



**SPA SUMMER CLASSIC**  
**April 25<sup>th</sup> to 27<sup>th</sup> 2025**  
**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 2025 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 2025 are mentioned on the website of the event: [www.spasummerclassic.com](http://www.spasummerclassic.com).

These supplementary regulations are part of the Series regulations, during the Event 'SPA SUMMER CLASSIC' at Circuit of Spa-Francorchamps, from April 25<sup>th</sup> to April 27<sup>th</sup> 2025.

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:	25-27/04/2025
Series:	1 • SPA 3 HOURS 2 • BELCAR HISTORIC CUP 3 • HISTORIC MONOPOSTO RACING 4 • SUPERSIXTIES by NK HTGT 5 • HISTORIC CHAMPIONSHIP '65 6 • HISTORIC CHAMPIONSHIP '81 7 • KAMPF DER ZWERGE 8 • 1300 ETC
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
Deputy Clerk of the Course:	Laurent NOËL	Lic. RACB 2594
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:	Alberto ESTEBANEZ	Lic. tbc

**Stewards:***All series :*

Chairman:	Ronald BARBIERE	Lic. RACB 1954
Members:	Jan DHONDT	Lic. RACB 2385
	Alexandre MAGIS	Lic. RACB 3206
Trainee:	Steven LASURE	Lic. RACB 4399

**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**

See also : <https://drivers.spasummerclassic.com>

- 1 • SPA 3 HOURS : see Appendix 1
- 2 • BELCAR HISTORIC CUP : see Appendix 2
- 3 • HISTORIC MONOPOSTO RACING: see Appendix 3
- 4 • SUPERSIXTIES by NKHTGT: see Appendix 4
- 5 • HISTORIC CHAMPIONSHIP '65 : see Appendix 5
- 6 • HISTORIC CHAMPIONSHIP '81 : see Appendix 6
- 7 • KAMPF DER ZWERGE : see Appendix 7
- 8 • 1300 ETC : see Appendix 8

**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: <http://summer2025.mtsweb.be/Board.asp>

**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 – 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.

Transponders will be recorded in the signing on room together with the licence check. Only AMB Transponders will be used. The cost for rental for the whole weekend is 30€ (all taxes included).

**REGIONAL FIRE DEPARTMENT ADVICE**

SRI STAVELOT, Route de Malmedy 17, B – 4970 – STAVELOT, Tel. +32 80 88 02 42, e-mail: [incendie@stavelot.be](mailto: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

## Race Director :

Race Director : Jean-Yves MUNSTERS (BEL) – Lic. RACB 1705

Deputy Race Director : Diogo FERRÃO (PRT) Iberian Historic Endurance

## Safety Scrutineer :

The Belgian ASN (RACB) is in charge of the safety checks of the cars &amp; drivers

## Relationship with drivers and / or Official in charge of the series :

Vincent COLLARD (BEL) Motor Classic

Diogo FERRÃO (PRT) Iberian Historic Endurance

## 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 : Saturday – 45 min

Race : Sunday – 180 min

## Drivers' briefing :

Saturday 26<sup>th</sup> @ 15:15Location : 1<sup>st</sup> 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 : Sunday 27<sup>th</sup> @ 08:00.

## 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 cannot 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 TotalEnergies 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

**Protest & Appeal Fee:**

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.

**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

## Appendix 2



## Title of the series :

BELCAR HISTORIC CUP

## Race Director :

Race Director : Philippe GODET – Lic. RACB 2411

## Eligibility Scrutineer :

Albert BLOCKX (BEL) – Lic. RACB 2656

## Safety Scrutineer :

The Belgian ASN (RACB) is in charge of the safety checks of the cars &amp; 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 : 78 (65 on the startgrid, eventually 13 from the pitlane – derogation given by the National Homologation Commission)

## Groups :

- 1) Historics
- 2) Youngtimers

## Maximum noise on track per car :

105 dB

## Drivers' briefing :

Friday 25<sup>th</sup> @ 10:30 (sign-in @ 10:20)Location : 1<sup>st</sup> floor Pit Building – Room 132

## Norm to qualify for the race :

Maximum 130% of the pole position

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 :

Start of the race #1 :

Start of the race #2 :

Parc fermé :

See Briefing

## To be classified after the race :

Minimum 50% of the winner's laps, chequered flag needed

## Printed results :

# Overall classification

# Group & class classification

**Protest & Appeal Fee:**

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.

