



RMU CLASSIC 2010

21, 22 and 23 May 2010

SUPPLEMENTARY REGULATIONS

ROYAL MOTOR UNION DE LIEGE

RMU CLASSIC 2010

21, 22 and 23 May 2010

SUPPLEMENTARY REGULATIONS

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Chapter I. Organisation.

Article 1. Definition of the Race

“The Royal Motor Union Classic 2010» falls under the statute of an International Event.

Races 6 ‘Formule 3 Classic’, 7 ‘Fomule Ford Kent’, 8 ‘Trophée Lotus Seven’ and 9 ‘Saloon cars and Maxi 100’ fall under the statute of FFSA championships, the other races fall under the statute of an international «open» event.

<i>N°</i>	<i>Race</i>	<i>Tracktime</i>
1.	FIA HISTORIC F1 CHAMPIONSHIP	30' UP + 30' QP1 + 30' QP2 + 10' WU + 30'R
2.	GROUP C RACING	30'QP1 + 30'QP2 + 60'R1 + 60'R2
3.	ORWELL SUPERSPORTS CUP	25' QP + 25' R1 + 25' R2
4.	FIA LURANI TROPHY	25' QP1 + 25'R1 + 25' R2
5.	HISTORIC FORMULA 2 TROPHY	25' QP1 + 25'R1 + 25' R2
6.	F3 CLASSIC	30' QP1 + 30'R1 + 30'R2
7.	FORMULE FORD KENT	25' QP + 25' R1 + 25' R2
8.	C-R-L	30' QP1 + 30'QP2 + 60 R
9.	SALOON CAR and MAXI 1000	25' QP + 25' R1 + 25' R2
10.	BOSS GP	25' FP + 20' QP + 20' R1 + 20' R2

Article 2. Organisation

The race will be organised by the Royal Motor Union of Liège according to the provisions of the FIA Sports Code (and among others appendixes J & K), the regulations of the RACB SPORT, the specific sports and technical regulations for each category and of the special current regulations.

When entering, all competitors and drivers agree to stick to these rules and accept the current regulations as an integral part of the specific regulations for their category.

The "FIA Historic Formula One" will be run in accordance with the regulations published in appendix K, and by the following officials :

Race Director and Starter : John Felix
Technical Delegate : Mike Whatley

Article 3. Specific information about the event.

3.1 Event name : RMU CLASSIC 2009

3.2 National Sporting Authority Royal Automobile Club of Belgium
RACB SPORT
Rue d'Arlon 53
B – 1040 Brussels, Belgium
Tel. : 32(0)2/287.09.11
Fax : 32(0)2/675.61.19
At the Circuit
Tel. : 32(0)87/27.56.00
Fax : 32(0)87/27.56.04

3.3 Organiser: Royal Motor Union de Liège ASBL
Boulevard d'Avroy. 254
B.-4000. LIEGE, Belgium
Tel : 32(0)4/252.70.30
Fax : 32(0)4/252.83.01
E mail : info@rmuclassic.be

At the Circuit :
1st floor – Room 122

3.4 Secretariat: Until 20.05. 2010 at 12.00:
5 A Square E des Grès du Louï
1190 BRUSSELS (Belgium)
Tel. **32 2 675 06 65
Fax: **32 2 675 84 39
From Thursday 20.05.2010 at 16.00
Secretariat at the circuit: Pit building F1 – 1st floor – Race Manager's Office
Welcome – Accueil – See Art. 5.1.

3.5 Event date and venue: 24, 25 and 26 April 2009
Spa –Francorchamps race circuit

3.6 Circuit : Spa Francorchamps circuit.
Length : 7,003.93 metres.

3.7 Entries : to be handed to the organisers of each series.
Closing Date : Monday 3 May at 1.00

3.8 Race duration :

N°	Race	Tracktime	Paddock
1.	FIA HISTORIC F1 CHAMPIONSHIP	30' UP + 30' QP1 + 30' QP2 + 10' WU + 30'R	Brown F1
2.	GROUP C RACING	30'QP1 + 30'QP2 + 60'R1 + 60'R2	Brown F1
3.	ORWELL SUPERSPORTS CUP	25' QP + 25' R1 + 25' R2	Yellow Up et Down
4.	FIA LURANI TROPHY	25' QP1 + 25'R1 + 25' R2	Red
5.	HISTORIC FORMULA 2 TROPHY	25' QP1 + 25'R1 + 25' R2	Brown F1
6.	F3 CLASSIC	25' QP1 + 25'R1 + 25' R2	Red
7.	FORMULE FORD KENT	30' QP + 30' R1 + 30' R2	Purple
8.	C-R-L	30' QP1 + 30'QP2 + 60 R	Green
9.	SALOON CAR and MAXI 1000	25' QP + 25' R1 + 25' R2	Purple
10.	BOSS GP	25' FP + 20' QP + 20' R1 + 20' R2	Brown

3.9 Length of the Event

The Event starts with the technical and/or signing-on and ends with the last items among the following:

- protest or appeal time or end of hearing
- end of technical and/or administrative checks after the race in accordance with the code
- end of the prize-giving ceremony.

3.10 Number of Cars Admitted

Race 1	Practice :	47	Maximum
	Race :	39	Maximum
Races 2 et 3	Practice :	56	Maximum
	Race	46	Maximum
Races 4, 5, 6 & 7	Practice :	63	Maximum
	Race :	52	Maximum
Race 8	Practice	80	Maximum
	Race	72	Maximum

3.11 Timetables : provisional timetable n° 5 (07.03.2010) see appendix.

3.12 Signing-on: F1 building Brown paddock, 1st floor

3.13 Technical scrutineering: in the technical centre in the paddock and in the respective paddocks, Point 5.3

3.14 Official Posting Board :
All Races Posting board Brown Paddock

3.15 Fuel
All Races **Competitors have to refuel at the TOTAL petrol station in the green paddock.**

3.16 Briefing

The briefings for all the Races will take place in the new briefing room in the F1 building – 1st floor brown paddock. All drivers must attend. Each driver will receive a written briefing and will have to sign an attendance sheet, as proof of their presence and acknowledgement of receipt of the briefing notes. Anyone failing to attend will be inflicted a € 125.00 fine.

3.17 Podium : see Point 20.

3.18 Parc Fermé

Races 1, 2, 4 and 10

For all the other races which need a parc fermé :

F1 pit garages

Yellow Paddock Up - under the covered terrace opposite the Coca Cola Tower.

