8) At all times, please respect the other drivers on track. Voluntary blocking, if spotted, will be sanctioned. Once you are on a slowdown lap please ensure that you are using your mirrors.
- 9) All drivers are reminded to pay special attention to flag signalling according to the Code.
- 10) Yellow flags mean danger - please reduce your speed. Overtaking is forbidden from the first yellow flag until you pass the green flag. **WHEN YELLOW FLAGS - INCLUDING SAFETY CAR BOARDS - ARE SHOWN DRIVERS MUST SLOW DOWN. IF DOUBLE YELLOW FLAGS ARE SHOWN THEY MUST REDUCE SPEED AND BE PREPARED TO CHANGE DIRECTION OR STOP.** It is the responsibility of each driver to prove to us that in fact you have slowed down, the best way for this is by having a clear slowdown in the relevant sector time.
- 11) Double yellows also mean marshals are working on track or trackside.
- 12) Blue Flags will be used for overtaking during the sessions and lapping during the race.
- 13) Slower cars when being overtaken and/or lapped should keep to a constant racing line. Sudden changes of direction can lead to hazardous situations and accidents. **Please use your turning lights to indicate which side of the track you are using.**
- 14) Faster cars when lapping slower cars please ensure that the car in front of you is aware of your intentions, **especially if you are intending to do it in the middle of a turn.**
- 15) In case of an accident it is very important that you signal to the marshals that you are OK. A 'thumbs up' will be the ok.
- 16) If your car has a crash and/or your car cannot continue, do not stay in your car. This can lead to unnecessarily deploying of medical services or may even result in a Red Flag.
- 17) If you can continue, you may stay in the car should the marshals choose hoist your car to a safe place.
- 18) If you enter a gravel/run off area and you can manage to re-join, please stay out of the racing line to avoid dropping gravel/dirt on the line. **Please make 1-2 brake-tests / zig-zags your car OFF TRACK before re-joining, to ensure all the gravel has fallen from your car off track.**
- 19) If you cannot continue, you must leave the car as soon as it is safe to do so and help in the recovery operations. Please leave the car in neutral and the steering wheel in position. The driver should help in the recovery operations.
- 20) If at any moment, you encounter technical or mechanical problems you should leave the racing line immediately.
- 21) Please acquaint yourselves with the text of Chapter IV from Appendix L, especially concerning driving standards and the following two points:
 - a) Appendix L to the ISC, Chapter IV, Article 2c) states: *Drivers must use the track at all times. For the avoidance of doubt, the white lines defining the track edges are considered to be part of the track but the kerbs are not. Should a car leave the track for any reason, and without prejudice to Article 2(d) below, **the driver may rejoin. However, this may only be done when it is safe to do so and without gaining any advantage.** A driver will be judged to have left the track if no part of the car remains in contact with the track.* Slowing down in the relevant sector is a way to show me that you have not improved.
 - b) Appendix L to the ISC, Chapter IV, Article 2d) states: ***Repetition of serious mistakes or the appearance of a lack of control over the car (such as leaving the track) will be reported to the Stewards and may entail the imposition***





of penalties up to and including the exclusion of any driver concerned.

- 22) Drivers consistently crossing the white line defining the edge of the track – whether gaining an advantage **or not** - may receive a “drive through”, a “stop and go” penalty or any other penalty available to the Stewards, including deleting lap times.
- 23) Judges of Fact will be appointed to control sporting details from the regulations.
- 24) At all times on track, whether it is a flag or a light panel, yellow shall prevail.
- 25) The Red Flag line is the red line painted on the track.