**Podiums :**

Location : F1 Podium

**Fuel & refuelling :**

No refuelling during the practice

No refuelling during the race

## Appendix 3



## Title of the race :

HISTORIC MONOPOSTO RACING

## Race Director:

Race Director : Jean-Yves MUNSTERS (BEL) – Lic. RACB 1705

## Safety Scrutineer :

The Belgian ASN (RACB) is in charge of the safety checks of the cars &amp; drivers

## Series Scrutineer :

Frans PARFANT (NLD) – Lic. KNAF 10833

Wilma HEIDSTRA (NLD) – Lic. KNAF 28735

## Relationship with drivers :

Helana VAN DER WOUDEN

## Number of drivers per car :

1 driver

## Maximum of cars on track :

Practice : 63

Race : 52

## Maximum noise on track per car :

110 dB

## Drivers' briefing :

Friday 25<sup>th</sup> @ 11:10Location : 1<sup>st</sup> floor Pit Building – Room 132

## 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 : Saturday 26<sup>th</sup> @ 10:00

## Formation lap :

- paddock or pitlane exit
- reconnaissance lap
- gridding in F1 (car stationary)
- formation lap
- rolling start in F1

## Start of the race #1 :

Rolling start, 1 overall grid.

Best results from qualifying 1



**Starting order race #2 :**

Rolling start, 1 overall grid.

Best results from qualifying 2

**To be officially classified after the race :**

All cars will be listed in the classification but cars must have run at least 2/3 of the covered distance by the winner to be officially classified as a finisher. The car must take the chequered flag to be officially classified.

**Protest & Appeal Fee:**

Protest Fee: € 500,-

National Appeal Fee: € 1.750,-

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.

**Parc fermé :**

After all the sessions

**Podiums :**

Location : F1 Podium

**Fuel & refuelling :**

No refuelling during the practice

No refuelling during the race

## Appendix 4



## Title of the race :

SUPERSIXTIES by NKHTGT

## Race Director:

Race Director : Jean-Yves MUNSTERS (BEL) – Lic. RACB 1705

## Safety Scrutineer :

The Belgian ASN (RACB) is in charge of the safety checks of the cars &amp; drivers

## Series Scrutineer :

Elisabeth VAN DER PLAS (NLD) – Lic. KNAF 32498

Resi ABBENES (NLD) – Lic. KNAF 45983

## Relationship with drivers :

Robert HAMILTON (NLD)

Jan-Bart BROERTJES (NLD)

## 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

## Drivers' briefing :

Friday 25<sup>th</sup> @ 15:30Location : 1<sup>st</sup> floor Pit Building – Room 132

## 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 : Saturday 26<sup>th</sup> @ 09:00

## 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 15<sup>th</sup> and 25<sup>th</sup> minute

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.

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

#### Protest & Appeal Fee:

Protest Fee: € 500,-

National Appeal Fee: € 1.750,-

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.

#### Parc fermé :

After all the sessions

#### Podiums :

Location : F1 Podium

#### Fuel & refuelling :

No refuelling during the practice

No refuelling during the race

## Appendix 5



## Title of the series :

HISTORIC CHAMPIONSHIP '65

## Race Director :

Race Director : Alfred SCHMITZ (DEU) – Lic. DMSB SPA1100457

Deputy Race Director : Jean-Yves MUNSTERS (BEL) – Lic. RACB 1705

## Safety Scrutineer :

The Belgian ASN (RACB) is in charge of the safety checks of the cars &amp; drivers

## Eligibility Scrutineer :

Franz PARFANT (NLD) – Lic. KNAF 10833

Christian SCHLEICHER (DEU) – Lic. DMSB SPA1078852

## Competitor Liaison Officer :

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

## Maximum noise on track per car :

115 dB

## Drivers' briefing :

Friday 25<sup>th</sup> @ 08:40Location : 1<sup>st</sup> 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.