Article 4. Officials

4.1 Race Direction :

Race Director	<u>New F1 building , brown paddock – 1st floor</u> Pierre DELETTRE	Lic.0579
Clerks of the Course (deputies)	Olivier JUNGERS Jean Yves MUNSTER	Lic. 2272 Lic. 1705

FIA Historic F1 Championship

John FELIX
Race Director

4.2 Event Secretariat

New F1 building, brown paddock, first floor
Jacques BRUYNS Lic.2108

4.3 Sports Secretariat

New F1 building, brown paddock – 1st floor
Patricia DUFOURNY Lic. 2221

4.4 Stewards of the Event

FIA College – Race 1

Président and FIA Observer:

Membres :

Rod PARKIN Lic
Harry J.J. VOSSEN Lic.
François DUMONT Lic. 1577

Other races

President :

Members :

Trainee

New F1 building – brown paddock – 1st floor
Marc JANSSEN Lic. 1835
Jean Claude MENUT Lic. 2569
Jean Michel BOUCHERIE Lic. 2082
Gérard VAN DEN SANDE Lic. 1055

4.5 Technical scrutineers :

Président :

New F1 building, brown paddock
Xavier SCHENE Lic. 2731
Alain MARQUET Lic. 2265
Philippe HILLEN Lic. 1732
Alfred HRECEK Lic. 0228
Willy MARCHOUL Lic. 1818
Didier DERYCKE Lic. 2570
Victor HOUBART Lic. 2599
Benoît VAN OVERSTRAETEN Lic. 2610
Eric GILSON Lic. TBA

1. FIA Historic F1 Championship

3 Group C GTP Racing

6. Formule 3 Classic

7. Formule Ford Kent

Mike WATHLEY Lic. TBA
Mike GARTON Lic. 140452 MSA
Jacques de PRIESTER Lic FFSA 9359ASA1428
Bernard PEPIOD Lic. FFSA 1893 ASA0417

4.6 Medical Stewards :

Medical Unit Blanchimont.

Dr Christian WAHLEN Lic.
Dr Jean Claude TELLINGS Lic.

4.7 Timekeeping

New F1 building , brown paddock – 1st floor
Patrick MENTEN Lic.

4.8 Track Marshals :

New F1 building, brown paddock – 1st floor
Christian MONBALLIN Lic.

<u>4.9 Pit Marshals :</u>	<u>New building Formula 1</u> Roger BRIAMONT	
<u>4.10 Safety :</u>	<u>Uniroyal Tower, 1st floor front, pit lane side</u> Nicolas DAUBY	Lic. 0084
<u>4.11 Competitors Relations :</u>	<u>New F1 Building, brown paddock – 1st floor</u> Alain WALEFFE Jean Pierre THIEL Philippe DELHASSE	Lic. Lic. 2276 Lic
<u>4.12 Circuit Safety Commission :</u>	TBA	
<u>4.13 Paddock Manager :</u>	<u>Press room 2nd floor – Endurance pits – Yellow paddock</u> Radu GRIGORESCU	
<u>4.14 Paddock Permanence :</u>	<u>Press room 2nd floor – Endurance pits – Yellow paddock</u> Claude PROSMANS	
<u>4.15 Press :</u> Until 23.04.2009 :	<u>New F1 building – brown paddock – 1st floor.</u> Jean Marc HARDY Rue des Coteaux 64 B 4800 Verviers, Belgium Tel : 32 (0)87 22 96 79.	

Article 5. Race Timetable

<u>5.1 Welcome Centre</u>	<u>MAISON COMMUNALE- FRANCORCHAMPS (VILLAGE)</u> Tel : TBA
	Thursday 20.05.2010 from 04.00 pm to 10.00 pm
	Friday 21.05.2010 from 08.00 am to 07.00 pm
	Saturday 22.05.2010 from 08.30 am to 06.00 pm
	Sunday 23.05.2010 from 08.30 am to 01.00 pm

5.2 Signing On

Spa-Francorchamps Circuit Paddock :	<u>New F1 building – brown paddock – 1st floor.</u>
	Friday 21.05.2010 : 8.00 - 20.00
	Saturday 22.05.2010 : 7.00 – 16.00

See details in appendix.

<u>5.3 Technical Scrutineering</u>	Friday 21.05.2010 : 8.00 - 20.00
	Saturday 22.05.2010 : 7.00 – 16.00

Paddocks Spa-Francorchamps Circuit: Technical centre and specific series paddocks.

5.4 Drivers' briefing:

		<u>Briefing room – New F1 building – 1st floor</u>	
Friday 21.05.2010	Race 2	Group C Racing	10.30
	Race 3	Orwell Supersports Cup	11.15
	Race 4	FIA Lurani Trophy	11.55
	Race 9	Saloon Cars & Maxi 1000	12.35
	Race 5	Historic Formula 2 Championship	13.15
	Race 6	Formule 3 Classic	13.55
	Race 10	Boss GP	15.40
	Race 7	Formule Ford Kent	17.00
	Race 1	FIA Historic F1 Championship	08.30
Saturday 22.05.2010	Race 8	C-R-L / Trophée Lotus	15.10

All drivers must attend. A written briefing will be handed out to all competitors at the briefing session.

Each competitor has to sign an attendance sheet as acknowledgement of receipt for the briefing notes.

Anyone who does not comply will be liable to a € 125,00-€ fine.

Any driver who has not complied due to *force majeure* and/or if he gave prior warning of his absence, should, before going to the track, go to the Clerk of the Course's Office.

5.5 Timed practice sessions: See provisional timetable in appendix.

5.6 Start of races

All starts, except for races 1, 4, 5,6 and 10 – which are standing starts, are *rolling starts*.

See timetable in appendix.

5.7 Opening times and paddock access

The track will be closed from Friday 20.05.2010 at 08.00 to Sunday 23.05.2010 at 18.45.

Private vehicles are prohibited on the track with the exception of the organiser's vehicles and authorised technical service vehicles.

Thursday 20.05.2010

Blanchimont Gate (RN 640)

All Races

from 02.00 pm to 11.00 pm

Races 1,2,5 and 10

from 03.00 pm

Races 4,6,7 and 8

from 03.00 pm

Races 3 and 9

not before 06.30 pm

Friday 21.05.2010

Blanchimont Gate (RN 640)

All races

from 07.00

From Saturday 22.05. 2010 to Sunday 23.05.2010

Blanchimont Gate (RN 640)

All races

from 07.00 to 19.00

Every team or supplier **having already acceded** the premises outside opening times will be inflicted a € 1,000 € fine (one thousand euro) to be paid to the Organiser in cash.

5.8 Paddock exit

During or after the event via the Blanchimont Gate or the Ster tunnel.

Chapter II. Event special conditions

Article 6. Drivers

All competitors and drivers should conform to the regulations laid down in the appendix L of the International Sports Code 2009 published by the FIA with regard to :

licences (Chapter I, Art. 8)

medical checks (Chapter II, Art. 1 & 2)

helmets (Chapter III, Art. 1)

protective clothing (Chapter III, Art. 2).

