



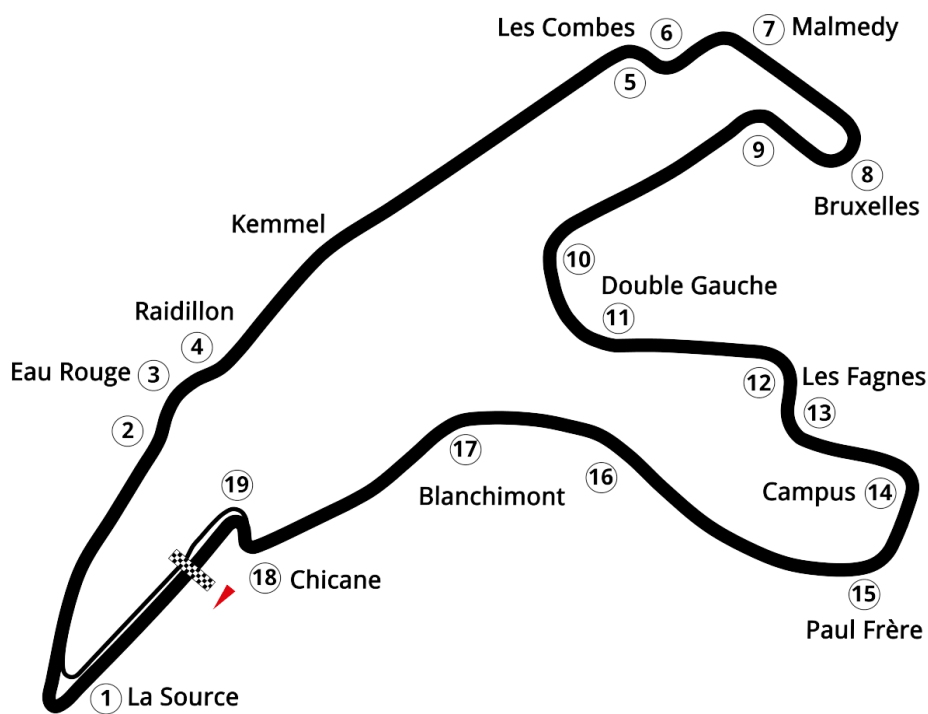
Spa Francorchamps

Drive-by Noise Limit: 103dba

Format: Open Pit Lane

Overtaking: Left Side

EVENT INSTRUCTIONS



Please ensure that all members of your party are aware of the information contained within these instructions



TIMETABLE	
This timetable is intended as a guide to your day. Times may vary according to operational activities	
TIME	ACTIVITY
07:30	Venue Open
07:30	Check In Starts
08.40	Safety Briefing
09:00	Sighting Laps
09:30	Open Pit Lane
12:00 - 13:00	Lunch Break
18:00	Trackday Ends

No Timing
No Handheld Cameras in Vehicles
No Drones

Arrival

Both the main entrance and the Blanchimont gate(trucks) will be open from 07:30. Please park your vehicles in the F1 Paddock (Brun) and proceed immediately to check in as directed. Do not use any other area of the circuit other than the official paddock please or you will be charged. Note if you venture onto any part of the venue that is not authorised you may be challenged and evicted.

Check In

Check In commences at 07:30 and is located in the garages closest to the pit exit, please allow plenty of time to sign on before the safety briefing.

Drivers

Drivers must have completed their online indemnity and safety briefing forms prior to arriving at check in which can be found on our website in the same location as these instructions. Please note that you still need to attend the short recap safety briefing on the day regardless of completing the full safety briefing online prior to the event. Please note **ALL** drivers will need to produce for inspection their **Drivers Licence**. (NB. no licence means no track time and no refund, only the photo card is required for checking). If you are unable to produce this for any reason please consult the Driving Licence page in the Information & FAQ section of our website for instructions. Additional Drivers may be added on the day for £50 and vehicles are limited to a maximum of 2 additional drivers each.

