



SPA SUMMER CLASSIC
July 7th to 9th 2023
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 2023 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 2023 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 July 7th to July 9th 2023.

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:	07-09/07/2023
Series:	1 • SPA 3 HOURS 2 • BELCAR HISTORIC CUP 3 • SUPERSIXTIES 4 • NK GT&TC AND TRIUMPH COMPETITION & BRITISH HTGT 5&7 • CANAM & SPORTSCARS AND DUNLOP GENTLE DRIVERS '65 6 • MOTOR CLASSIC DREXLER OPEN FORMULA 8 • DUNLOP HEC/HTGT UM DIE DUNLOP TROPHY 9 • COLMORE – YOUNGTIMER TOURING CAR CHALLENGE 10 • BIMMER RACE 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
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:	Xavier LOZANO	Lic. RFEDA JOB-0148-ESP-CAT

Stewards:

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

Chairman:	Philippe LACKMAN	Lic. RACB 2040
Members:	Ronald BARBIERE	Lic. RACB 1954
	Jan DHONDT	Lic. RACB 2385

NK GT&TC AND TRIUMPH COMPETITION & BRITISH HTGT :

Chairman:	John RAVEN	Lic. KNAF 3865
Members:	Philippe LACKMAN	Lic. RACB 2040
	Ronald BARBIERE	Lic. RACB 1954
	Jan DHONDT	Lic. RACB 2385

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 : see Appendix 3
- 4 • NK GT&TC AND TRIUMPH COMPETITION & BRITISH HTGT : see Appendix 4
- 5&7 • CANAM & SPORTSCARS AND DUNLOP GENTLE DRIVERS '65 : see Appendix 5
- 6 • MOTOR CLASSIC DREXLER OPEN FORMULA : see Appendix 6
- 8 • DUNLOP HEC/HTGT UM DIE DUNLOP TROPHY : see Appendix 7
- 9 • COLMORE – YOUNGTIMER TOURING CAR CHALLENGE : see Appendix 8
- 10 • BIMMER RACE 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: F1 Pit Building – Paddock Side – Between boxes 1 & 2

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

Clerk of the Course :

Roadbook Race Director & Clerk of the Course : Jean-Yves MUNSTERS (BEL) – Lic. RACB 1705
Consultant Clerk of the Course : 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 :

Diogo FERRÃO (PRT) Iberian Historic Endurance
Vincent COLLARD (BEL) Motor Classic

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 : Friday – 45 min

Race : Saturday – 180 min

Transponders :

Transponders will be recorded in the signing on room at the same time as your licence check.

Only AMB transponders will be used. If your car has no transponder or a Chronolec transponder, we will provide you an AMB transponder in exchange for the licence of the driver.

The cost of transponder rental for the whole weekend is 30 euros all taxes included.

Payment by credit card or cash on site.

Drivers' briefing :

Friday 7 @ 18:15

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 : Saturday 13:00

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 can not 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 Total 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

Roadbook provides cups, champagne & flowers.

Appendix 2**Title of the series :**

BELCAR HISTORIC CUP

Clerk of the Course :

Roadbook Race Director & Clerk of the Course : Jean-Yves MUNSTERS (BEL) – Lic. RACB 1705

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 : 65

Number of drivers per car :

1 or 2 drivers per car

Groups :

1) Historics

2) Youngtimers

Maximum noise on track per car :

105 dB

Transponders :

Transponders will be recorded in the signing on room at the same time as your licence check.

Only AMB transponders will be used. If your car has no transponder or a Chronolec transponder, we will provide you an AMB transponder in exchange for the licence of the driver.

The cost of transponder rental for the whole weekend is 30 euros all taxes included.

Payment by credit card or cash on site.

Drivers' briefing :

Friday 7 @ 15:45

Location : 1st floor Pit Building – Room 132

Norm to qualify for the race :

Minimum 1 timed lap per car

In case of 2 drivers, reg does NOT specify any obligation of a timed lap for driver 2

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 :

- 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, 2 separated grids.