Competitors should also comply with the regulations laid down by their ASN for the same terms.

An ASN authorisation is compulsory for drivers who do not belong to the European Union or FIA assimilated countries.

Licences have to be valid for the current year and should be specific to historical cars, for the appropriate type of historical cars, National, European or International FIA licences.

Competitors and drivers should not be under current licence and/or driving licence suspension.

Article 7. Description of vehicles allowed

The vehicles should conform to the technical specifications laid down for their category as well as the regulations of appendix K of the International Sports Code of the FIA for historical cars and of appendix J of the same code for other vehicles.

Article 8. Passes – Officials’ Passes

These documents will be handed over to the officials and/or co-ordinators of each category who will make sure they are handed over to competitors and drivers.

Article 9. Competitor Numbers – Advertising – Public Relations – Promotional Activities

- 9.1 The numbers used will be those attributed for the year for each category.
The organisers do not supply the competitor race numbers.
- 9.2 The competitor numbers should appear according to the regulations in art. 207 of the F.I.A. International Sports Code. They should be black on a white background (45 cm wide x 33 cm high) (with the exception of special regulations for specific categories) and should be posted at the following places:
- on the front doors or at the level of the driver’s cockpit, on either side of the car;
 - on the roof or the front bonnet of the car, towards the right and clearly visible from the inside of the circuit.
- 9.3 The competitor is responsible for the visibility of these numbers for the whole length of the event.
- 9.4 The names as well as the national flag of the driver may only appear once on either side of the car and within a 10 x 40 cm rectangle.
- 9.5 The participants’ advertisement should comply with FIA, ASN and RACB Sport provisions as well as the local rules governing advertising in Belgium and the presence of such on vehicles and clothing.
- 9.6 Any advertising, promotional activity and/or public relations activities must have been agreed upon in advance in writing by the organisers. All the surfaces available in the paddocks and the pits are solely for sport-related products with the exclusion of public relations activities, sponsors catering, guests’ welcome, hospitality unit etc. Any infringement to this rule will result in a fine of € 65.00 per m² to be paid to the organisers.
Any aerial advertising, any advertising activity and/or promotional activity using the air space above the circuit and the communes that the circuit passes through are strictly forbidden without prior consent from the Organiser in agreement with the respective administrative and commune authorities.

Article 10. Insurance

The organisers have taken out an insurance according to the regulations of the laws currently in force in Belgium. A copy of the contract may be consulted at the secretariat of the event.

Article 11. Pits and pit lane regulations.

- 11.1 The pit lane is divided into two separate parts by a white line. The part on the track side is called the “fast lane” the part on the pit side is called the “working lane”.
Any intervention, repair, refuelling of a vehicle is strictly forbidden in the fast lane and should only be carried out in the working lane.
- 11.2 No lines, guide marks or markings may be painted in the pit lane. Any other type of marking should be removed at the end of the event. All costs for repairing an area where markings have been left behind will be charged to the competitor using the pit where the markings were found.
- 11.3 Smoking in the pits, the lighting of fire as well as welding is forbidden in the pit garages.
No spark-giving device is allowed in the pit garages.
Any infringement to this rule will induce a € 1,250.00- fine. This will in no way affect any penalties which could be awarded by the Sports Stewards of the Event and could lead to the vehicle being excluded from the event.
- 11.4 Team staff should remain inside the pit garage when the car is on the race track. Staff may only enter the working lane when preparing for and during pit stops, with the exception of staff who are on the signalling wall.
These staff are limited to three people with special signalling wall passes.
- 11.5 The pit area and the pit lane are strictly forbidden to anyone under 16 as well as to animals.

- 11.6 Should fuel (**max 100 litres per shutter and 450 litres per unit**) be stored in the pits, it has to be kept in hermetically sealed metal containers.
In addition, the competitors should provide at least two 6 kg powder fire extinguishers which should be well maintained and checked and should be distributed around the fuel storage area.
Fine for not complying: 1,250 € plus possible additional penalties from the Sport Stewards College up to exclusion from the race.
- 11.7 An inventory will be carried out when arriving at the pit garage.
This inventory will be carried out by the paddock officials or one of their officers.
Any damage will be charged to the competitor using the pit.
- 11.8 Umbrellas, parasols and/or sunshades are forbidden.
- 11.9 Articulated arms, flexible supports for air, fuel and lighting mustn't be any wider than width of the working area, nor should they be located at less than two meters above the ground.
- 11.10 Material fixed to the Signalling Wall mustn't damage it, nor be placed over the track side of the wall.
- 11.11 Any advertising or posters of a promotional or advertising nature in or on the pit garages is forbidden.
Any infringement to this rule will cause a € 1,250.00-fine.

Chapter III. Event procedures.

Article 12. Signalling

Information and instructions will be transmitted to the drivers by means of signals to be found in appendix H of the International Sports Code (signs, flags and light signals).

In order to communicate information to their drivers, competitors mustn't use flags and signals similar to those mentioned in appendix H, chapter 4 of the aforementioned code.

Article 13. Practice– Qualifying

- 13.1 The official timed practice sessions will take place according to the timetable in appendix.
In order to participate, competitors and drivers should be present 30 minutes before their official practice time and they should follow the instructions of the starting grid official and his stewards.
- 13.2 Minimum qualification : The minimum qualifications stipulated in the special series regulations will be applied.
- 13.3 For cars with several drivers, the name of the driver who starts the race has to be communicated to the competitors relations one hour after the end of the timed practice sessions at the latest.

Article 14. Starting grid.

- 14.1 The starting grid will be made up from the times registered during the timed practice sessions.
Should two or more cars achieve the same lap time, priority will be given to the one who was first to achieve it.
- 14.2 Pole position is to the right in the direction of the race as per officially homologated circuit map.
- 14.3 The starting grid will be set up by the starting grid officials.
Competitors and drivers should be present at their paddock gate 30 minutes before the start of their race.
- 14.4 Access to the starting grid will be closed 5 minutes before the beginning of the formation lap (green flag lap).