Passengers

Passengers passes are available at a charge of £20 each payable on the day. It is strongly recommended that all passengers attend the safety briefing in order that they are familiar with the circuit safety procedures in place. In the event of non attendance it is the driver's responsibility to ensure all their passengers are aware of what to do in the event of an incident / breakdown on circuit. Passengers will need to report to the Javelin Office and complete a physical Javelin Risk Awareness form which can be downloaded and printed from the website in advance or completed at the venue. The minimum age for passengers is 16 years and anyone under the age of 18 years will require parental and circuit management consent as well as a parent/legal guardian present to sign for them. Please ask for details at the Javelin Office.

Helmets & Clothing

All participants must have their arms and legs covered when they are on circuit, there are no exceptions for this.

All participants are required to wear a helmet at all times when on circuit, helmets must be in good condition and suitable for the activity. Helmets with protruding chins are not permitted and occupants in vehicles with a removeable roof are required to wear a full face helmet with a visor fitted only. Full face helmets are available to hire on the day on a first come, first served basis with disposable balaclavas supplied, £20 but these are in very limited supply so you should still endeavour to bring your own if at all possible.

Tuition

Javelin has organised the services of qualified instructors for the event. Their services are £40 for 30 minutes and we strongly recommend that participants avail themselves of this service where the instructor will sit alongside you in the passenger seat and give you advice on how to improve your driving. This service is available to book in advance of the event but remaining slots can be booked on the day where available, please enquire in the Javelin Office.

Car & Driver Identity

We will issue you with a car identity sticker that should be clearly displayed on both sides of the vehicle. The Pit Lane Marshal will need to see it and the wristbands of the cars occupants each time you enter the track.

Safety Briefing and Sighting Laps

All drivers must attend a short Safety Briefing (no exceptions) and complete a number of sighting laps. Times are shown on the attached timetable. Following the Briefing you will be issued with a second wristband, acceptance signifies that you have understood all aspects of the General Notes and the Briefing. You should be ready to commence the sighting laps immediately after the safety briefing has concluded according to the timetable. Sighting laps will take the form of 2 full laps and return to the Paddock via the Circuit Exit road on the third. Additional drivers and passengers who are signed on can participate from the front passenger seat, only the front seats of a vehicle may be occupied.

The purpose of the sighting laps is to inspect the circuit, the conditions and note where the marshals are located in a controlled environment. Please keep up with the car in front and maintain a sensible gap at all times, no overtaking.

Compulsory Noise Testing

All cars will be required to confirm to a drive-by noise limit of 103dba taken at approximately 15 metres from the centre of the track which will be used to police the event. It is our understanding at this time that a corresponding static test will only be used to measure vehicles that have already broken the drive-by limit. Please note that it is the circuit who monitor noise limits at the event and their word on the issue will be final, we cannot intervene on your behalf.

Open Pit Lane

This basically means that once you have attended the Safety Briefing and completed your Sighting Laps you will be allowed access to the circuit at any time during the day. A limit to the number of cars on circuit at any one time will be set and adhered to but Spa is so big and along with our maximum entry limit that in reality that number would only be reached under extraordinary circumstances. Please remember that Open Pit Lane does mean that there is a diverse mixture of driver experience and vehicle power and handling characteristics on track at the same time. We expect you to drive and show consideration accordingly.

Overtaking

Overtaking should only be performed on the **LEFT SIDE ONLY**, only a straight and only under acceleration, never in a braking zone and never in a corner. Some circuits may have special exceptions to the corner rule but these will be indicated during the briefing where applicable. You should work together to ensure that overtaking is performed safely and efficiently.

If you wish to let a vehicle pass then move over to the designated side of the track and indicate via car body language, hand signal or the actual indicators that you are allowing that person to overtake. Once that vehicle has overtaken then you should move back on line for the next corner, do not slow to let vehicles through in corners or in braking zones. If you have come through a series of corners with a car behind you then they are faster than you but may not have the power to overtake without help on the straights so if you have a powerful car it is important that you ease off to allow them to complete the overtake safely.

