



SPA RACING FESTIVAL
16th & 17th OCTOBER 2021



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Time: 11:00

Race Director Event Notes

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From: Race Director
To: All Ferrari Club Racing Series Competitors
Cc: The Stewards
The Clerk of the Course
The Secretary of the Meeting

RACE DIRECTOR EVENT NOTES

Drivers' Briefing notes

These notes are to be read in conjunction with the Powerpoint Presentation distributed by email and viewed at the Drivers' Briefing.

1. GENERAL INFORMATION

- 1.1 Drivers are reminded that it is their responsibility to read the 2021 Ferrari Club Racing Series Regulations, the Royal Automobile Club de Spa Racing Festival Supplementary Regulations, the Circuit de Spa-Francorchamps COVID-19 Protocol, and the following information published by the FIA <https://www.fia.com/regulation/category/123> and be familiar and comply with them;
 - a) 2021 International Sporting Code (latest version 18 January 2021);
 - b) Appendix A – FIA Anti-doping Regulations – 2021 (latest version 31 March 2021);
 - c) Appendix C – FIA Anti-alcohol Regulations – 2020 (latest version 25 November 2020);
 - d) Appendix H – Recommendations for the supervision of the road and emergency services – 2021 (latest version 9 March 2021);
 - e) Appendix L – International Drivers' licences, medical examinations, driver's equipment and conduct – 2021 (latest version 12 July 2021)
- 1.2 Digital Notice Board for all event information, results, starting grids, Stewards decisions and bulletins: https://rf2021.racspsa.be/official_notice_board
- 1.3 Each entrant should ensure that their email address is lodged with the organisers prior to commencement of competition in order to receive official communications.
- 1.4 Live Timing is available at <https://livetiming.alkamelsystems.com/spa>
- 1.5 Alcohol tolerance is 0. Checks may be made from three hours before and up to 30 minutes after every session in accordance with FIA ISC Appendix A. Please also visit the FIA Anti Doping Campaign 'Race True' website – <https://www.fia.com/education> and familiarise yourself with FIA ISC Appendix B regarding anti-doping.
- 1.6 Parc-Fermé will take place within your allocated Pit Box after Qualifying and Races. Parc-Fermé conditions will remain for a minimum of 30 minutes until released by The Stewards.