Point 15. Starting procedures

Rolling start except for races 1, 4, 5 and 6 (standing start)

<u>Race 1</u>	FIA Formula One Historic Championship	Standing Start	F1 line
<u>Race 2</u>	Orwell Supersports Cup	Rolling Start	F1 line
<u>Race 3</u>	Group C Racing	Rolling Start	F1 line
<u>Race 4</u>	FIA Lurani Trophy	Standing Start	F1 line
<u>Race 5</u>	Historic Formula 2 Championship	Standing Start	F1 line
<u>Race 6</u>	Formule 3 Classic	Standing Start	F1 line
<u>Race 7</u>	Formule Ford Kent	Rolling Start	F1 line
<u>Race 8</u>	GTC-TC'71-81	Rolling Start	F1 line
<u>Race 9</u>	Saloon Cars et maxi 1000	Rolling Start	F1 line
<u>Race 10</u>	BOSS GP	Standing Start	F1 line

- 15.1 The starting signal will be given by means of lights controlled by the Clerk of the Course. Should the lights fail, the starting signal will be given with the national flag.
- 15.2 During the start of a race, the Signalling Wall should be completely empty with the exception of officials and authorised pit and track stewards, all of whom will have received appropriate accreditation in order to carry out their official tasks. This interdiction is also valid for the first two laps in each race.
- 15.3 When told by the starting grid and pit stewards, the cars will leave the pits behind the organiser's official car for a sighting lap.
During this sighting lap, the cars will keep their grid positions and mustn't overtake the organiser's official car, nor move out of position (unless a car is delayed when leaving its grid position and the cars behind cannot avoid overtaking without delaying the remaining cars) under penalty of being excluded from the race.
Starting and acceleration tests and creating distances are forbidden during this lap under pain of a one minute-penalty.
At the end of the sighting lap, cars will stop on the starting grid according to qualifying times.
- 15.4 Exits from the pits will be closed 5 minutes before the green flag.
This will be signalled by a warning sound signal 2 minutes before and then by a sign "pit closed" with a warning sound signal.
Any car that hasn't left the pit area by then will not be allowed to start the race until after the whole pack of cars have passed in front of the pit exit and after the starting orders have been given.
- 15.5 The preparation for the sighting lap will be announced by boards along with sound signals.
- 15.5.1 5-minute board Beginning of the count down.
- 3-minute board Starting grid closed.
Any car which has not taken up position on the starting grid will have to start from the back, or from the pits as mentioned in point 15.4.
General evacuation of the starting grid with the exception of officials and drivers.
- 1-minute board Engines are switched on by the drivers.
Any outside help is forbidden under pain of disqualification from the race.
Total evacuation of the starting grid.
- 15-second board After this board, the Clerk of the Course will hold up the green flag at the front of the starting grid.
This flag is the signal for the cars to start a full formation lap while keeping the starting grid order.
This lap will be led by an official leading-car.
During the formation lap, the cars will keep their starting grid positions and mustn't overtake the safety car nor each other (unless a car is being delayed when leaving its starting grid position and the cars behind cannot avoid overtaking without delaying the remaining cars) under penalty of disqualification from the race.
Starting and acceleration tests and creating distances are prohibited during this lap, offenders will be inflicted a one-minute penalty.

- 15.6 During the formation lap, all drivers unable to start should indicate this in a clear and visible manner.
- 15.6.1 If a car is held up while leaving the starting grid at the start of the formation lap, it must not overtake another car if it stopped after the other cars have crossed the line and it should start the race from the back of the starting grid.
- 15.6.2 This is also applicable to any car, which having started the formation lap normally, was unable to keep its starting grid position.
- 15.6.3 If a car won't start at the beginning of the formation lap, after the others have passed, it should be pushed towards the pit lane exit by the track stewards.
It will then be allowed to start as per point 15.4.

Rolling Start

- 15.7 At the end of the formation lap, the safety car will get into the pit lane at the level of bend n° 19. At this moment, the driver in pole position should keep to the same speed (between 70 and 90 km/h) until the starting signal is given.
- 15.8 During the formation lap, the red lights on the footbridge will be lit.
The starting signal will be given when the Clerk of the Course turns the lights to green.
- 15.9 If necessary, the Clerk of the Course can order the safety car to make one or more extra formation laps. The starting lights will then remain red.
The cars will line up behind the safety car. Procedures will start again according to points 15.7 & 15.8.
If an extra formation lap has to be completed, the start of the race will be considered as having been given at the end of the first formation lap.
- 15.10 Should a jumped start be spotted either by an umpire or an official, the offender will be inflicted a one-minute penalty.

Standing Start :

- 15.11 Yellow flags will be displayed at all observation posts. The speed of the organiser's official car must be around 80 km/h during the formation lap.

The organiser's official car will pull off at the end of the formation lap and the cars come back to the grid according to their particular grid position.
- 15.12 As soon as all the cars have stopped on the grid, the Clerk of Course shows a 5-second board and will switch on the red light.
- 15.13 There will be a standing start. The starting signal will be given by means of starting green lights, under control of the Clerk of the Course. At any time between four (4) seconds and seven (7) seconds after the lights have been turned to red, the red lights goes off to signal the start of the race.
- 15.14 Should a problem arise when the cars reach the starting grid at the end of the formation lap or during this formation lap, the following procedure shall apply:

The Clerk of the Course waves a red flag along with the "Start delayed" board. All engines have to be switched off and a new formation lap will start 5 minutes later. The next signal will be the 3-minute board.

A race will not be suspended in the event of rain unless the circuit is blocked or it is dangerous to continue.

Only in the following cases will variations in starting procedure be allowed :

- a) If it starts to rain after the five (5) minute signal but before the green light, the "Start delayed" board will be shown on the line and the starting procedure will begin again at the ten (10) minute point;
- b) If the start of the race is imminent and, in the opinion of the Clerk of the Course, the quantity of water on the track is such that it cannot be negotiated safely even on wet-weather tyres, the Clerk of the Course may decide to delay the start of the race by getting the "Start Delayed" board shown along with a "10" minute board with a red background.

This "10" minute board with a red background will mean that there is a ten-minute lapse before the starting procedure can be resumed. If weather conditions have improved at the end of that ten-minute period, a "10" minute

board with a green background will be shown. The "10" minute board with a green background will mean that the green flag will be put out ten minutes later.

Five (5) minutes after the "10" minute board with a green background is shown, the starting procedure will begin and the normal starting procedure board (i.e. 5, 3, 1 min., 15 seconds) will be shown.

However, if weather conditions have not improved within ten minutes after the "10" minute board with a red background was shown, the "10" minute board with a red background will be shown again which means a further ten-minute lapse before the starting procedure can be resumed.

This procedure may be repeated several times.

Whenever a "10" minute board (with either a red or green background) is shown, it will be accompanied by a sound warning.

15.15 Any breach to the provisions of the Code or the Sporting Regulations relating to the starting procedure may result in the exclusion of the car and driver(s) from the event.

Point 16. Procedures for practice sessions and the race.

16.1 Non-timed practice

The Clerk of the Course may interrupt practice as long and as often as deemed necessary to clear the track or to allow removing a car. Practice time will not be prolonged.