We're here to help so please let us know about any issues you may have on the day

Spin & In

There are various other rules that cover this as well but should you find yourself facing in the wrong direction at any point then you should return to the paddock immediately and analyse what happened. If you do not return to the pits then you will be black flagged and brought in anyway, so come in and see a member of Javelin and explain what happened and then providing it was a one off and does not contravene any other rules in place then you may go back on track. If you have an incident on track and continue circulating then the adrenaline from the first usually means another and probably bigger accident is much more likely.

Garages

Those of you that have pre-booked garages will find these marked with your names on the day and you will be able to find a garage list on the website shortly before the event once it has been completed. Please note that any garages occupied but not pre-booked and paid for will be charged at £250/day as each garage used is an additional cost with the circuit.

Cameras

All cameras should be securely mechanically mounted. Most circuits will permit suction mounted cameras providing they are also secured with a short secondary tether and they cannot come into contact with the vehicle occupants under any circumstances. Helmet cameras and handheld cameras are not permitted.

Fuel

Cars can be refuelled on site at the circuits Total Fuel Station which is located in the lower paddock, please note that is unmanned and accepts cards only. Bringing your own fuel is not allowed by the circuit's Fire Regulations unless containers carry the 3ADR label and are clearly marked UN1203. There is also a filling station off site close to the circuit entrance.

Catering

The Pit -Brasserie will be open for snacks, drinks and lunches throughout the event.

Fire Extinguishers

The circuit strongly recommends that all participants carry a fire extinguisher within the vehicle as the sheer size of the circuit means that it can take a little time for marshals to get to an incident. A small handheld device that can go into the glove compartment is enough to fulfil this role and keep a small fire under control until the marshals arrive but in the event of a fire the most important thing is for the occupants to get clear of the vehicle and to safety.

Open Top Vehicles

Convertibles that are not equipped with a safety roll bar are not permitted on the track at Spa so please ensure that your vehicle has sufficient equipment and clearance in place before attending. If you do not have the required equipment fitted to the vehicle then the use of a hardtop would fulfil that requirement.

General Advice

If travelling to Spa from outside Belgium please make sure your vehicles and trailers etc comply with regulations applicable to the countries visited, you can find some more information on the booking pages for the events regarding rules on towing vehicles that you need to be aware of post Brexit.

Litter / Recycling

It would appear that there is now legislation in place in Belgium regarding the disposal of bio waste, please ensure that you use the appropriate recycling bins for any bio waste both in the paddock and at the restaurant.

lease let us know about any problems you encounter on track, no matter how small

The more information we have the sooner we can deal with the issue

Contact Telephone Number in Belgium from 31/03/25 is:-

Hayley Jebson +447821956697



Spa Francorchamps Circuit Safety Notes

Motorsport can be dangerous.

Protect others and to ensure all associated with your party are aware of these instructions.

This is a NON COMPETITIVE event. Racing or Timing is NOT permitted in any form.

Do not put yourself and others in danger by taking risks

CIRCUIT DRIVING

No vehicles should be driven onto the tracks unless authorised to do so. Do not join the circuit until you are instructed to do so by the Pit Lane Marshal. Suitable helmets must be worn and fastened plus arms and legs must be covered at all times whilst on circuit. Keep all windows closed or only partially open whilst on track.

Build your speed gradually throughout the day. Most circuits are "green" at the start of the day.

Ensure any passengers are aware of what to do should the car come to a stop whilst on circuit.

Should your car give problems whilst on circuit

- Switch on hazard lights or raise an arm to notify following drivers you have a problem.
- Try to come to a halt in a safe area if possible remain in the car. Do not try to fix it.
- If car comes to stop in a dangerous position as b) but get out the car only when safe to do so, remember cars may be passing and go to a safe area behind a barrier or a safe distance.
- If your car spins, gets out of shape requiring a dramatic reduction in speed or any wheels venture over the track boundary limits then you must return to the paddock immediately.