Grid 1 = Youngtimers → best results from qualifying

Gap ± 30 secondes

Grid 2 = Oldtimers → best results from qualifying

Start of the race #2 :

Wet or dry

Grid 1 = Youngtimers → finishing position of race #1

Non finishers Youngtimers start from back of grid Youngtimers

Gap ± 30 secondes

Grid 2 = Oldtimers → finishing position of race #1

Non finishers Oldtimers start from back of grid Oldtimers

Leading car procedure : to be coordinated with Jean-Yves Munsters

Proposal : 2 leading car. The leading car #2 being a potential SC if needed in case of start crash of group 1

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 but must have run 50% of the best time in class

Printed results :

Overall classification

Group & class classification

Parc fermé :

Depending on the scrutineer. If yes, in your paddock, under the responsibility of BHC

To be confirmed and communicated during the briefing

Podiums :

Location : F1 Podium

Fuel & refuelling :

No refuelling during the practice

No refuelling during the race

Appendix 3



Title of the race :
SUPERSIXTIES

Deputy Clerk of the Course :
Roadbook Race Director & Clerk of the Course : 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) – consultant

Relationship with drivers and / or Official in charge of the series:
Robert HAMILTON
Egbert KOLVOORT

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

Transponders :
Transponders will be recorded in the signing on room at the same time as your licence check.
Only AMB transponders will be used. If your car has no transponder or a Chronolec transponder, we will provide you an AMB transponder in exchange for the licence of the driver.
The cost of transponder rental for the whole weekend is 30 euros all taxes included.
Payment by credit card or cash on site.

Drivers' briefing :
Friday 7 @ 12:00
Location : 1st floor Pit Building – Room 132

Paddocks allocation :
Same as usual : Endurance Box from 1 to 23

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 7 @ 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

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 :

None

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

Clerk of the Course :

Roadbook Race Director & Clerk of the Course : Jean-Yves MUNSTERS (BEL) – Lic. RACB 1705

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:

Timo SPAN (NK GTTC)

Willem MANK (NK GTTC)

G rard 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

Transponders :

Transponders will be recorded in the signing on room at the same time as your licence check.

Only AMB transponders will be used. If your car has no transponder or a Chronolec transponder, we will provide you an AMB transponder in exchange for the licence of the driver.

The cost of transponder rental for the whole weekend is 30 euros all taxes included.

Payment by credit card or cash on site.

Drivers' briefing :

Friday 7 @ 14:00

Location : 1st floor Pit Building – Room 132

Paddocks allocation :

Same as usual : Endurance Box 24 to 44 + yellow area

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 7 @ 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

NO printed classification with race 1 & race 2 combined together

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 :

CANAM & SPORTSCARS AND DUNLOP GENTLE DRIVERS '65

Clerk of the Course Roadbook :

Roadbook Race Director & Clerk of the Course : Jean-Yves MUNSTERS (BEL) – Lic. RACB 1705

Race Director FHR :

Alfred SCHMITZ (DEU) – Lic. DMSB SPA1100457

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. **If 2 drivers only 1 driver per race.**

Groups :

1) CANAM & SPORTSCARS

2) DUNLOP GENTLE DRIVERS '65

Maximum noise on track per car :

115 dB

Transponders :

Transponders will be recorded in the signing on room at the same time as your licence check.

Only AMB transponders will be used. If your car has no transponder or a Chronolec transponder, we will provide you an AMB transponder in exchange for the licence of the driver.

The cost of transponder rental for the whole weekend is 30 euros all taxes included.

Payment by credit card or cash on site.

Drivers' briefing :

Friday 7 @ 12:30

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 : See FHR regulations

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

2 SEPARATED GRID

Start of the race #1 :

Grid 1 = CANAM & SPORTSCARS → best results from qualifying

Gap ± 30 secondes

Grid 2 = DUNLOP GENTLE DRIVERS '65 → best results from qualifying

Start of the race #2 :

Grid 1 = CANAM & SPORTSCARS → finishing position of race #1

Non finishers CANAM & SPORTSCARS back of grid CANAM & SPORTSCARS

Gap ± 30 secondes

Grid 2 = DUNLOP GENTLE DRIVERS '65 → finishing position of race #1

Non finishers DUNLOP GENTLE DRIVERS '65 start from back of grid DUNLOP GENTLE DRIVERS '65

Leading car procedure : to be coordinated with Jean-Yves Munsters & Alfred Schmitz

Proposal : 2 leading car. The leading car #2 being a potential SC if needed in case of start crash of group 1

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

No refuelling during the race

Appendix 6**Title of the series :**

MOTOR CLASSIC DREXLER OPEN FORMULA CUP

Clerk of the Course :

Roadbook Race Director & Clerk of the Course : Jean-Yves MUNSTERS (BEL) – Lic. RACB 1705

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 :

Franz Wöss & Chris Höher

Maximum of cars on track :

Practice : 63

Race : 52

Number of drivers per car :

Only 1 driver

Maximum noise on track per car :

Maximum allowed: 118 dB

Paddocks allocation :

F1 boxes : 26 – 33

Transponders :

Transponders will be recorded in the signing on room at the same time as your licence check.