16.2 Timed practice

16.2.1 No driver is allowed participate in the race without having participated in qualifying practice in the car to which he/she has entered.

16.2.2 The Clerk of the Course may interrupt practice as long and as often as deemed necessary to clear the track or to allow removing a car.

16.2.3 In qualifying practice, practice time will be prolonged, if the circumstances allow. If one or more practice sessions are interrupted in this way, no protest can be accepted as to the possible effects of the interruption on the qualification results of the car.

16.2.4 If, in the opinion of the Sports Stewards of the Event, a stoppage has been caused deliberately, the driver may have his/her times of that session cancelled and may be banned from any further practice session.

16.3 Stopping qualifying practice

16.3.1 Should it be necessary to interrupt a session in qualifying practice because of blocked track, adverse weather conditions or any other circumstances endangering its continuation, the Clerk of the Course or his agent/representative will put the red flag out.

Simultaneously, red flags will be put out all around the track. If this stop signal is shown, all drivers must immediately slow down and slowly proceed to their pit garage in the pit lane. A general overtaking prohibition is then effective.

16.3.2 All the cars abandoned along the track during practice sessions can be towed back to the pits by the organiser during this interval. They may take part in the next session(s).

16.3.3 If one or more qualifying sessions are interrupted in this way, no protest can be accepted as to the possible effects of the interruption on the results of the drivers or the car.

16.4 Race

A race will not be suspended in the event of rain, unless the track is blocked or unless it is too dangerous to continue.

Race stopped

16.4.1 Should it be necessary to stop the race for safety reasons, the Clerk of the Course or his agent/representative will put out a red flag at the finish line. Simultaneously, red flags will be shown at all observation posts.

16.4.2 When the signal to stop the race is given, all cars immediately slow down and overtaking is strictly forbidden. The driver must be able to stop at all times.

16.4.3 All cars line up in a single line at the red flag line, the race leader in front. If the leading car on the track is not at the front of the line, all the cars between it and the red flag line will be waved off to complete another lap one minute before the race is resumed .

The pit lane entry is closed. Anyone who enters the pit lane, will be inflicted a “drive-through” penalty as soon as the race is resumed, unless if he/she is allowed to start by the Clerk of the Course.

However, any car which was in the pit entry or pit lane when the order to stop the race was given, will be allowed to leave the pit lane without incurring a penalty.

Depending upon the position of the starting line relative to the red flag line, all the cars involved may leave the pit lane either before the race is resumed or after all cars able to do so have passed the pit exit after the race has been resumed.

16.4.4 No intervention whatsoever is allowed on the cars throughout the entire time of suspension of the race, except with prior agreement from Clerk of the Course. This also means that any interventions in the pit lane and/or pit garages has to be stopped when the red flag is put out until the race is resumed.

16.4.5 The safety car will line up in front of the red flag line.

16.4.6 The time recroding will continue throughout the time of suspension of the race.

Resuming the Race

16.4.7 10 minutes before the resumption of the race, the "10 minute-board is put out, along with a sound warning. This signal is repeated upon deployment of the “5 minutes”, “1 minute” and “30 seconds” boards.

16.4.8 When the “1 minute” board is put out, engines are switched on. The technical staff and the officials must leave the track immediately. Any driver suffering from problems must communicate this to the track marshals by opening the door of the car. The track marshal will put out a yellow flag at the level of this car. When all cars have left this area, the track marshals will push the car into the pit lane, if possible.

16.4.9 As soon as this minute has expired, the race is resumed behind the safety car, the cars driving in the order in which they were stopped at the red flag line. All cars must line up behind the safety car and adapt their speed in order to follow the car preceding them at no more than 5 lengths apart. As soon as the last car in the continuous line reaches the “PIT EXIT” panel, the light at the pit lane exit will be turned to green. Any car that is still in the pit lane, may now rejoin the track and line up at the back of the line of cars behind the safety car.

16.4.10 After one lap (minimum), the safety car pulls off the track and the race will be resumed as soon as the race leader crosses the finish line. Should divergences arise, the safety car procedure would be resumed as per Art. 16.5.

16.4.11 If the race cannot resumed, it will be considered as having finished when the race leader has crossed the finish line in the lap prior to the lap in which the race was suspended.

16.5 Safety car

16.5.1 Race n° 1 (FIA Historic F1 Championship) does not require a safety car.

16.5.2 The safety car will have the words “SAFETY CAR” printed in letters the same size as the race numbers on the back and on both sides of the cars.

It will have revolving orange lights on the roof, each powered by a different electrical circuit. It will be driven by an experienced circuit driver. On board there will be an observer approved by the FIA and/or the RACB Sport able to identify all the racing cars and in permanent radio contact with the race management.

16.5.3 Ten minutes before the start of the race, the safety car will take up position at the front of the starting grid and will remain there until the 5-minute signal is given.

At this point, it will complete a full circuit lap and return to its position at the exit of the F1 pit garages inside the La Source bend.

16.5.4 The safety car may be brought into operation to neutralise the race upon decision of the Clerk of the Course. It will be used only if drivers or officials are in immediate physical danger, but the circumstances are not such as to necessitate suspending the race.

Any breach to the safety car regulations will be sanctioned with a 10-second “stop-and-go” penalty.

