DRIVERS BRIEFING NOTES

Event: SPA Francorchamps Round 4

Date: Circuit Spa Francorchamps 18 - 20 SEPTEMBER 2026

Subject: DRIVERS BRIEFING: ULTIMATE ENDURANCE GT CUP

From: Race Direction (Délcio Santos, Daniel Matos)

1 - CIRCUIT INFORMATION:

Lap length	**:** 7004m
Speed limit in Pit Lane	**:** 60 km/h
Pit lane length	**:** 1071 meters
Start / Finish Line	**:** Are not at the same place (142 meters offset)
Pole Position	**:** RHS- Right Hand Side (Rolling Start)
Safety Car line 1	**:** At the beginning of pit entry after Turn19
Safety Car line 2	**:** After turn 4 at end of the pit exit road
Safety Car Lap 1 Stand By	**:** Between Turn 18 and Safety Car line 1
Safety Car Stand By	: Pit Exit RHS (Right Hand Side)

2 - EVENT SCHEDULE:

FRIDAY SEPTEMBER 18

10:15 –Drivers' Briefing at Briefing Room

SATURDAY SEPTEMBER 19

16:55 – 17:10 – Ultimate Endurance GT Cup – Qualifying Session 1
17:15 – 17:30 - Ultimate Endurance GT Cup – Qualifying Session 2
17:35 – 17:50 - Ultimate Endurance GT Cup – Qualifying Session 2

SUNDAY SEPTEMBER 20

10:50 – 14:50 – European Endurance Prototype Cup – Race (240 minutes)

3 - REGULATIONS:

3.1 - Competitors and drivers are reminded that it is their responsibility to read the FIA International Sporting Code and its appendices (published on www.fia.com), Hoosier Formula Cup 2026 Sporting and Technical Regulations and its appendices, Event Supplementary regulations approved by ASN and be familiar and comply with them.

4 - GENERAL NOTES:

4.1 - Drivers are reminded that from the moment they leave their garage or paddock tent until returning to the garage or paddock tent, they must comply with the Chapter III appendix L FIA Sporting Code by wearing FIA homologated overalls, underwear, balaclava, gloves, socks, shoes, crash helmet & HANS® is mandatory.
These items should NOT be removed until the driver leaves the vehicle.
4.2 - The Digi panels lights around the track are auxiliary to flag marshal signalling, however in case of different signalling the more severe signal will always prevail **(SPA HAS LIGHT PANELS FULL SET FLAGS).**
4.2 a) – For safety reasons any incident up to Turn 4 will have yellow information Light panels be mirrored from light panel LP1.b and LP1.c after turn 1 exit.
4.3 – The Drop off area for this event is in the end of the Pit Lane Building RHS (Right Hand Side).

5 - PIT LANE:

5.1 - The demarcation line painted white on track in the Pit Exit is for the purpose of separating cars leaving the pits from those on the track, all the times any driver intending to entering the track by leaving the Pit Lane must **NOT** cross this line.
5.2 - A blue flashing light will be positioned to the driver's left at pits exit this will warn drivers leaving the pits of other cars approaching on the track, also Marshal will present blue flag for the same meaning on your driver Left side.
5.3 - Any driver intending to exit the track to enter the pit lane please do so by keeping to the **Right-hand** side of the track after turn 18, when reaching the Pit Entry control loop.
5.4 - The pit lane begins at the white line beside the speed limit sign 60Km/h and ends at the white line after the Endurance pit exit lights and next to the 60Km/h end signal.
5.5 - A speed limit of **60 km/h** will be imposed in the pit lane.
5.6 - The Control/finish line, which is used for timing purposes, is located in front of Race Control.
5.7 -During official sessions (practice, qualifying, and race), cars will begin to queue up in the fast lane area 3 minute before the start of the session is given at Pit Exit, the beginning of all sessions is in the Endurance Pit Exit Line.
5.8 – In case of any practice session suspended with red flag, when session resume cars are allowed to move to fast lane only after the Race Control signal (board and/or Pit exit green light)
5.9 – 5 MINUTES before the sessions cars will be called to park 45º angle nose out in the working area.