## 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 (Q1 + Q2)

**Start of the race #2 :**

Wet or dry : Rolling start

Starting Grid : Finishing position of race #1, non finishers of race #1 start from back of the grid race #2

**Pit Stop Regulations :**

No pitstops

**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

**Protest & Appeal Fee:**

Protest Fee: € 300,-

National Appeal Fee: € 1.000,-

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.

**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 6



## Title of the series :

HISTORIC CHAMPIONSHIP '81

## Race Director :

Race Director : Alfred SCHMITZ (DEU) – Lic. DMSB SPA1100457

Deputy Race Director : Jean-Yves MUNSTERS (BEL) – Lic. RACB 1705

## Safety Scrutineer :

The Belgian ASN (RACB) is in charge of the safety checks of the cars &amp; drivers

## Eligibility Scrutineer :

Franz PARFANT (NLD) – Lic. KNAF 10833

Christian SCHLEICHER (DEU) – Lic. DMSB SPA1078852

## Competitor Liaison Officer :

Ricarda PIANKA (DEU) – Lic. DMSB SPA1096904

Anna WEIL (DEU) – Lic. DMSB SPA1303886

## Maximum of cars on track :

Practice : 90

Race : 75

## Number of drivers per car :

1 or 2 drivers per car

## Maximum noise on track per car :

115 dB

## Drivers' briefing :

Friday 25<sup>th</sup> @ 08:40Location : 1<sup>st</sup> 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 : Saturday 26<sup>th</sup> @ 12:00

## 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, 1 overall grid.

Best results from qualifying (Q1 + Q2)

**Pit Stop Regulations :**

All drivers/pit crew are responsible for timing their mandatory pit stops where specified.

Mandatory Pit Stop Time : 180 seconds

If no pit stop is executed in the Pit Window : penalty 3 laps

If pit stop executed is short : per second short = 5 seconds time penalty

**Pit Window :**

Open: 30<sup>th</sup> minute

Close: 60<sup>th</sup> minute

**To be classified after the race :**

All cars will be listed in the classification.

The car must 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

**Protest & Appeal Fee:**

Protest Fee: € 300,-

National Appeal Fee: € 1.000,-

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.

**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 7



## Title of the series :

KAMPF DER ZWERGE

## Race Director :

Race Director : Jean-Yves MUNSTERS (BEL) – Lic. RACB 1705

## Safety Scrutineer :

The Belgian ASN (RACB) is in charge of the safety checks of the cars &amp; drivers

## Series Scrutineer :

Frank RICHTER (DEU) – Lic. DMSB SPA1066896

## Relationship with drivers and :

Karin RICHTER (DEU) – Lic. DMSB SPA1063668

## Maximum of cars on track :

Practice : 78

Race : 65

## Maximum noise on track per car :

105 dB

## Drivers' briefing :

Friday 25<sup>th</sup> @ 09:45Location : 1<sup>st</sup> floor Pit Building – Room 132

## Norm to qualify for the race :

Minimum 1 lap

## Start of the race #1 :

Wet or dry : Rolling start, 1 overall grid

Best results from qualifying (Q1 + Q2)

## Start of the race #2 :

Wet or dry : Rolling start

Starting Grid : Finishing position of race #1, non finishers of race #1 start from back of the grid race #2

## To be classified after the race :

Minimum 75% of the class winner's laps

## Protest &amp; Appeal Fee:

Protest Fee: € 300,-

National Appeal Fee: € 1.000,-

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.

## Podiums :

Location : F1 Podium



**Fuel & refuelling :**

No refuelling during the practice

No refuelling during the race

## Appendix 8



## Title of the series :

1300 ETC

## Race Director :

Race Director : Jean-Yves MUNSTERS (BEL) – Lic. RACB 1705

## Safety Scrutineer :

The Belgian ASN (RACB) is in charge of the safety checks of the cars &amp; drivers

## Series Scrutineer :

Frank RICHTER (DEU) – Lic. DMSB SPA1066896

## Relationship with drivers and :

Annette BABON (DEU) – Lic. DMSB SPA1179155

## Maximum of cars on track :

Practice : 78

Race : 65

## Maximum noise on track per car :

105 dB

## Drivers' briefing :

Friday 25<sup>th</sup> @ 08:00Location : 1<sup>st</sup> floor Pit Building – Room 132

