



24H 2CV RT 29 – 30 October 2022

## 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 – F1 Pitlane for the race, big pitlane (F1 + Endurance) for qualifying**

- 1) 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.
- 2) 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.
- 3) 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.

### **RACES STARTS**

- 4) **2X2 ROLLING START**
- 5) 1 Reconnaissance laps for **the Race**, starting from Eau Rouge or box – Formation lap behind Leading Car.

### **ON TRACK DRIVING STANDARDS & INCIDENT PROCEDURES**

- 6) Drivers must respect other drivers.
- 7) At all times, please respect the other drivers on track. Voluntary blocking, if spotted, will be sanctioned. Once you are on a slow down lap please ensure that you are using your mirrors.
- 8) All drivers are reminded to pay special attention to flag signalling according to the Code.
- 9) 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 slow down in the relevant sector time.
- 10) Double yellows also mean marshals are working on track or trackside.
- 11) Blue Flags will be used for overtaking during the sessions and lapping during the race.
- 12) 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.**
- 13) 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.**
- 14) 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.

- 15) 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.
- 16) If you can continue, you may stay in the car should the marshals choose hoist your car to a safe place.
- 17) 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.**
- 18) 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.
- 19) If at any moment, you encounter technical or mechanical problems you should leave the racing line immediately.
- 20) 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.* ~~SEP~~ **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.***
- 21) 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.
- 22) Judges of Fact will be appointed to control sporting details from the regulations.
- 23) At all times on track, whether it is a flag or a light panel, yellow shall prevail.
- 24) The Red Flag line is the red line painted on the track.

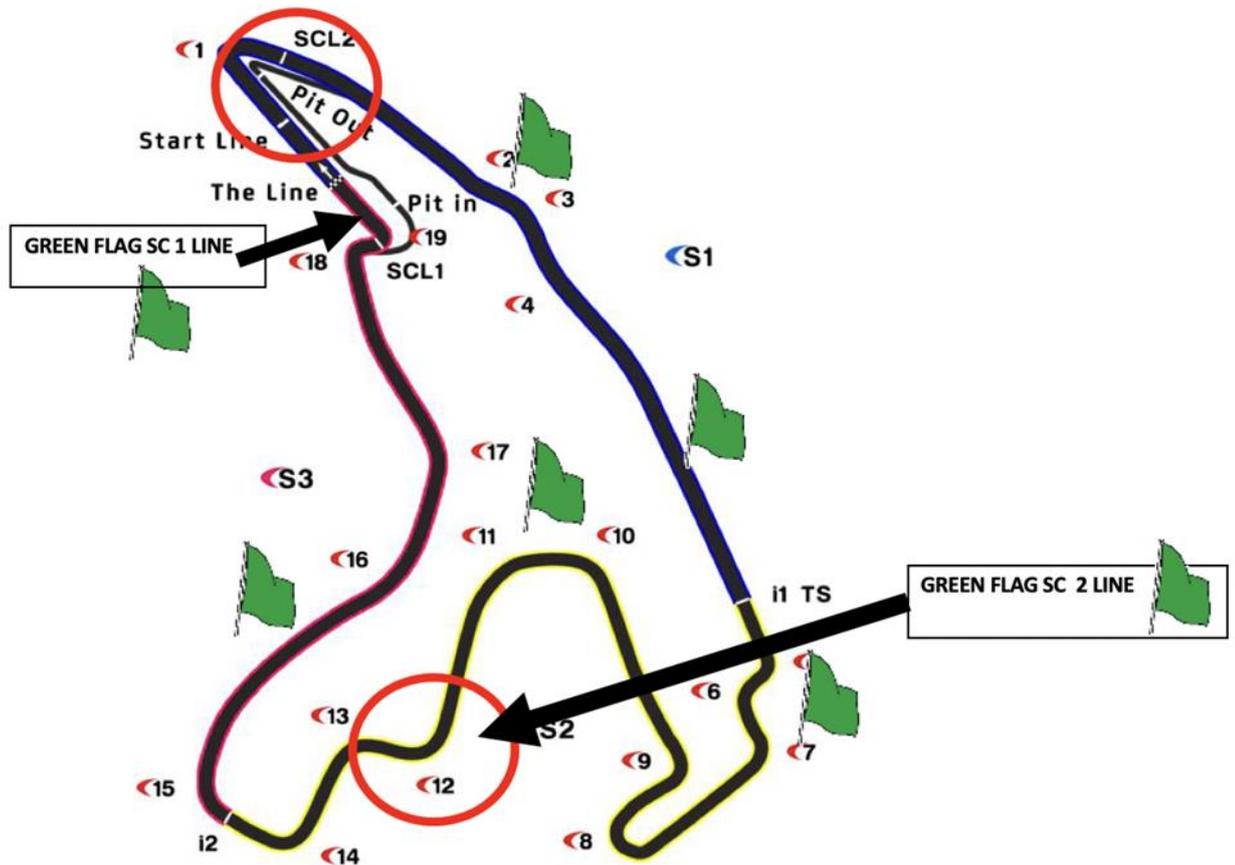
## **SAFETY CAR - Procedure with TWO SC**