6 - SAFETY:

6.1 - Observing Yellow Flags during sessions:

6.1.1 - Single waved: Drivers must reduce their speed and be prepared to change direction. It must be clear that a driver has reduced speed by clearly slowing down on track visible for the marshals on site and a time lap increase in the relevant track sector.

6.1.2 - Double waved: Any Driver who is passing through a double waved yellow marshal sector must reduce speed significantly and be prepared to change direction or stop. It must be evident that a driver has not attempted to set a meaningful lap time, for safety reasons any incident at turn 4 will protected always with double yellow flag.
6.2 - If you have a mechanical problem (ex: leak of oil) pull off in a safe location, do not continue around the circuit with the risk of leaving oil on the track.
Openings on track for a car are marked by orange on the guardrails & tires walls,
6.3 - A driver who abandons a car must leave it in neutral or with the clutch disengaged, (unless on an incline) with the steering wheel in place.
6.4 - If your car has to be lifted, leave the car as soon as possible in a safe manner, so that the track marshals start work immediately.
6.5 - Fire extinguishers are placed in all marshal posts and alongside the track and marked by



7 - STARTING PROCEDURE

7.1 - the Pole Position is in the **Right-Hand side**.
7.2 –As per Ultimate GT Sprint 2026 Sporting Regulations, no simulation of start allowed, respect the distance of formation lap, formation should be kept as tight as possible.
7.3 –The start of the Race signal will be given as all red lights off, overtake is allowed after the start of the Race moment.
7.4 – Drivers must drive directly from Pré Grid to the grid.
7.5 – Drivers are allowed to warm up tyres in the formation lap until Turn 15, after this point no more spinning and/or zigzag moves allowed.
7.6 – Grid formation BOARD AT T15 /T16 2x2 formation start after turn 16 and must be complete before turn 18.
7.6 – Any car that is late in the formation lap and could rejoin the formation lap before medical car crosses the starting line, driver is allowed to rejoin his original grid position until Intermediate Sector 2. If fail to do so, must go to the back of the grid.

8 - RACE

8.1 - Drivers must take the Chequered flag on the track to be classified.
8.2 - Once the car has taken the Chequered flag do not slow down rapidly and change direction as this may lead to a collision with a car behind you.

9 - WET RACE

9.1 - Race Director will inform the track conditions if is necessary to declare
Wet Session, by default all sessions will be declared as dry session.

REFUELLING

After crossing the board REFUELLING SPEED LIMIT board lane must be at 30kph and at the right of the pit lane
After finishing the refuelling drivers will enter the pit lane and respect the 60 kph until the end of 60 board, Drivers in the pit lane have priority from drivers exiting the refuelling area.

10 – FULL COURSE YELLOW (FCY) PROCEDURE

10.1 - This procedure is more often used in the races, but it may also be used in the practice sessions.
10.2 - At the moment the Race Director calls for a Full Course Yellow, all signalling posts will display a single waved yellow flag and the board FCY.
10.3 - In order to reduce the possibility of accidents, race control will perform a countdown before deploying the FCY. This countdown is for drivers and trackside marshals.
At the 1st message on radio and monitors "Prepare for FCY at xx h xxmin xxsec = Pit Entry Close" / 2nd message : countdown "FCY 10s, 9, 8,… 1 : FCY now".

10.4 - At the moment FCY is deployed, all cars should slow to 80Km/h, overtaking is not allowed, the distance to the car in front and in the back is to be respected.
10.5 - The pit entry will be closed at the 1st announcement moment and pit exit remain open.
10.6 - A Full Course Yellow may end in a Safety Car if the situation is aggravated.
10.7 - Once the situation is cleared, the track will go back to green. At this stage all signalling posts will be warned in order to remove the FCY board and yellow flags, replacing them simultaneously by green waved flags.
10.8 - Again, in order to reduce the possibility of accidents, race control will perform a countdown before removing the FCY. This countdown is for drivers and track side marshals.
10.9 - Normally the length of a FCY period may be at least the length of a lap of the circuit at the speed of 80Km/h.