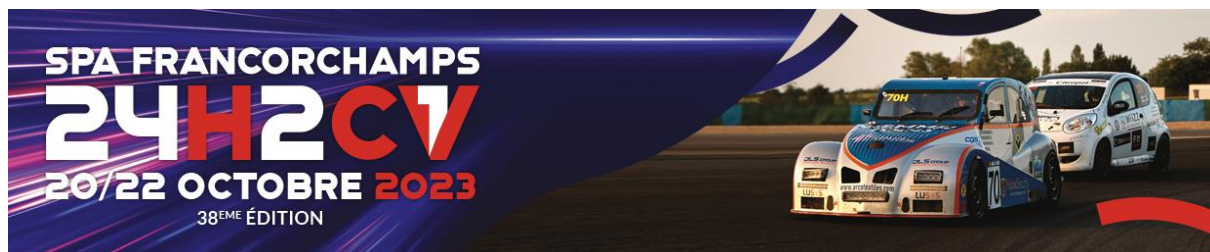
SAFETY CAR - Procedure with TWO SC

Two safety cars will be used for the race:

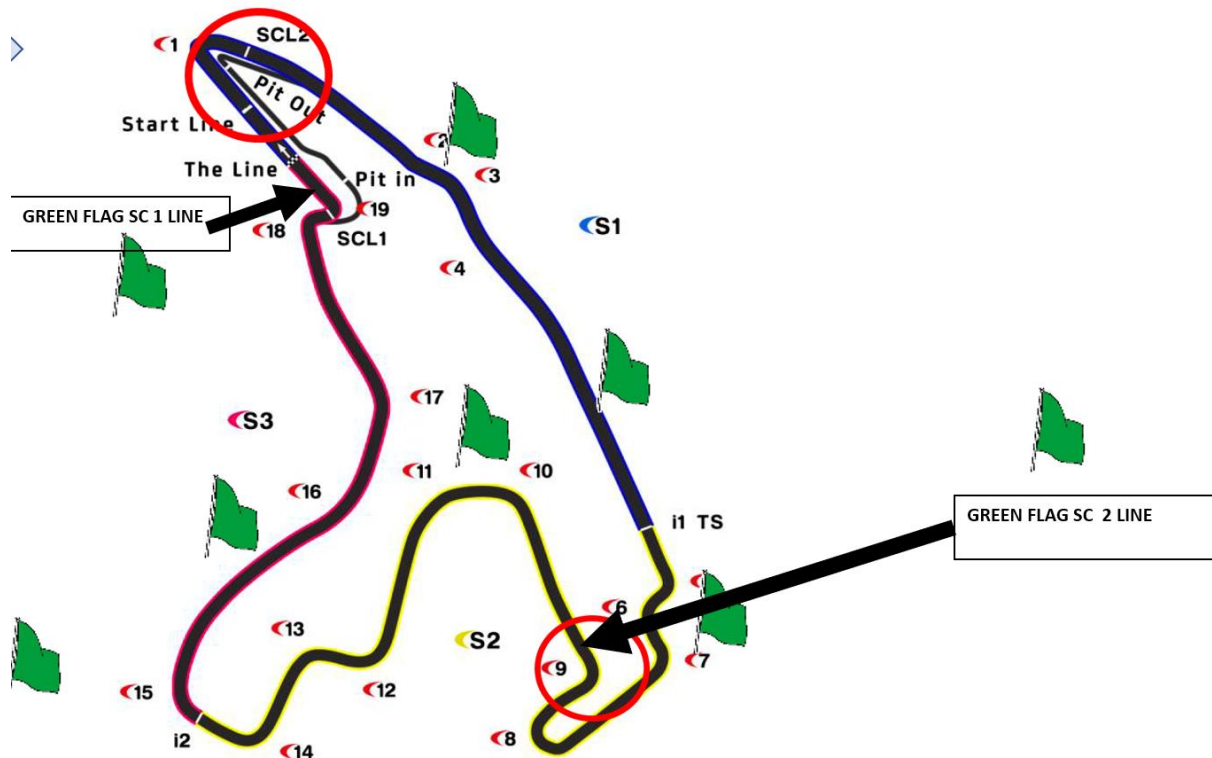
according to the following procedures:

- 26) When the order is given to deploy the safety cars, all marshal posts will display waved yellow flags and “SC” boards, and the orange lights at the Start Line will be illuminated, for the duration of the intervention
- 27) Safety Car A will enter the track after T1, ‘La Source’ and Safety Car B will go on track at the entrance of T9, both with their orange lights illuminated. **They will join the track regardless of where the race leader is.**
- 28) All the competing cars must then form up in line behind each of the safety cars, the 1st car behind the SC must keep within 5 car lengths of it and all remaining cars must keep the formation as tight as possible. The safety cars shall be used at least until all remaining cars in that safety car’s sector are lined up behind it.
- 29) A car re-joining the track must proceed at an appropriate speed until it reaches the end of the line of cars behind the safety car.
- 30) Under certain circumstances, the Race Director may ask the safety car to use the pit lane or the escape road in T5. In this case, and provided its orange lights remain illuminated, all cars must follow it without overtaking. Any car entering the pit lane under these circumstances may stop at its designated garage area.
- 31) When the Race Director calls in the safety car, Safety Car A will extinguish its orange lights at T15 and Safety Car B will extinguish its orange lights at T5. This will be the signal that it will be leaving the track at the end the Safety Sector. At this point, the first car in line behind the safety car may dictate the pace and, if necessary, fall more than five car lengths behind it. From this moment drivers must proceed at a pace that involves no erratic acceleration in order to avoid the likelihood of accidents.
- 32) As the safety cars are leaving the track, the yellow flags and SC boards at the marshal posts will be withdrawn and replaced by waved green flags with green lights at the Start Line. Each lap completed while the safety cars are deployed will be counted as a race lap.
- 33) At the end of the SC procedure. **Overtaking is allowed as soon as the green flags are out.**
- 34) Each lap under safety car will be counted as a race lap.
- 35) In order to avoid the likelihood of accidents before the Safety Cars return to their exit area, from the point at which the lights on the Safety Cars are extinguished, drivers must proceed at a pace which involves no erratic acceleration, braking, or any other manoeuvre which is likely to endanger other drivers or impede the restart.
- 36) 2CV Classic will have a **blue light** on the back of the car. So cars behind a classic can easily recognize them. In case of a





SC procedure and the classic cannot follow the pace of the SC, other cars can overtake the classic if it is safe to do so. The blue light is NOT an indication that you can overtake the car everywhere.



END OF RACE PROCEDURES

- 37) At the end of the race all cars will take the chequered flag and make a cool down lap, at the end of this lap, the first three cars in general go into the endurance pitlane and stop under the podium. Other cars stay on track and will be stopped on the endurance straight. **Follow the Marshals instructions @ T1.** All cars are under parc fermé conditions.
- 38) Overtaking is strictly forbidden after crossing the finish line

PODIUM PROCEDURE

- 39) 30 minutes after chequered flag on the endurance podium.

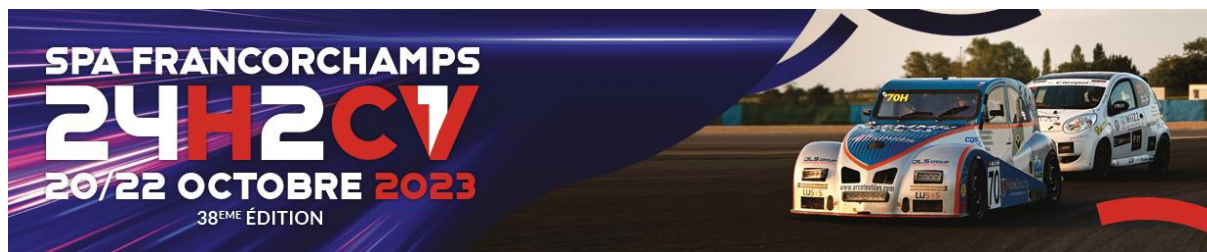
INFORMATION & REGULATIONS

- 40) Please ensure you know how to use reverse gear in your car.

ALCOHOL TEST

- 41) Every driver taking part in a race organized by 2CV RT VZW can before during and after the race being checked on the use of alcohol. Those tests are done by judges of fact designated by the organizer. The organizer handles a zero tolerance. This means that the level of alcohol is 0,00/1000.
In case the first test is positive, a second test will be executed with a "pipe" so that the exact level of alcohol is known. In case of a positive result, the driver will immediately be put out of the race and the team will receive a two lap time penalty. The disqualified driver will be reported to the RACB National Sport Court.
The used analyzers are Alco-sensor-FST serial numbers: 071333 and 071328, with a legal certificate of calibration delivered





by the "Belgian meetinstituut".