**Two safety cars will be used for the races:**

**according to the following procedures:**

- 25) 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
- 26) Safety Car A will enter the track after T1, ‘La Source’ and Safety Car B will go on track at the entrance of T12, both with their orange lights illuminated. **They will join the track regardless of where the race leader is.**
- 27) 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.
- 28) 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.
- 29) 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.
- 30) When the Race Director calls in the safety car, Safety Car A will extinguish it’s orange lights at T15 and Safety Car B will extinguish it’s 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.
- 31) 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.
- 32) At the end of the SC procedure. **Overtaking is allowed as soon as the green flags are out.**
- 33) Each lap under safety car will be counted as a race lap.

- 34) 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.



### END OF RACE PROCEDURES

- 35) **For all races** : At the end of the race all cars will take the chequered flag and **don't** make a cool down lap, leave the circuit to the right into the Endurance Pit lane after T1. **Follow the Marshals instructions @ T1.** All cars are under parc fermé conditions in our paddock after race 2.
- 36) Overtaking is strictly forbidden after crossing the finish line

### PODIUM PROCEDURE

- 37) 30 minutes after chequered flag on the podium F1

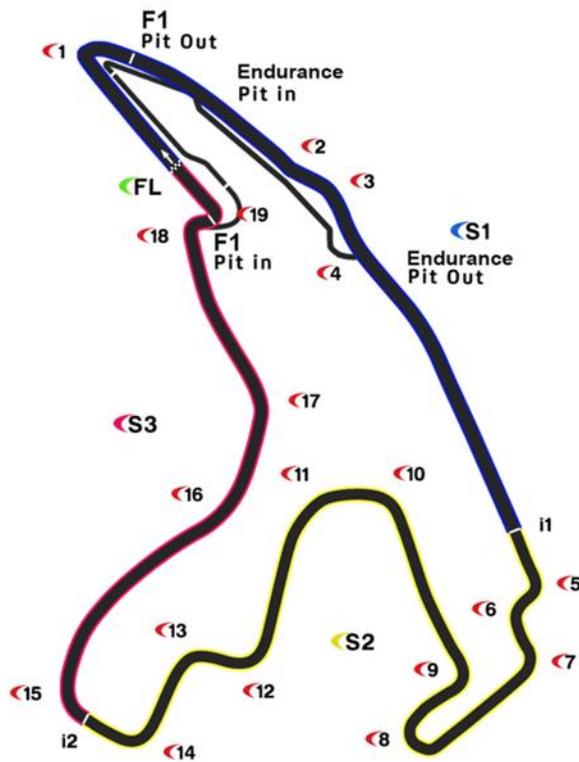
### INFORMATION & REGULATIONS

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

*Race Director  
Pascal Vanhullebusch*

See attached:

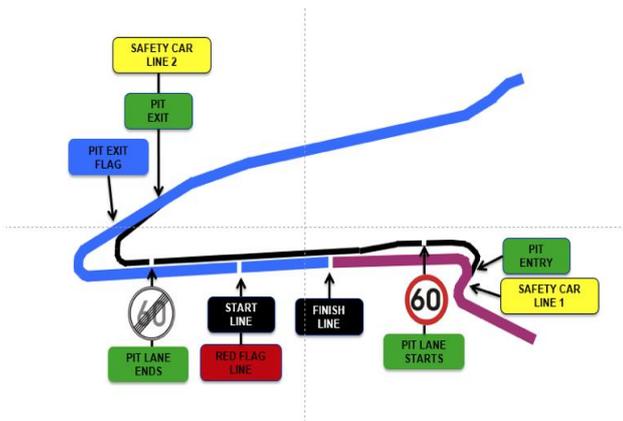
Pitlane Map



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

**Pit F1:**





# PITS STOPS