NEVER DRIVE ON THE CIRCUIT IN A REVERSE DIRECTION

OVERTAKING

Overtaking is permitted on **LEFT SIDE ONLY**, when both cars are in a **STRAIGHT LINE**. For the avoidance of any doubt **OVERTAKING IS NOT ALLOWED IN CORNERS OR BRAKING ZONES**. Both cars must be travelling in a straight line before any overtaking manoeuvre is started. The lead car has the right of way in any situation although should yield and give consent to pass to a following car within a couple of corners if not earlier. Tailgating will be viewed as unsafe driving. If you are reported by a marshal for unsafe driving you will be shown a black flag signalling you must leave the track immediately and report to the control marshal. Car indicators should be viewed cautiously as we have known them to be switched on accidentally.

FLAG & LIGHT SIGNALS

GREEN

Start of session / All clear

YELLOW

TAKE CARE - SLOW DOWN – NO OVERTAKING Hazard ahead. Reduce speed and have full control of the vehicle. - Possible incident ahead. Be prepared to stop if required

YELLOW + FCY

FULL COURSE YELLOWS – As above, speed limit is 60kph whilst FCY is in place. No overtaking. Watch for marshals/recovery vehicles on track.

RED

DANGER - EXTREME CAUTION – NO OVERTAKING Significant reduction in speed required. Slow down immediately. Watch out for emergency vehicles. Proceed to the paddock exercising extreme caution. Be prepared to stop if required.

YELLOW / RED STRIPES

SLIPPERY SURFACE or DEBRIS – *Change in surface conditions or debris in track.* **TAKE CARE.**

BLUE

MOVE OVER – On the next straight move over and allow vehicles to pass on your left hand side.

CHEQUERED

END OF SESSION - Slow down and return to assembly area / pits.

BLACK

Your driving or car is giving us cause for concern - slow down and pull in as indicated or return to the paddock and report to the Control Marshal.

GENERAL REMINDERS

Guests are more than welcome to spectate, but will not be permitted in restricted areas for safety reasons They must take care and remain a safe distance from the track at **ALL TIMES**. An adult must always accompany children at all times. Under 16's are not allowed in the Pit Lane at any time. Items left on the venue are left at the owners risk and the company will not be responsible for any loss or damage.



CIRCUIT DE SPA
FRANCORCHAMPS

VITE MAIS EN SECURITE
FAST and SAFE
SNEL en VEILIG
SCHNELL und SICHER

DRAPEAUX et PANNEAUX
FLAGS and LIGHTS

VLAGGEN en LICHTEN
FLAGGEN und AMPEL



ROUGE
RED
ROOD
ROT

- F** Interdit de dépasser. Retournez lentement en pitlane, suivez les consignes des commissaires de route.
- GB** Immediately cease driving at racing speed and proceed slowly, without overtaking and with caution to the pits (as indicated by the marshals)
- NL** Onmiddellijk ophouden met rijden tegen racesnelheid. Niet meer inhalen en rustig rijden naar de pits.
- D** Überholverbot! Alle Fahrzeugen müssen sofort ihre Geschwindigkeit verringern. Sie fahren langsam zu den Boxen zurück.



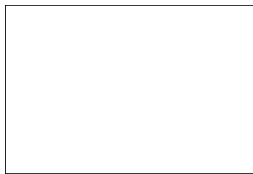
JAUNE
YELLOW
GEEL
GELB

- F** **DANGER!** Interdit de dépasser, ralentir significativement parce que la piste peut-être obstruée.
- GB** **DANGER!** Slow down sufficiently to ensure that full control of the vehicle can be retained. No overtaking. Be prepared to take evasive action or stop if necessary.
- NL** **GEVAAR!** Rem voldoende af, zorg dat je steeds controle over je wagen hebt. Verbod op inhalen, maak je klaar om mogelijks volledig te stoppen.
- D** **GEFAHR!** Geschwindigkeit herabsetzen und nicht überholen! Eventuel zum Anhalten bereit sein.



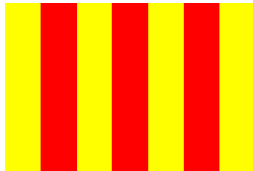
BLEU
BLUE
BLAUW
BLAU

- F** Un participant plus rapide vous suit et il veut vous dépasser.
- GB** To indicate that a quicker competitor is closing or trying to overtake
- NL** Een snellere deelnemer komt dichterbij en gaat je inhalen
- D** Ein Teilnehmer folgt dicht auf und kann oder will überholen.