2. TRACK MAP

Circuit length: 7004m Start line offset: 123.26m Pole position: RIGHT

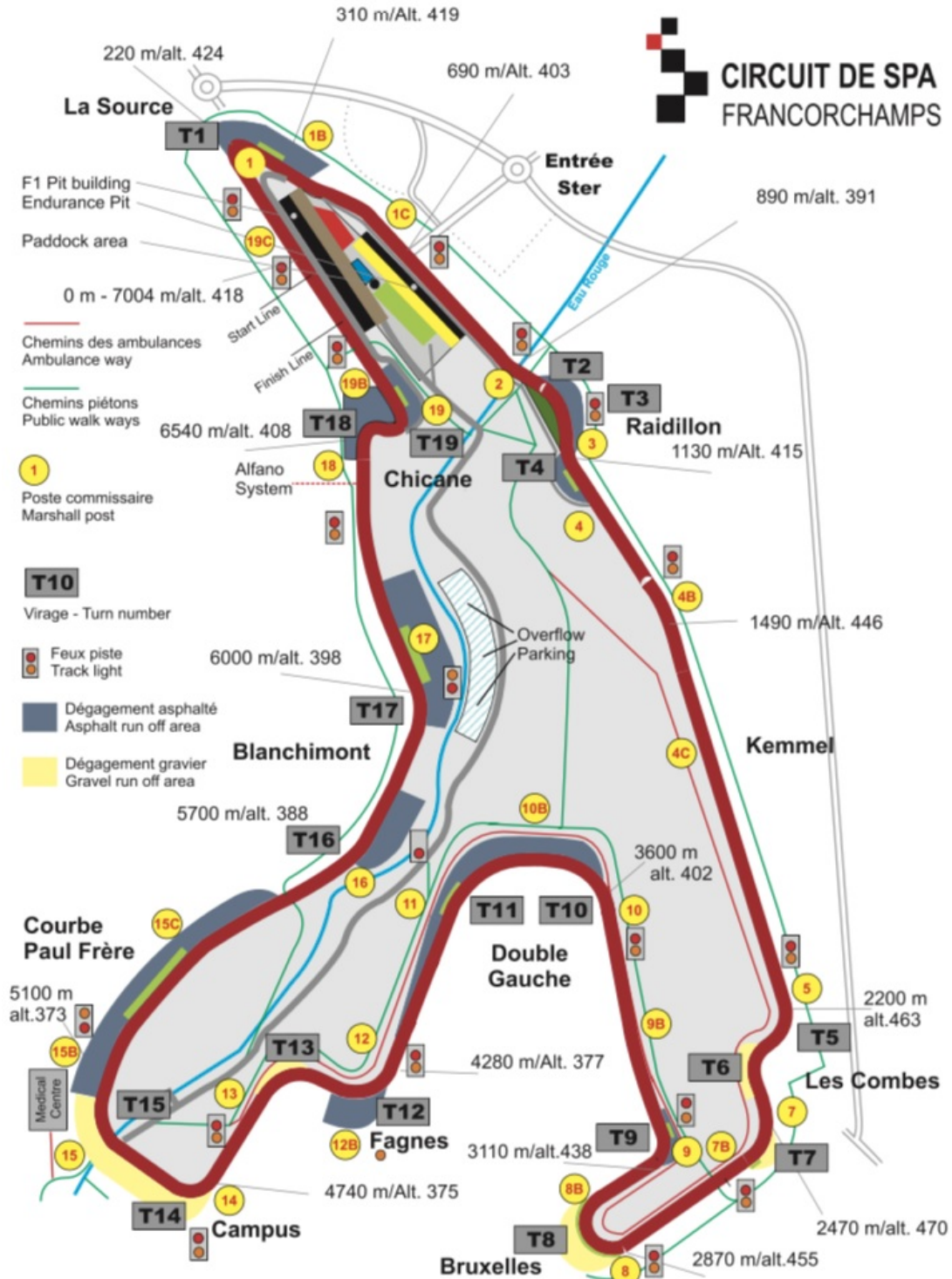
Start line up: T17 to T18 Pit Lane speed limit: 60 Km/Hr

STOP and GO penalty area: In your pit box

SAFETY CAR: During the race: T1 Start lap: T18 Lights OFF: T15

The Race Director's Signalling place is at the finish/control line on the right hand side.

The openings for cars to be placed in a safe position are marked in ORANGE





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3. PRE-GRID / PIT LANE PROCEDURES

- 3.1 All sessions will start directly from the Pitlane. There is no separate pre-grid area.
- 3.2 Cars should be parked at 45° in their pit boxes (nose to pit exit) in the Pitlane at the beginning of each session
- 3.3 No queuing in the Fast Lane or at the Pit Exit. Cars should only move into the Fast Lane once the pit exit is Green.
- 3.4 Cars in the Fast Lane have priority over those leaving the Working Lane.
- 3.5 In accordance with Article 5, Chapter IV of Appendix L to the ISC, when leaving the pits, except in case of force majeure, drivers must keep to the **RIGHT**, no part of the car may cross the solid white line on the left at the pit exit. When entering the pitlane, cars must keep to the right hand side of the track when exiting Turn 1 and signal their intention to enter the Pitlane. It will be the drivers' responsibility to enter and leave the track safely.
- 3.6 Cars should stop parallel to the Pitlane during Pitstops. Unless the pitstop is short cars should be moved to 45° in their pit boxes (nose to pit exit). Team personnel should not stand in front of the car or behind panels. Use of lollipops is only permitted from the working lane.
- 3.7 Maximum speed in the Pitlane is 60 Km/Hr. This limit is to be respected from the moment you cross the Pit-IN timing loop, located on the transversal white line at the 60 marker board, until you cross the Pit-OUT timing loop, located on the transversal white line at the pit exit speed limit end board. Cars should not be driven unnecessarily slowly in the fast lane to avoid delaying other competitors.



Pit-IN



Pit-OUT

4. START OF RACE PROCEDURES

- 4.1 When the Pit Exit opens cars should complete one (1) lap only and stop on the grid in the formation specified on the grid sheet.
- 4.2 The Pit exit will close at the 5 minute signal. Any cars remaining in the Pitlane after the Pit Exit has closed will be held in the Pit Lane and may only take the start on the first racing lap after the entire field have passed the Pit Exit.
- 4.3 The start procedure countdown will be announced by means of BOARDS.