10.10- **QUICK FULL COURSE YELLOW "FCY" PROCEDURE**
For safety reasons Race Direction may deploy a Quick FCY Procedure, in that case the 1st message on radio and monitors will be displayed "Prepare for FCY in 20 seconds = Pit Entry Close" 2nd message : countdown "FCY 10s, 9, 8,… 1 : FCY now".

11 - SAFETY CAR PROCEDURE

11.1 - Except on the first lap which will be Between Turn 18 and Safety Car line 1, the safety car will enter the track from Endurance pit exit (Pit Lane) with its yellow lights flashing. No matter where the lead car is on track, "SC" boards and waved yellow flags/light panel will be shown.
11.2 - Whenever Safety Car drives with orange roof lights on you must follow him in a single line, this may happen to drive by the Pit Lane **b**ut can be needed also on track to avoid any part not clean or safe to be driven.
11.3 - To inform the drivers that safety car will leave the track in that lap the lights on roof top of the safety car will be switched off after intermediate 2 around **Turns 15/16** once safety car approach Pit Entry Road marshals withdraw SC boards and yellow flags, Digipanels withdraw SC and replace to green light and green flag in control line, and just as reference to help as well green lights at the start/ finish straight.

11.4 - In order to avoid the likelihood of accidents before the safety car returns to the pits, from the point at which the lights on the car are turned out drivers must proceed at a pace which involves no erratic acceleration or braking nor any manoeuvre which is likely to endanger other drivers or impede the restart.



12 - SAFETY CAR START

12.1 - Under certain circumstances the Race may be started behind the Safety Car. In this case, at any time before the "one-minute" signal is given, its orange roof lights will be switched on.

13 - RED FLAG

13.1 - During free practice and qualifying all cars must slow down speed, no overtaking and return to pit lane.

13.2 - During the race if red flagged, drivers must slow down speed, no overtaking and return to Pit Lane, stop in the fast lane behind **Pit Exit Line** F1 and awaiting marshal instructions.

13.3 – Any car leaving the fast lane during this procedure will be reported to the stewards.

14 - PARC FERME

14.1 - After Qualifying 3, all cars must proceed directly to Parc Ferme cars will go under Parc Fermé regulations **(Team Garages)** rules until released by the officials.

14.2 - Race: after receiving the Chequered Flag, must proceed direct to Pit Lane.

14.3 - Parc Fermé regulations will apply in the area between the Line and the parc fermé entrance (this included cars park in front of tech bay/ Podium ceremony)

14.4 -The Technical Bay Garage are in F1 Pit Lane Pit Garage 1.

15 - INCIDENT / SAFETY

15.1 - If you are involved in an accident and you are OKAY the track marshals will expect you to give the THUMBS UP to indicate that you are not injured.

15.2 - After a heavy accident if you don´t feel okay please stay in your car.
Do not attempt to leave the car on your own.
Wait for the arrival of the medical and rescue services.
We will take care of you.

16 - CODE OF DRIVING CONDUCT

16.1 - ALL DRIVERS MUST REPECT THE PROVISIONS OF APPENDIX L FROM THE FIA INTERNATIONAL SPORTING CODE, CHAPTER IV DRIVING CONDUCT ON CIRCUITS:

16.2 - Track limits will be monitored in all track by Judges of Fact and Race Control**,** in all cases the Lap times may be removed, **special attention to turns 3, 4,6,10, 11, 17 and 19**, any driver who continuously keep doing track limits infringements can have also up to a black flag penalty.

16.3 – Abusing of track limits at the exit of **Turn 19** may entail the loss of the current and the following lap time.

16.4 – The above requirements will not automatically apply to any driver who is judged to have been forced off track, each such case will be judged individually.

16.5 – In all cases detailed above, driver must re-join safe the track when it is safe to do so and without gaining a lasting advantage.

16.6 – In all cases of any kind of infringement the stewards can issue directly any penalty without necessarily instruct to warning (black & white) flag before.
16.7 – In case or a driver overshoot turn 5 must use of the path in the run off area back to Turn 7, any infringement to this point will be reported immediately to the Stewards.
16.8 – Due to length of Spa circuit for this weekend after the Chequered flag of any session drivers should keep a safe but not too slow cool down lap.