BLANC
WHITE
WIT
WEISS

- F** Vous allez être gêné par un véhicule plus lent ou un véhicule de service sur la piste.
GB A service or slow moving vehicle is on the circuit in the following sector.
NL Een reddingsvoertuig of trage wagen op de piste in de volgende sector.
D Rettungsfahrzeug oder langzames Fahrzeug auf die Strecke im kommenden Abschnitt.



JAUNE et ROUGE
YELLOW and RED
GEEL en ROOD
GELB und ROT

- F** Attention, piste glissante. Détérioration de l'adhérence à cause d'huile, d'eau...
GB Slippery surface ahead. Pieces on the track.
NL Glad wegdek door olie of zand. Mogelijks onderdelen op de piste.
D Die Haftungseigenschaften durch Öl, Wasser oder Sand sind plötzlich verschlechtert.



VERT
GREEN
GROEN
GRÜNN

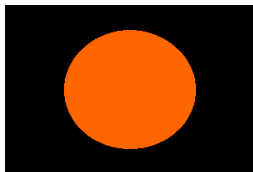
- F** Fin de la zone de danger, reprise normal. Tout est OK.
GB All clear, at the end of the danger area controlled by yellows.
NL Alles veilig, einde van de gevarenzone na gele vlaggen / lichten.
D Die Weiterfahrt ist freigegeben, die Strecke ist wieder frei.



FCY

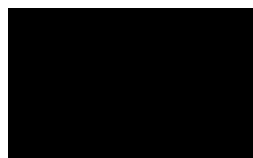
FULL COURSE YELLOW

- F** Interdit de dépasser, allure reduite, vitesse max 80 km/h
GB no overtaking, maximum speed 80 km/h
NL niet inhalen, maximale snelheid 80 km/u
D nicht überholen, tempo max 80 km/s



NOIR avec BOULE ORANGE
BLACK with ORANGE BOWL
ZWART met ORANJE BOL
SCHWARZ mit ORANGEN
SCHEIBE

- F** Rentrer en pitlane, problème technique.
GB Mechanical problems, return to pits
NL Mechanisch probleem, naar pits
D Ein technisches Problem, zum Box anfahren.



NOIR
BLACK
ZWART
SCHWARZ

- F** Rentrer en pitlane, IMMEDIATEMENT, par ordre du Race Control
GB Return to pits, IMMEDIATELY
NL Naar de pitbox, ONMIDDELLIJK
D Zum box anfahren, UNMITTELBAR

CAR and DRIVER	WAGEN en PILOOT
VOITURE et PILOTE	FAHRZEUG und FAHRER

F	TENUE	Casque obligatoire (pilote et passager) Bras et jambes doivent être couverts. Le port d'une combinaison ignifugée est recommandé mais pas obligatoire.
	CEINTURE	Bouclée. Si vous avez un harnais, il sera bouclé et serré.
	VITRES	Fermées!
	HABITACLE	Vérifiez que rien ne traîne à l'intérieur de la voiture. (bouteilles, bidon d'huile, téléphone,...)
	FAIRE LE PLEIN	Souvent, une voiture tombe en panne d'essence... il faut contrôler le niveau d'essence!
	CAPOT AVANT	Bien fermer votre capot avant. Capot mal fermé = pare-brise cassé ...
	CROCHET	Crochet de remorquage obligatoire (avant)

CONDUITE ANTI-SPORTIVE ou DANGEREUSE = FIN DE LA JOURNEE

GB	WEAR	Helmet obliged (pilot and co-pilot) Arms and legs must be covered. A fire-proof racesuit is recommended but not obligated.
	SEATBELT	Attached. If you have a harness, it must be sufficiently fixed to maintain.
	WINDOWS	Must be closed!
	COCKPIT	check that nothing remains in the car (bottles, téléphones, ball-point)
	FUEL	Check your fuel level always, on a racing track your car is drinking more then you think...
	FRONT BONNET	Be shure that it is fitted and fastened. Or you could receive it in your windscreen...
	TOW EYE / STRAP	Tow eye or tow straps (front) is obligated.