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- 4.4 If you are delayed leaving your grid position at the start of the formation lap you may only overtake to re-establish the original starting order provided this can be done before you reach Safety Car line 1. If you are delayed and are stationary after the remainder of the cars have crossed the Start Line you must remain at the back and start the race from the back of the grid.
- 4.5 During the formation lap NO weaving after T16. At the end of the formation lap between T17 and T18 cars must be properly lined-up and tightly grouped for the rolling start. At Pit entry the Leading Car will reduce the speed to 50 Km/Hr. Once the Leading Car leaves the track the leader will be in charge of the speed. He will slowly increase his speed to between 70 and 90 Km/Hr at the moment of the start. All drivers are to line up over the starting grid box lines; if the car is outside the line it will be considered a false-start.
- 4.6 The start signal will be given when the red lights turn to GREEN. Drivers are not allowed to overtake before they see the Green light.
- 4.7 If there is a problem during the formation lap, the Leading Car will remain in front of the cars and the red lights will remain ON. Yellow waved flags will be shown all around the circuit. The Leading Car or pole man (if the Leading Car has already entered the Pitlane) will lead the cars on an additional formation lap. The race timing will commence at the end of the first formation lap.

5. DRIVER ETIQUETTE / INCIDENTS

- 5.1 Please respect the FIA International Sporting Code, Appendix L, Chapter IV and your fellow competitors at all times during the event.
- 5.2 All drivers are reminded to bear in mind the text from Article 2.5.4 of Appendix H to the ISC about flag signals. Pay special attention to Article 2.5.5 b) of Appendix H to the ISC concerning yellow flags.
- 5.3 Yellow flags mean danger – please reduce your speed. Overtaking is forbidden from the first yellow flag you pass through 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 onus 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.
- 5.4 Double yellows also mean marshals or recovery vehicles are working on track or trackside.
- 5.5 Appendix H states in article 2.5.5.b);
“...During free practice and qualifying, it must be evident that a driver has not attempted to set a meaningful lap time; this means the driver should abandon the lap (this does not mean he has to pit as the track could well be clear the following lap).”
- 5.6 Track light panels have been installed at various locations around the track. In accordance with Appendix H to the ISC the light panels have the same meaning as flag signals.
- 5.7 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 with your car OFF TRACK before re-joining, to ensure all the gravel has fallen from your car off track.



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- 5.8 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.
- 5.9 If you **CAN CONTINUE** after an accident, you may stay in the car, wait for the marshals to move your car to a safe place, to then re-join. You must not benefit from marshals assistance to restart the engine.
- 5.10 If you have a crash or technical issues and you **CANNOT CONTINUE**, do not stay inside your car talking to your team by radio. This can lead to unnecessarily deploying of medical services or may even result in a Red Flag. You must leave the car as soon as it is safe to do so and get behind the safety barrier. Please leave the car in neutral and the steering wheel in position.
- 5.11 If at any moment, especially at the start of the race or after a Safety Car or FCY procedure, you encounter technical or mechanical problems you should leave the racing line immediately.
- 5.12 Incidents during a session – Should the Race Director observe or be informed of a potential incident during a session that requires his consideration, he will have a message displayed on the Timing Screens to say that the incident “is noted”. After further review, the Race Director will place a message on the Timing Screen to say “no investigation necessary” or “incident under investigation” in which case the incident will be referred to The Stewards for formal investigation. Following an investigation by The Stewards, whatever the outcome, a written decision will be published by The Stewards.
- 5.13 Any driver deemed responsible for causing a red flag during Qualifying may have his fastest lap time cancelled.

6. FULL COURSE YELLOW (FCY) PROCEDURE

- 6.1 The FCY can be used during qualifying or race. The message “FCY” will be displayed on the timing screen, waved yellow flags and FCY boards will be shown at all marshal posts and all cars must slow down and remain at a constant speed of 60 Km/Hr. Overtaking is forbidden and cars must proceed in single file. The board and flag will also be shown at the Line and at Pit Exit. If appropriate, double waved yellow flags will continue to be displayed at the post prior to the incident. The pit lane entry and exit will remain open.
- 6.2 To end the procedure “Green flag” will be given on the timing screen. FCY boards will be removed and Green flags will be shown at all marshal posts. It will also be shown at the Line and at Pit Exit.
- 6.3 For fair competition it is important that the gap between yourself and the car in front is maintained from the moment the FCY boards are displayed. Any driver deemed to have deliberately gained an unfair advantage under FCY conditions may be reported to The Stewards.