FULL COURSE YELLOW PROCEDURE AND PITLANE SPEED

- 42) The check of the speed in the pitlane and during a FCY procedure will be electronically by timekeeping. There will be no tolerance for speeding. For non-respect of the speed the penalty will be: from 60.1 to 70 km/h a drive through penalty, from 70.1 to 80 km/h a penalty of one lap, from 80.1 to 90 km/h a penalty of two laps, even faster than 90 km/h will be sanctioned by the stewards.
- 43) Only cars with mechanical problems can be overtaken under FCY procedure. The car with problems should indicate this using the direction indicator lights.

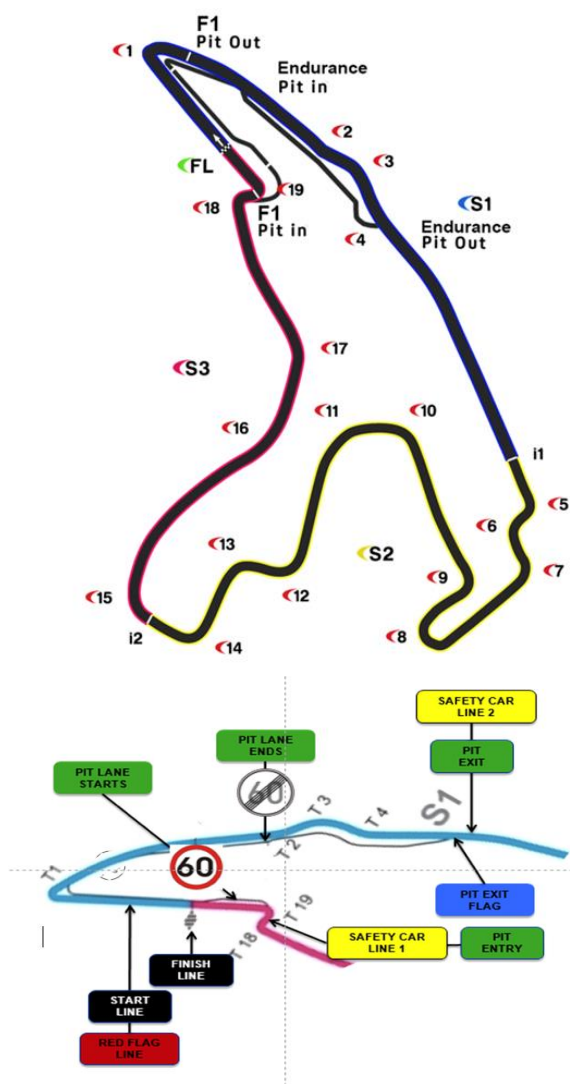
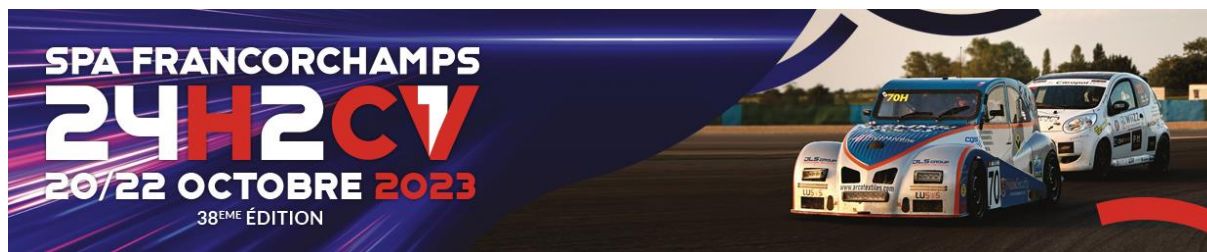
PADDOCK

- 44) Everybody driving an electric step, quad, scooter or a golf chariot in the paddock must be older than 16 years and have an insurance

Race Director

Pascal Vanhullebusch





Spa Francorchamps
Centerline: 7.003,9 m.
i1 at 2.243,5 m.
i2 at 5.112,7 m.
Pit in at 6.918,9 m.

Pit distances

F1-F1	388 m. - 23.2s
Endurance-Endurance ...	338 m. - 20.3s.
F1-Endurance	1003 m. - 60.2s