Only AMB transponders will be used. If your car has no transponder or a Chronolec transponder, we will provide you an AMB transponder in exchange for the licence of the driver.

The cost of transponder rental for the whole weekend is 30 euros all taxes included.

Payment by credit card or cash on site.

Drivers' briefing :

Friday 7 @ 10:50

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, 20:30

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

Starting grid = results from qualifying

Start of the race #2 :

Wet or dry : Rolling start

Starting Grid : Second best lap time from Qualifying

Pit Stop Regulations :

No Pit Stop regulation

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 but must have run 50% of the best time in class

Printed results :

Overall classification

Group & class classification

Parc fermé :

Parc ferme in the garages or tents of the Teams. Managed by Franz Wöss / Chris Höher

Podiums :

Location : F1 Podium

Fuel & refuelling :

No refuelling during the practice

No refuelling during the race

Appendix 7**Title of the series :**

DUNLOP HISTORIC ENDURANCE CUP/HTGT UM DIE DUNLOP TROPHY

Clerk of the Course Roadbook :

Roadbook Race Director & Clerk of the Course : Jean-Yves MUNSTERS (BEL) – Lic. RACB 1705

Clerk of the Course FHR :

Alfred SCHMITZ (DEU) – Lic. DMSB SPA1100457

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

Groups :

1) HTGT (1h-race)

2) HEC + SPORTS 2000 (2h-race)

Maximum noise on track per car :

110 dB

Transponders :

Transponders will be recorded in the signing on room at the same time as your licence check.

Only AMB transponders will be used. If your car has no transponder or a Chronolec transponder, we will provide you an AMB transponder in exchange for the licence of the driver.

The cost of transponder rental for the whole weekend is 30 euros all taxes included.

Payment by credit card or cash on site.

Drivers' briefing :

Saturday 8 @ 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.

Requests deadline for the driver if not qualified or to ask for a special permission after the qualifying practice : See FHR regulations

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

2 SEPARATED GRID

Start of the race :

Grid 1 = SPORTS 2000 → best results from qualifying

Gap ± 30 secondes

Grid 2 = HEC / HTGT → best results from qualifying

Leading car procedure : to be coordinated with Jean-Yves Munsters & Alfred Schmitz

Proposal : 2 leading car. The leading car #2 being a potential SC if needed in case of start crash of group 1

AFTER 1 HOUR : Checkered flag for HTGT (1h-race) only

AFTER 2 HOUR : Checkered flag for HEC & SPORTS 2000 (2h-race)

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 :**

COLMORE – YOUNGTIMER TOURING CAR CHALLENGE

Clerk of the Course :

Roadbook Race Director & Clerk of the Course : Jean-Yves MUNSTERS (BEL) – Lic. RACB 1705

Consultant Eligibility Scrutineers :

Harm VAN DE LAAN (NLD) – KNAF License 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 & Blue Paddock

Transponders :

Transponders will be recorded in the signing on room at the same time as your licence check.

Only AMB transponders will be used. If your car has no transponder or a Chronolec transponder, we will provide you an AMB transponder in exchange for the licence of the driver.

The cost of transponder rental for the whole weekend is 30 euros all taxes included.

Payment by credit card or cash on site.

Drivers' briefing :

Friday 7 @ 10:15

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 : Friday 7 @ 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

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 :

No

Podiums :

Location : F1 Podium

Fuel & refuelling :

No refuelling during the practice
No refuelling during the race

Appendix 9



Title of the series :

Bimmer Race Car Challenge

Clerk of the Course :

Roadbook Race Director & Clerk of the Course : Jean-Yves MUNSTERS (BEL) – Lic. RACB 1705

Consultant Eligibility Scrutineers :

Harm VAN DE LAAN (NDL) – KNAF License 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 & Blue Paddock

Transponders :

Transponders will be recorded in the signing on room at the same time as your licence check.