7. SAFETY CAR (SC) PROCEDURE

- 7.1 The Safety Car may be used during the races. The message “Safety Car” will be displayed on the timing screen, waved yellow flags and SC boards will be shown at all marshal posts and all cars must stop racing and proceed to catch the car in front, whilst respecting the Yellow Flags. Overtaking is forbidden. The SC will enter the track after Turn 1 to pick up the leader. If necessary it will use a green light to signal to any cars between it and the race leader that they should pass. The cars must form up in line behind the SC.



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- 7.2 During the SC operation, and once in line behind the SC, cars may "zig zag" in order to maintain tyre temperature. Tyre warming is not allowed in the area(s) affected by debris or marshal(s) or recovery vehicle(s) working on the track, where all cars must line up.
- 7.3 During the SC procedure the Pit Exit will remain open (GREEN lights). However when the SC passes the Pit Entrance (Exit of Turn 1) the Pit Exit will be closed (RED lights). When the last car of the group behind the SC passes the Pit Exit it will be opened again (GREEN lights).
- 7.4 If at any given moment the SC has to bring the field through the F1 and/or Endurance Pit Lanes, a marshal will show an SC arrow board on the left of the track prior to Turn 19. In this case all cars must follow the SC through the Pit Lane.
- 7.5 In order to avoid the likelihood of accidents before the SC exits the track, from the point at which the lights on the car 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.
- 7.6 At the end of the SC procedure, the SC will leave the track at Turn 19. Overtaking remains strictly forbidden until you cross the Control Line. Lapped cars should maintain the pace of the car in front until they have crossed the Control Line.
- 7.7 Article 2.10.17 from Appendix H to the ISC states;
"If the safety car is still deployed at the beginning of the last lap, or is deployed during the last lap, it will enter the pit lane".

8. RED FLAG PROCEDURE

- 8.1 When a red flag is declared, all cars must immediately and safely reduce their speed and proceed with extreme caution, without overtaking, to the Endurance Pitlane via the Pitlane Entrance after Turn 1 during Qualifying, or if during the race, all cars must proceed slowly to the Red Flag Line where they must stop in single file.
- 8.2 Following a race suspension the race may be restarted behind the Safety Car with the cars in the race order at the end of the last full lap before the red flag was displayed.
- 8.3 Should it not be possible to resume the race, the final classification will be that of the race order at the end of the last full lap before the red flag was displayed.

9. TRACK LIMITS

- 9.1 Drivers are reminded that Chapter IV of Appendix L to the ISC Article 2 c) states;
"Drivers must use the track at all times and may not leave the track without a justifiable reason. 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 the driver may rejoin. However, this may only be done when it is safe to do so and without gaining any lasting advantage. A driver will be judged to have left the track if no part of the car remains in contact with the track."
- 9.2 Compliance with track limits is important for both fair competition and safety as the run-off areas and safety barriers are designed considering the anticipated speeds and trajectory of cars remaining within the track limits.



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- 9.3 If you gain a position or time advantage by leaving the track give it back when possible.
- 9.1 If you run wide at Turn 1 you should not rejoin the track until the end of the red/yellow kerb. If you overshoot Turn 5 you should use the escape road to safely rejoin the track at Turn 7.
- 9.2 Track limits will be monitored by Judges of Fact whom will be appointed by The Stewards. In particular, Judges of Fact will be monitoring the following locations;
- Turn 1 exit
 - Turns 3/4 left hand side
 - Turn 9 exit
 - Turn 15 exit
 - Turn 16 exit / entrance to Turn 17
 - Turn 17 exit
 - Turn 19 exit

Infringements may be penalised as follows;

- a) **QUALIFYING:** If you cut by mistake, slow down sufficiently to **not improve your lap time**; if an improvement is detected the lap time will be cancelled. On the third time the best lap time will also be cancelled.
Any driver who exceeds the track limits at Turn 19 during Qualifying may have that lap time cancelled. The following lap time may also be cancelled if it appears that the driver gained a significant advantage from the previous lap.
- b) **RACE:**
- 1st offence – the car will be shown the Black/White warning flag and message on the Timing Screen
 - 2nd and subsequent offences – 5-second time penalty per offence, shown by a Board at the control line and a message on the Timing Screen.
- Persistent offenders may also be reported to The Stewards.