## Norm to qualify for the race :

Minimum 1 lap

## Start of the race #1 :

Wet or dry : Rolling start, 1 overall grid

Best results from qualifying (Q1 + Q2)

## Start of the race #2 :

Wet or dry : Rolling start

Starting Grid : Finishing position of race #1, non finishers of race #1 start from back of the grid race #2

## To be classified after the race :

No minima

## Protest &amp; Appeal Fee:

Protest Fee: € 300,-

National Appeal Fee: € 1.000,-

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.

## Podiums :

Location : F1 Podium

**Fuel & refuelling :**

No refuelling during the practice

No refuelling during the race

**Timetable**

**TIMETABLE**

V2 • 27/03/2025

**Thursday, April 24**

09:00 - 18:00 Testing - Untimed Open Practices • Max 103 dB • [www.spasummerclassic.com](http://www.spasummerclassic.com)

**Friday, April 25** Official beginning of the meeting

					Max dB on track	Grid #
09:00	+20'	09:20	Qualifying 1	1300 ETC - European Touringcar Challenge	105	8
09:35	+35'	10:10	Qualifying 1	Historic Championship '65 & '81	115	5&6
10:25	+50'	11:15	Fast Laps	Touring & GT • Session 1 (Info: <a href="mailto:contact@roadbook.net">contact@roadbook.net</a> )	110	9
11:30	+20'	11:50	Qualifying 1	Kampf der Zwerge	105	7
12:05	+20'	12:25	Free Practices	Belcar Historic Cup	105	2
12:40	+20'	13:00	Qualifying 1	Historic Monoposto Racing	110	3
13:15	+30'	13:45	Qualifying	Belcar Historic Cup	105	2
14:00	+50'	14:50	Fast Laps	Touring & GT • Session 2 (Info: <a href="mailto:contact@roadbook.net">contact@roadbook.net</a> )	110	9
15:05	+35'	15:40	Qualifying 2	Historic Championship '65 & '81	115	5&6
15:55	+20'	16:15	Qualifying 2	1300 ETC - European Touringcar Challenge	105	8
16:30	+30'	17:00	Qualifying	Super Sixties Racing	105	4
17:35	+20'	17:55	Qualifying 2	Kampf der Zwerge	105	7

**Saturday, April 26**

09:00	+20'	09:20	Qualifying 2	Historic Monoposto Racing	110	3
09:35	+25'	10:00	Race 1	Kampf der Zwerge	105	7
10:15	+25'	10:40	Race 1	Historic Championship '65	115	5
10:55	+25'	11:20	Race 1	1300 ETC - European Touringcar Challenge	105	8
11:40	+30'	12:10	Race 1	Belcar Historic Cup	105	2
12:25	+40'	13:05	Race 1	Super Sixties Racing	105	4
13:20	+20'	13:40	Race 1	Historic Monoposto Racing	110	3
14:00	+25'	14:25	Race 2	Kampf der Zwerge	105	7
14:40	+45'	15:25	Qualifying	Spa 3 Hours	107	1
15:40	+90'	17:10	Race	Historic Championship '81	115	6
17:30	+25'	17:55	Race 2	1300 ETC - European Touringcar Challenge	105	8

**Sunday, April 27**

09:00	+25'	09:25	Fast Laps	CRAC Single Seaters • Session 1	110	10
09:45	+180'	12:45	Race	Spa 3 Hours	107	1
12:55	+25'	13:20	Fast Laps	CRAC Single Seaters • Session 2	110	10
13:40	+40'	14:20	Race 2	Historic Championship '65	115	5
14:40	+20'	15:00	Race 2	Historic Monoposto Racing	110	3
15:10	+25'	15:35	Fast Laps	CRAC Single Seaters • Session 3	110	10
15:55	+40'	16:35	Race 2	Super Sixties Racing	105	4
16:55	+30'	17:25	Race 2	Belcar Historic Cup	105	2
17:30	+25'	17:55	Fast Laps	CRAC Single Seaters • Session 4	110	10