17 – International Sporting Code & Appendixes

- International Sporting Code dated from 09/07/2026.
- General prescriptions published on 23/12/2019.
- Appendix H dated from 23/06/2026.
- Appendix L dated from 23/06/2026.

Please feel free to visit us any time either Race Director or Stewards room that will be in the Race Control Building 1st floor

APPENDIX 1

TRACK LIMITS INFRINGEMENTS - SPRINT RACES

PRACTICE AND QUALIFYING SESSION

INFRINGEMENT	PENALTY
1st	Current lap deleted
2nd	Current lap deleted
3rd	Current + best lap deleted
4th	Current lap deleted
5th	Current lap deleted

RACE

INFRINGEMENT	PENALTY
1st	Warning + Screen display
2nd	Last warning + Screen display
3rd	Warning Flag + Screen display
4th	5sec time penalty + Radio call
5th	5sec time penalty
6th	Drive Through penalty

PIT LANE DIAGRAM

END OF SPEED LIMIT

PIT LANE ENDS

PIT EXIT LIGHTS





SAFETY CAR LINE 2

DRIVING TIME START

END OF TIME HANDICAP

END OF WORKING LIMIT





SPEED LIMIT STARTS

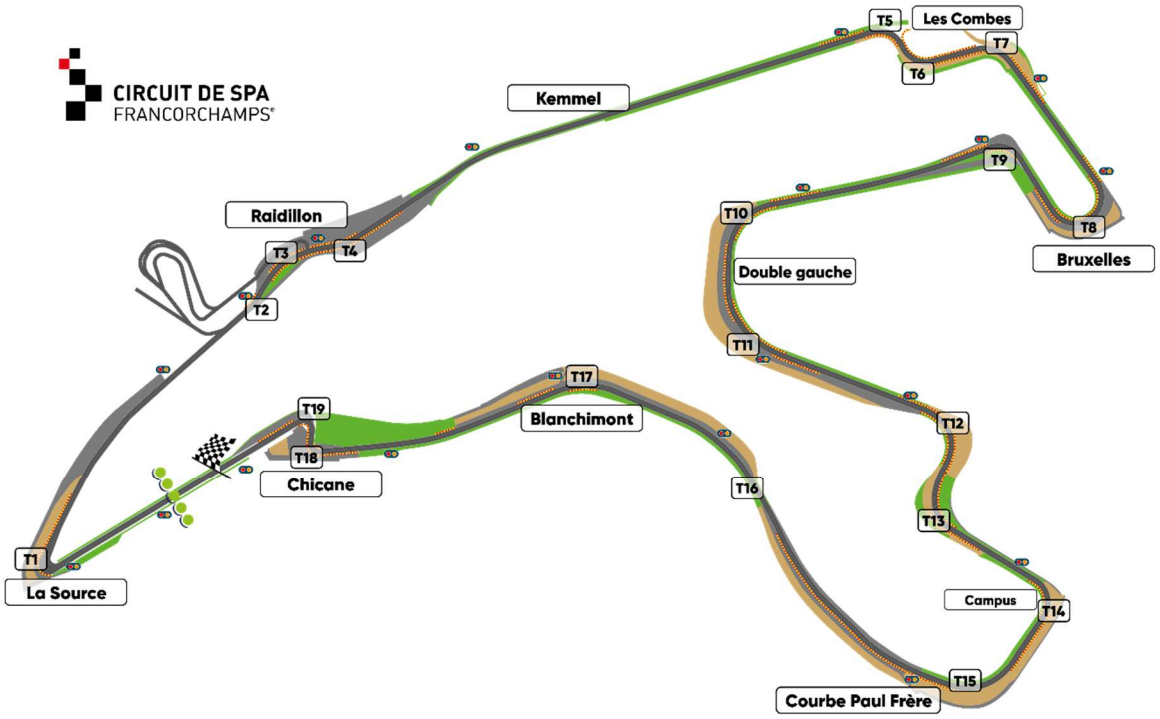
WORKING LIMIT START

DRIVING TIME ENDED

SAFETY CAR LINE 1



CIRCUIT MAP



Pole position : RIGHT
Sector 1 : 2249 m
Sector 2 : 2869 m
Sector 3 : 1891 m
Total : 7004 m

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Ultimate Race Directors