10. END OF SESSION PROCEDURE

- 10.1 After the end of each session, Qualifying and Races, after taking the chequered flag, slow down and immediately enter the Endurance Pitlane after Turn 1 and return to your allocated Pit Box. **Please exercise extreme caution at Turn 1 where yellow flags will be displayed.** After the races, drivers of the top 3 cars overall will be taken by shuttle bus from the Endurance Pitlane to the Podium.

Steve Burns, Licence no. 85348 (Motorsport UK)
Race Director
Ferrari Club Racing Series



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APPENDIX – Summary of the penalties enforced by the Clerk of the Course

Art.	Object	Practice(s)	Race(s)
10.g.	Speed limit excess in pit road 1st breach	fastest qualifying time deleted	a drive through penalty
10.g.	Speed limit excess in pit road 2nd breach	the car will start at the back of the grid	a stop & go time-penalty of 30 seconds
10.g.	Speed limit excess in pit road 3rd breach	the driver will be disqualified from the following race	the driver will be disqualified from the race.
10.h & 17	Overtaking under yellow flag 1st breach	fastest qualifying time deleted	a drive through penalty
10.h & 17	Overtaking under yellow flag 2nd breach	the car will start at the back of the grid	a stop & go time penalty of 30 seconds
10.h & 17	Overtaking under yellow flag 3rd breach	the driver will be disqualified from the following race	the driver will be disqualified from the race.
17	Overtaking under safety car procedure 1st breach		a drive through penalty
17	Overtaking under safety car procedure 2nd breach		a stop & go time penalty of 30 seconds
17	Overtaking under safety car procedure 3rd breach		the driver will be disqualified from the race.
10.k.	Any driver who do not respect track limit	the time sets during the lap of infringement will be deleted.	First incident warning flag, from second and onward 5 sec time penalty added
	Car reversed in the pit road under its own power	fastest qualifying time deleted	a drive through penalty
10.j	No respect of stop&go signal escape road exit	fastest qualifying time deleted	a drive through penalty
10.n	Ignoring blue flag indications	fastest qualifying time deleted	a drive through penalty
10.o	Dangerous manœuvre, dangerous move, code of conduct appendix L	fastest qualifying time deleted	penalty of 10 seconds
13.A.h & 13.B.c. 6	Jump start standing start - speed excess before the green light rolling start		a drive through penalty
13.A.e & 13.B.c.	Cars with wheels not fitted on the grid after 5' signal		a drive through penalty
	Push an other car		a stop & go time-penalty of 30 seconds
	Dangerous manœuvre at the start and during first lap		a stop & go time-penalty of 30 seconds
18.f	No stop within the 3 laps for black flag / stop&go-time penalty board		Disqualification from the Meeting



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10.d.	Default of a car abandoned not in neutral or with the clutch disengaged and with the steering wheel in place	fastest qualifying time deleted	a fine of 250€
	Refuelling outside the pits	start at the back of the grid	Disqualification from the race
	Equipment left in the fast lane of the pits	fastest qualifying time deleted	a drive through penalty
	Refuelling without fire extinguishers ready to use	fastest qualifying time deleted	a time-penalty added of 10 seconds
10.a.	Crossing the white line of pit road exit box when leaving pit road	fastest qualifying time deleted	a drive through penalty
18.d.	Pitstop or refuelling after a "Stop and go" or time penalty"	fastest qualifying time deleted	a drive through
	External help	fastest qualifying time deleted	Disqualification of the race
	Driving more than 3 laps at non-racing speed	fastest qualifying time deleted	Disqualification of the race
	Push or pull the car in order to reach the pit-lane	fastest qualifying time deleted	Disqualification of the race
10.i.	Driver absent to briefing		125€ fine
19	Taking the chequered flag more than once	fastest qualifying time deleted	a fine of 250€