DANGEROUS DRIVING = END OF THE TRACKDAY

NL	KLEDIJ	Een helm is verplicht voor piloot en co-piloot Armen en benen dienen bedekt te zijn (lange broek en pull). Een race overall wordt aangeraden maar is niet verplicht.
	GORDELS	Deze moeten steeds ingeklikt zijn! Indien je een harnas hebt, gelieve deze goed aan te trekken. Je moet strak in de stoel zitten.
	RAMEN	Steeds gesloten houden.
	BINNENRUIMTE:	Zorg dat er geen losliggende voorwerpen rondslingeren zoals een fles, een beker, telefoon,...
	TANKEN	Zorg dat je wagen volgetankt is. Op circuit ligt het verbruik hoger...
	MOTORKAP	Sluit steeds je motorkap, regelmatig krijgen deelnemers deze na enkele honderden meters op hun voorruit.
	SLEEPOOG	Sleepoog verplicht te monteren vooraan .

ANTI-SPORTIEF of GEVAARLIJK RIJDEN = EINDE VAN DE TRACKDAY

D	KLEIDUNG	Helm verpflichtet für Fahrer und Beifahrer.
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	Arme und Beine bedeckt. Feuerfester Schutzanzug empfehlenswert aber nicht verpflichtet.
GURTE	Angelegt. Falls Sie einen Harnisch haben, wird er angelegt und genügend angeschnallt um zu halten.
SCHEIBEN	Geschlossen.
COCKPIT	Überprüfen ob nichts herumliegt im Wagen (Flasche, Kugelschreiber, GSM,...)
TANKEN	Nicht vergessen voll zu tanken. Der Verbrauch liegt höher auf die Strecke...
HAUBE	Schliess immer die Fronthaube ab. Entweder kriegen Sie nach 500m die Haube auf ihren Frontscheibe.
SCHLEPPHAKEN	Schlepphaken vorne verpflichtet.

UNSPORTLICHES oder GEFÄHRLICHES VERHALTEN = AUSSCHLIESSUNG

ACCIDENT / PANNE	ONGEVAL / PANNE
CRASH / PROBLEM with CAR	UNFALL / TECHNISCHEN PROBLEM

F	Accident:	Vous quittez la voiture si c'est possible. Vous vous mettez en sécurité derrière le rail ou mur.
	Panne:	Si c'est possible, garez la voiture dans une ouverture, derrière le rail ou près d'un poste des commissaires.
GB	Crash:	You leave the car if possible. You go behind the armco or wall in a safe position.
	Car problem:	If it is possible, drive your car in the gates (orange markers) behind the armco or on a marshals post.
NL	Ongeval:	Je verlaat uw voertuig, indien mogelijk. Je plaatst jezelf in veiligheid achter de vangrail of de muur.
	Panne:	Indien mogelijk, plaats je wagen in de openingen van de vangrail of muur (aangeduid met oranje markering), of bij een marshalpost.
D	Unfall:	Sie verlassen das Fahrzeug und gehen in Sicherheit hinten die Leitplanken oder Mauer.
	Problem:	Sie versuchen das Fahrzeug in Sicherheit zu parken. Hinten die Leitplanken oder Mauer (orangen Markierung) oder beim Streckenpost.