16.5.5 Procedure

- 16.5.5.1 When the Clerk of the Course gives the order to take the safety car out, all observation posts first will wave yellow flags and show the "SC" board, which is maintained until the safety car intervention is over. On the start grid, the yellow revolving lights will be lit. All the cars have to slow down and overtaking is strictly forbidden.
- 16.5.5.2 Whenever the Clerk of the Course deems it safe, the safety car will join the track with its orange revolving lights on, regardless of the position of the race leader.
- 16.5.5.3 Whenever the safety car passes an observation post, the yellow flag will be shown until the safety car and the cars following it have got to the next track section.
- 16.5.5.4 All cars must line up behind the safety car, adjust their speed and continue no more than 5 car lengths apart. Overtaking is strictly forbidden, unless a car is signalled to do so from the safety car. Any car, which is unable to stick to the pace and/or the distance to the previous car, must leave the track immediately and continue in the grass or on another deceleration strip. He/she is allowed to rejoin the track, provided the situation is safe and when the entire field has passed by. If necessary, the driver has to repeat this procedure for the entire duration of the safety car procedure.
- 16.5.5.5 When ordered to do so by the Clerk of the Course, the observer in the safety car will signal all the cars between the safety car and the race leader that they should pass, by means of the green revolving light on the roof of the safety car. The cars will continue at moderate speed and without overtaking each other until they reach the queue of cars behind the safety car.
- 16.5.5.6 While the safety car procedure is in progress, competing cars are allowed to enter the pit lane, but they can only rejoin the track when the light at the end of the pit lane exit is green. The light will be on at all times except when the safety car and the continuous line of cars behind it - *with no more than 5 car lengths apart* - have reached the pit lane exit. A car rejoining the track must proceed at an appropriate speed until it reaches the end of the queue of cars behind the safety car. Overtaking is forbidden.
- 16.5.5.7 When the Clerk of the Course calls the safety car back in, the revolving orange lights have to be switched off as from marshal-post 21, the "Chirurgical", this will be the signal to the drivers that it is going to rejoin post 29 at the end of that particular lap. When the safety car pulls off the track, the circuit is free. At the start grid, the green light will be on and a green flag will be put out. At all observation posts, a green flag will be put out for one lap as well.
- 16.5.6 Each lap completed behind the safety car will be considered as a race lap.
- 16.5.7 Under exceptional circumstances, the race can be started from behind the safety car. The procedure is as follows:
- 15 minutes before the start, the safety car will take its position on the start grid.
 - If a normal start is given, the safety car will remain on the grid until the 5-minute board is put out. After this signal, the safety car will leave the start grid.
 - If the start is given behind the safety car, it will activate its orange revolving lights at any time before the one minute board is put out. When the green lights are turned out, the safety car leaves the grid with all the cars queueing up in starting order and no more than five car lengths apart. There will be no formation lap and the race will start as soon as the leading car has crossed the finish line for the first time;
 - Overtaking during the first lap is only permitted if a car is delayed when leaving its grid position and the cars behind cannot avoid overtaking it without unduly delaying the remainder of the field;
 - Any driver who was delayed leaving the grid, must line up at the back of the line of cars driving behind the safety car. If more than one driver is involved, they have to line up at the back of the field in the order in which they have left the grid;
 - A "1-minute penalty" will be inflicted to any driver who, in the opinion of the stewards of the event, unnecessarily overtook another car during the first lap.

Article 17. Pit Stops – Repairs

- 17.1 The pit area is indicated by Pit Entry and Pit Exit boards.
- 17.2. For the "FIA Formula One Historic Championship" (Race n°1), the "Group C Racing" (n°3), the "Lurani Formula Junior" (n° 4) the "Historic Formula 2 Trophy" (n°5), and as well the "Boss GP" (n°10) access to the pit lane will be at bend n° 19, via the F1 pit lane.
For all the other races, access to the pit lane will be after bend n° 1, via the "endurance" pit lane, at the level of the Coca Cola Tower.

- 17.3 For some series - FIA Formula One Historic Championship (n°1), the “Group C Racing” (N°3), “Lurani Formula Junior” (n°4) and “Boss GP” (n°10) as well as the Historic Formula 2 Trophy (n°5) -, the exit of the pit lane is situated after bend n° 1 at the exit F1 pit lane). A blue flag will be held up by a steward before bend n° 1 on the right to warn coming cars. When drivers rejoin the track on leaving the pits, they must keep to the far right and mustn't cross the white line until the exit of the pit lane.

For the other series (2, 6, 7, 8 and 9), the exit road from the pits is at the top of the “Eau Rouge”, the new access road.

Lights will be lit before bend no. 4 to warn cars approaching the track.

Another set of lights on the left of bend no. 3 – “Eau Rouge” – will also be lit for warning drivers on the track.

When drivers rejoin the track when leaving the pits, they must keep to the far right until they are at the very end of bend no. 4 and **must not cross the white line on the track.**

The traffic lights at the exit of the pits will be used to stop cars when the safety car is on the track.

- 17.4. Getting into or out of the pit lanes by any other route is strictly forbidden.
Any infringement to this rule is likely to exclusion from the race.
- 17.5 No one and no equipment should be present in the fast lane.
Cars may only enter the fast lane if the driver is in the driving seat with safety helmet on and seat belt fastened.
- 17.6 If a driver overshoots his pit, he must not access it by driving in reverse gear.
His car has to be pushed by his mechanics.
- 17.7 The cars that have been damaged due to running off, accident or crash will have to be checked again before they can rejoin the track

Article 18. Fuel and Refuelling.

Series n° 2 should refuel in front of their pits according to the following conditions: see article 11.9.

a) Transport

In the paddock and the pits, the transport of fuel can only happen in metal cans. The maximum quantity transported mustn't exceed 60 litres. The person in charge of carrying the fuel must be in possession of a 6-kilo powder-type or 6-litre foam-type extinguisher in working order and has to be wearing fire protection as per point 17 of appendix H of the International Sports Code.

The transported jerrycans must be firmly secured to the transporting vehicle.

Penalty : Any infringement to these regulations will result in a 5-minute penalty with possible additional sport sanctions (up to exclusion from the event) which could be imposed by the Sports Stewards of the Event

b) Storage

A maximum stock of 100 litres of fuel per car is authorised in the pit garage (through the shutter), either in refuelling tower or in cans with a maximum of 450 litres per unit.

Any other storage of fuel is prohibited, both in and outside the pit garage.

No spark- or flame-giving devices are allowed within 6 metres from the back wall of the pits.

The refuelling tower must be firmly secured to the pit garage interior wall.

Jerrycans, whether empty or full, must always be hermetically sealed.

Any trace of fuel, in the pit garage or in the working area must be removed immediately, the use of water being prohibited.

Penalty : a 1,250 €-fine plus possible additional penalties inflicted by the Sports Stewards of the Event up to exclusion from the event.

c) Fuel transfer

Fuel may only be transferred using jerrycans stamped by the technical control official.

If there is a refuelling tower, fuel may only be transferred from the jerrycans to the refuelling tower and this, **only** by means of a mechanical hand pump properly secured to the refuelling tower.

During filling operations from the refuelling tower, somebody has to be assigned to supervise the operation holding a powder or foam-type extinguisher weighing minimum 6 kg. This person has to wear fire protection clothing in compliance with point 17 of appendix H of the International Sports Code. The team has to make sure a 6-kilo or 6-litre extinguisher is available.

Penalty : a 1,250 €-fine plus possible additional penalties inflicted by the Sports Stewards of the Event up to exclusion from the event.

d) Others

Smoking is prohibited in the pit garages and the pit lane, within 5 metres from the back of the garages ; while fuel transport or transfer is in progress; above the garages.

The use of an open flame (charcoal barbecue, gas cookern etc.) within 5 metres behind the back the garages is forbidden. LPG bottles are banned from the pit lane, the garages and within 5 m from the back of the pits as well as in any vehicle. They can only be allowed inside tents and awnings. Nothing must be left within one metre behind the garages. However, if the truck is allowed to pull out its rear lifting panel, you may use a piece of stripe that can be easily walked over.