Only AMB transponders will be used. If your car has no transponder or a Chronolec transponder, we will provide you an AMB transponder in exchange for the licence of the driver.

The cost of transponder rental for the whole weekend is 30 euros all taxes included.

Payment by credit card or cash on site.

Drivers' briefing :

Friday 7 @ 14:45

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 7 @ 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

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 :

NON

Pit Window :

NON

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 :

No

Podiums :

Location : F1 Podium

Fuel & refuelling :

No refuelling during the practice
No refuelling during the race

Timetable

TIMETABLE 2023 v4 • 27/06/2023

Thursday, July 6 *Day outside meeting*

09:00 - 18:00 Untimed Open Practices • Touring / GT • Max 103 dB

Max dB
on track

Grid #

[More Details](#)

Friday, July 7 *Official beginning of the meeting*

Time	Activity	Max dB on track	Grid #
09:05 →50'	09:55 Open practices Motor Classic Drexler Open Formula	118	6
10:05 →50'	10:55 Open practices Track Sessions • Touring / GT / Sports cars • Max 115 dB		
11:05 →50'	11:55 Open practices Track Sessions • Touring / GT / Sports cars • Max 115 dB		
12:05 →25'	12:30 Free practices 1 Motor Classic Drexler Open Formula	118	6
12:50 →30'	13:20 Qualifying Colmore - Youngtimer Touring Car Challenge	110	9
13:40 →30'	14:10 Qualifying 1 Canam & Sportscars and Dunlop Gentle Drivers '65	115	5&7
14:30 →30'	15:00 Qualifying Supersixties by NKHTGT	105	3
15:20 →25'	15:45 Free practices 2 Motor Classic Drexler Open Formula	118	6
16:00 →25'	16:25 Qualifying NK GT&TC and Triumph Competition & British HTGT	108	4
16:45 →30'	17:15 Qualifying Bimmer Race Car Challenge	110	10
17:30 →30'	18:00 Qualifying Belcar Historic Cup	105	2
18:20 →30'	18:50 Qualifying 2 Canam & Sportscars and Dunlop Gentle Drivers '65	115	5&7
19:05 →25'	19:30 Qualifying Motor Classic Drexler Open Formula	118	6
19:45 →45'	20:30 Qualifying Spa 3 Hours	107	1

Saturday, July 8

Time	Activity	Max dB on track	Grid #
09:05 →45'	09:50 Qualifying 1 Dunlop Historic Endurance Cup/HTGT	110	8
10:10 →40'	10:50 Race 1 NK GT&TC and Triumph Competition & British HTGT	108	4
11:10 →35'	11:45 Race 1 Canam & Sportscars and Dunlop Gentle Drivers '65	115	5&7
12:05 →30'	12:35 Race 1 Colmore - Youngtimer Touring Car Challenge	110	9
13:00 →30'	13:30 Race 1 Belcar Historic Cup	105	2
13:50 →40'	14:30 Race 1 Supersixties by NKHTGT	105	3
14:50 →25'	15:15 Race 1 Motor Classic Drexler Open Formula	118	6
15:40 →45'	16:25 Qualifying 2 Dunlop Historic Endurance Cup/HTGT	110	8
16:45 →30'	17:15 Race 1 Bimmer Race Car Challenge	110	10
17:35 →35'	18:10 Race 2 Canam & Sportscars and Dunlop Gentle Drivers '65	115	5&7
18:53 →180'	21:53 Race Spa 3 Hours	107	1

Sunday, July 9

Time	Activity	Max dB on track	Grid #
09:05 →30'	09:35 Race 2 Colmore - Youngtimer Touring Car Challenge	110	9
09:50 →40'	10:30 Race 2 Supersixties by NKHTGT	105	3
10:50 →120'	12:50 Race Dunlop Historic Endurance Cup/HTGT	110	8
13:10 →30'	13:40 Race 2 Bimmer Race Car Challenge	110	10
14:00 →25'	14:25 Race 2 Motor Classic Drexler Open Formula	118	6
14:45 →30'	15:15 Race 3 Colmore - Youngtimer Touring Car Challenge	110	9
15:30 →40'	16:10 Race 2 NK GT&TC and Triumph Competition & British HTGT	108	4
16:30 →30'	17:00 Race 2 Belcar Historic Cup	105	2
17:25 →30'	17:55 Race 3 Bimmer Race Car Challenge	110	10