Amusez-vous,

Enjoy your day,

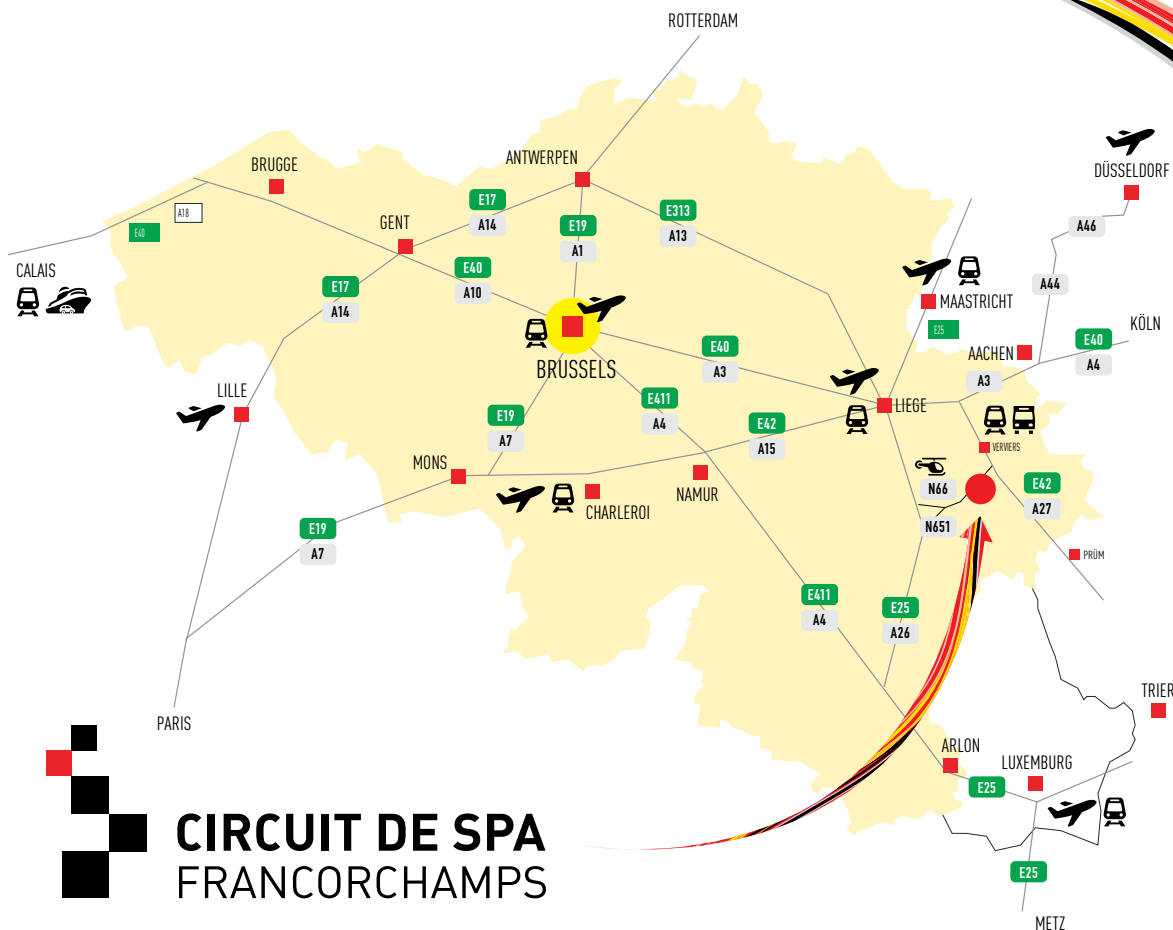
Veel genot en amusement,

Viel spass,

Track Safety Circuit Spa-Francorchamps

ACCÈS AU CIRCUIT

Carte de Belgique



BRUGGE : 242 km
GENT : 199 km
ANTWERPEN : 163 km
BRUSSELS : 140 km
MONS : 176 km
CHARLEROI : 145 km
NAMUR : 110 km
LIEGE : 50 km
ARLON : 123 km

AMSTERDAM : 292 km
MAASTRICHT : 71 km
AACHEN : 68 km
DÜSSELDORF : 144 km
KÖLN : 138 km
LUXEMBURG : 153 km
NANCY : 259 km
LILLE : 256 km
LONDON : 460 km

LIEGE : 50 km
www.liegeairport.com
CHARLEROI : 145 km
www.brussels-charleroi-airport.com
BRUXELLES : 140 km
www.brusselsairport.be
DÜSSELDORF : 144 km
www.dus.com
MAASTRICHT : 71 km
www.maa.nl
LUXEMBURG : 153 km
www.lux-airport.lu

VERVIERS
LIEGE
NAMUR
CHARLEROI
BRUXELLES
MAASTRICHT
KÖLN
LUXEMBURG
infos : www.belgiantrain.be
www.letec.be



X f i n d