When refuelling at the TOTAL station in the green paddock, make sure:

- only **metal** jerrycans are being used
- the smoking ban is respected
- you have a 6-kilo or 6-litre fire extinguisher

The competitor may directly refuel his race car at the petrol station.

Arrival 19. Finish

The rules for each category will apply.

- 19.1 For all the races, the end-of-race board is put out at the finish line on the F1 finish line – *i.e. exclusively the line located on the track, not in the pit-lane or on the deceleration track* – as soon as the leading car has completed the full race duration and crossed the finish line. Simultaneously, the light at the end of the pit lane is turned to red. From that moment, leaving the pit lane is forbidden.
- 19.2 If, for any other reason other than the one described in Art. 19.1, the end-of-race board is put out before the leading car has completed the full race duration, the race will be deemed to have finished when the leading car has passed the finish line for the last time before the black and white chequered flag was put out. Should the black and white chequered flag be delayed for some reason, the race will be deemed to be finished at the moment when it should have finished normally.
- 19.3 If the race is finished under the safety car procedure, the safety car will enter the pit lane at the end of the last lap and the cars will take the black and white chequered flag as usual, but overtaking is forbidden.
- 19.4 After being shown the end-of-race board, all driving cars will complete a lap at a reduced speed and immediately proceed to the parc fermé, without stopping, without receiving any object whatsoever and without any assistance, except from the marshals if necessary, or will return to the pits and their paddocks via their designated pitlanes and under control of the marshals.
- 19.5 Any car, which cannot reach the parc fermé under its own power, will be placed under exclusive control of the track marshals, who will take the car to the parc fermé if possible.

Article 20. Podium Ceremony.

All the trophies will be given on the new Formula 1 podium.

Chapter IV. General Safety Rules.

Article 21. Pit Lane

21.1 There are two different pit lanes:

F1 Pitlane	Race 1 (FIA Historic F1 Championship) Race 3 (Group C GTP Racing) Race 5 (Historic Formula 2 Championship) Race 10 (Boss GP)
Endurance Pitlane	Other races (2,4, 6, 7, 8 et 9)

21.2 The exit from the pits will be the responsibility of the driver.

The lights at the exit of the pits will be permanently green, except in red flag procedures or when the race is under safety car procedure.

21.3 In the pit lane area, the speed limit is 60 km/h. Speed guns will be operated by umpires.

Penalties will be :

- | | | | |
|---------------|--------------------------------------|---|---|
| a) Practice : | 1 st breach by the driver | : | fastest qualifying time deleted + a fine of € 250 |
| | 2 nd breach by the driver | : | all qualifying times deleted + a fine of € 250 |
| | 3 rd breach by the driver | : | driver will be excluded from the race |
| b) Races : | 1 st breach by the driver | : | a time-penalty of 10" + a fine of € 250 |
| | 2 nd breach by the driver | : | driver will be excluded from the race |

Additional sanctions may be inflicted by the Sports Stewards of the Event.

Article 22. Safety Car

See points 16.5.1 to 16.5.6

Point 23. Safety on the Track.

- 23.1 The circuit may only be used by competition vehicles for timed practice sessions and races.
Should a competition vehicle be found on the track outside of these periods, the competitor would be excluded from the event.
- 23.2 Should a driver be compelled to stop his car for some reason, the car should be moved as quickly as possible from the track to a safe spot so as not to create a danger, and/or to impede the running of the race or timed practice sessions.
It is **STRICTLY FORBIDDEN** for drivers and members of his team to drive the car in the opposite direction of the race.
If the driver is unable to move the car from a dangerous position on his own, track stewards will be available to help.
In this case, if the driver is able to get his car restarted and rejoins the race without an infraction and without benefiting from moving his car to the track side, he will not be excluded from the race.
- 23.3 Nobody but the driver and authorised officials are entitled to touch a car which is at a standstill outside the pits.
- 23.4 Whenever a car is coming to a standstill during the race, whether this be voluntary or not, the engine should be restarted using the starter by the driver **ALONE** and without any outside help.
On the starting grid, the use of a top-up battery is allowed.
- 23.5 When drivers are taking part in the timed practice sessions and/or races, they should always wear the homologated clothing and helmet that have been checked by the technical control team.
In addition, they should attach the safety harness. If a driver is involved in a collision and/or an accident, they mustn't leave the circuit without the written agreement of the College of Stewards of the Event.
- 23.6 All the cars must conform to the safety rules published by the FIA.
- 23.7 Any driver wishing to leave the track and go into the pits should say he is planning to do so and ensure that this can be done without danger.

Article 24. Discipline on the Track.

- 24.1 Overtaking when the yellow flag is flying is forbidden. This applies during timed practice sessions and races, in a zone marked by one or two waving yellow flags up to a still green flag.

Penalties will be :

a/ For Practice :	1 st breach by the driver	:	fastest qualifying time deleted
	2 nd breach by the driver	:	all qualifying times deleted
	3 rd breach by the driver	:	driver will be excluded from the event
b/ For the Races :	1 st breach by the driver	:	a time-penalty of 1 minute
	2 nd breach by the driver	:	driver will be excluded from the event

All these penalties are without prejudice to stronger sanctions inflicted by the Sports Steward of the Event.

- 24.2 On explicit demand of the FIA, the respect of the flags, the follow-up of instructions of the marshals and breaching the safety car procedure, will be strictly followed up. The non-respect of the red, white and yellow flags will be penalised, without legal remedy, with sanctions leading to exclusion from the event, and possible withdrawal of the licence.

Chapter V. Protests and Appeals.

Article 25. Protests and Appeals.

- 25.1 Protests must be sent in writing to the Clerk of the Course and/of to the College of the Sports Stewards of the Event along with a deposit of € 500.00 in cash.
Only a competitor or his proxy is entitled to lodge a protest.
Protest procedures are defined in Chapter XII of the International Sports Code.
- 25.2 The appeal procedure is defined in Chapter XIII of the International Sports Code.

An appeal should be sent with a deposit of € 2,000 in cash.
The deposit for an international appeal is € 6,000.00

Article 26. Interpretation of the Regulations

The regulations are published in French and English.

In case of dispute about their interpretation, the French text will prevail.

Chapter VI- Procedures

Article 27. Track Access

Access to the pit lane at bend n° 19 for races 1, 3, 5 and 10 and after bend n° 1 via the endurance pitlane for all the other races.

For races 1, 3, 4 and 5, pit lane exit is at La Source, bend n° 1.

For all the other races (2,4, 6, 7, 8 and 9), the pit lane exit is at the top of the Eau Rouge raidillon.

PRACTICE AND RACE PROCEDURES

N°	Race	Track Access	Pitlane Entry	Pitlane Exit	Pitlane	Paddock Entry	Parc Ferme
1	FIA HISTORIC F1 CHAMPIONSHIP	F1	Curve N° 19	F1	F1	F1	F1 Garages
2	ORWEL SUPERSPORTS CUP	Endurance	After Curve N° 1	Eau Rouge	Endurance	Endurance	Yellow Up
3	GROUP C RACING	F1	Curve N° 19	F1	F1	F1	F1 Garages
4	FIA LURANI TROPHY	F1	After Curver 1	Eau Rouge	Endurance	Technical Scutineering	Yellow Up
5	HISTORIC FORMULA 2	F1	Curve N° 19	F1	F1	F1	F1 Garages
6	F3 CLASSIC	Endurance	After Curve N° 1	Eau Rouge	Endurance	Technical Scrutin	Yellow Up
7	FORMULA FORD KENT	Endurance	After Curve N° 1	Eau Rouge	Endurance	Technical Scrutin	Yellow Up
8	GTC-TC'71-81	Endurance	After Curve N° 1	Eau Rouge	Endurance	Endurance	Yellow Up
9	SALOON CARS & MAXI 1000	Endurance	After Curve N° 1	Eau Rouge	Endurance	Endurance	Yellow Up
10	BOSS GP	F1	Curve N° 19	F1	F1	F1	F1 Garages

TIME PENALTY or "STOP-and-GO" PROCEDURE

- A. When the Clerk of the Course inflicts a time penalty or a stop-and-go penalty, the black flag and the competitor's number along with a board showing "Time Penalty" will be displayed at the Start/Finish line
 - B. The team will be notified in writing of the inflicted penalty.
 - C. Within 3 laps of the first showing of the black flag/time penalty board, the competitor has to come directly to the penalty area designated in the Final Instructions/Drivers' briefing without stopping anywhere else along the circuit or in the pit lane. He will remain stationary in the designated area for the duration of the penalty.
 - D. After the signal indicating the completion of the time penalty, he has to rejoin the race without stopping at his pit garage.
 - E. At all times, the driver will comply with the mandatory pit lane speed limit and drive in a safe manner, obeying all signals and marshals' instructions.
- Any breach or failure to comply with the procedure may result in additional penalties, including exclusion.

Visa ASN : **B10- C03- RMC date 01.04.2010 / RACB Sport**



MAY 21,22 and 23, 2010

Spa Francorchamps

TIMING 7

01.04.2010

1.	FIA HISTORIC F1 CHAMPIONSHIP	30' UP + 30' QP1 + 30' QP2 + 10' WU + 30'R	Brown Paddock
2.	GROUP C RACING	30' QP1 + 30' QP2 + 60' R1 + 60' R2	Brown Paddock
3.	ORWELL SUPERSPORTS CUP	25' QP + 25' R1 + 25' R2	Yellow Paddock
4.	FIA LURANI TROPHY	25' QP1 + 25' R1 + 25' R2	Red Paddock
5.	HISTORIC FORMULA 2 TROPHY	25' QP1 + 25' R1 + 25' R2	Brown Paddock
6.	F3 CLASSIC	30' QP1 + 30' R1 + 30' R2	Red Paddock
7.	FORMULE FORD KENT	25' QP + 25' R1 + 25' R2	Blue Paddock
8.	C-R-L / TROPHEE LOTUS	30' QP1 + 30' QP2 + 60 R	Green Paddock
9.	SALOON CAR and MAXI 1000	25' QP + 25' R1 + 25' R2	Purple Paddock
10.	BOSS GP	25' FP + 20' QP + 20' R1 + 20' R2	Brown Paddock

Friday 21.05.2010

09.00 - 09.30		Free Testing 1	30'
09.45 - 10.15		Free Testing 2	30'
10.15 - 11.00		Free Testing 3	30'
11.20 - 11.45	10	Boss GP	Free Practice 25'
12.00 - 12.30	2	Group C GTP Racing	Qualifying Practice 1 30'
12.45 - 13.10	3	Orwell Supersports Cup	Qualifying Practice 25'
13.25 - 13.50	4	FIA Lurani Trophy	Qualifying Practice 1 25'
14.05 - 14.30	9	Saloon Cars & Maxi 1000	Qualifying Practice 1 25'
14.45 - 15.10	5	Historic F2 Championship	Qualifying Practice 1 25'
15.25 - 15.55	6	Formule 3 Classic	Qualifying Practice 1 30'
16.10 - 16.40	1	FIA Historic Formula One Championship	Untimed Practice 30'
16.55 - 17.25	2	Group C GTP Racing	Qualifying Practice 2 30'
17.40 - 18.00	10	Boss GP	Qualifying Practice 1 20'

Saturday 22.05.2010

08.30 - 08.45		Retromobile Club de Spa	15'
09.00 - 09.25	7	Formule Ford Kent	Qualifying 1 25'
09.40 - 10.10	1	FIA Historic Formula One Championship	Qualifying Practice 1 30'
10.25 - 10.50	4	FIA Lurani Trophy	Race 1 25'
11.05 - 12.05	3	Group C Racing	Race 1 60'
11.20 - 11.45	5	Historic Formula 2 Trophy	Qualifying 1 25'
12.00 - 12.30	6	Formule 3 Classic	Race 1 30'
12.45 - 13.20	3	Orwell Supersports Cup	Race 1 25'
13.35 - 14.00	7	Formule Ford Kent	Race 1 25'
14.15 - 14.45	1	FIA Historic Formula One Championship	Qualifying 2 30'
15.00 - 15.25	9	Saloon Cars & Maxi 1000	Race 1 25'
15.40 - 16.00	11	BossGP	Race 1 20'
16.15 - 16.45	8	C-R-L / Trophée Lotus	Qualifying Practice 1 30'
17.00 - 17.30	5	Historic Formula 2 Championship	Race 2 25'

Sunday 23.05.2010

09.00 - 09.30	8	C-R-L / Trophée Lotus	Qualifying Practice 2 30'
09.45 - 09.55	1	FIA Historic Formula 1 Championship	Warm Up 10'
10.10 - 10.35	4	FIA Lurani Trophy	Race 2 25'
10.50 - 11.15	7	Formule Ford Kent	Race 2 25'
11.30 - 12.00	6	Formule 3 Classic	Race 2 30'
12.15 - 12.40	2	Orwell Supersports Cup	Race 2 25'
12.55 - 13.55	3	Group C Racing	Race 2 60'
14.10 - 14.30	11	Boss GP	Race 2 20'
14.50 - 15.20	1	FIA Historic Formula 1 Championship	Race 30'
15.40 - 16.10	9	Saloon Cars & Maxi 1000	Race 2 30'
16.25 - 17.25	8	C-R-L / Trophée Lotus	Race 2 60'

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