

Steven Connor

From: Steven Connor <sconnor@monoracing.co.uk>
Sent: 17 June 2016 08:19
Cc: rachel@monoposto.co.uk
Subject: SPA.... Briefing notes.. PARKING, A REQUEST FOR YOUR ASSISTANCE... rain lights
Attachments: Unofficial Timetable V2.pdf; BriefingRace11.pdf

Importance: High

Hi all,

[BRIEFING NOTES.](#)

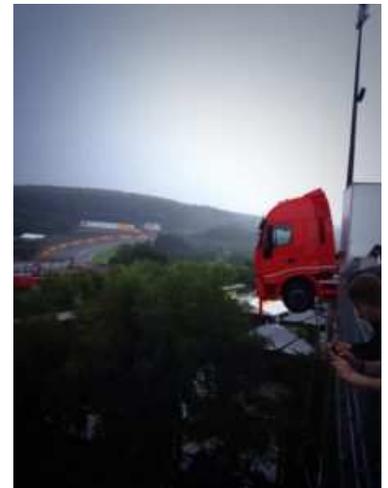
The organisers have published their excellent [final drivers briefing notes](#) for this meeting which are attached. Please note that this year there should be no need for our race cars to travel behind the garages once off loaded. All our race car access (in and out) for all the sessions will be via the front garage doors onto the pitlane. All circuit access will be via the normal F1 pitlane exit and entry points.

[PARKING.](#)

Having carried out some surveys of who plans to bring what vehicles to Spa, it has become apparent we simply cannot fit in all the requested vehicles to stay on the limited F1 deck behind the garages all 4 days.

In particular the number of Artic lorries has greatly exceeded expectations and these plus some requested large motorhomes risk not being accommodated on the F1 deck.

This is an absolute finite area defined by a barrier and a 10+ m drop to the paddock below, we just can't expand beyond the physical space available. Parking hanging over the edge is not recommended! We do have other championships either side of our pit boxes.



By comparison, the space available to the cars in the garages is a luxury.

The organisers have been consulted and.... [THEIR IDEAS TO HELP ARE AWAITED ...](#) Trailer parking..
Motorhome/camping car parking

There are several things we can do to help make this work for everyone.

- Please don't bring road cars up on the F1 deck. These won't be allowed in during the main race days but would be equally 'in the way' during our main loading time on the Wednesday evening. Please park them in the car park (for officials during the race days) below the deck and use the elevator to the F1 deck. For the remaining days use the P14 parking (see below) across the track behind the grandstand and access the garages via the tunnels (this is your closest parking).
- Likewise, please don't bring unnecessary non working campers/vans up on to the terrace during the busy unloading time.
- Empty lorries, artics & trailers (or any that can be emptied into the garage... the Mono team will help with manpower for this) should be removed to the trailer park. For people who might be using a camper as their tow vehicle, we will look to borrow a small tow van or car to move your trailer if this helps.
- Everyone will need to squeeze in after off loading. Every cm of space is going to count up and down our limited area. Please don't be surprised to be asked to move 'a bit that way or a bit this way' – where you stop to initially off load may not be the exact spot you occupy for the rest of the meeting.
- Please remember that while it might not look too bad during testing on Thursday but there will be people arriving into the evening of Thursday and maybe some on Friday morning – IF YOU ARE PLANNING TO

ARRIVE FRIDAY MORNING, please let me know as we will have to be ready for you to offload (somewhere) and get scrutineered (you must book a slot with the organisers) in your garage (sign on, attend the briefing and get out for qualifying)

- And anyone who still has the chance to consolidate their transport with someone else would be providing a HUGE help.

If you haven't already read all the other items of Spa info... please see <http://www.monoposto.co.uk/2016/02/2016-spa-summer-classic/> which keeps being updated as new info comes along.

Unofficial extract from the timetable attached... specific to us

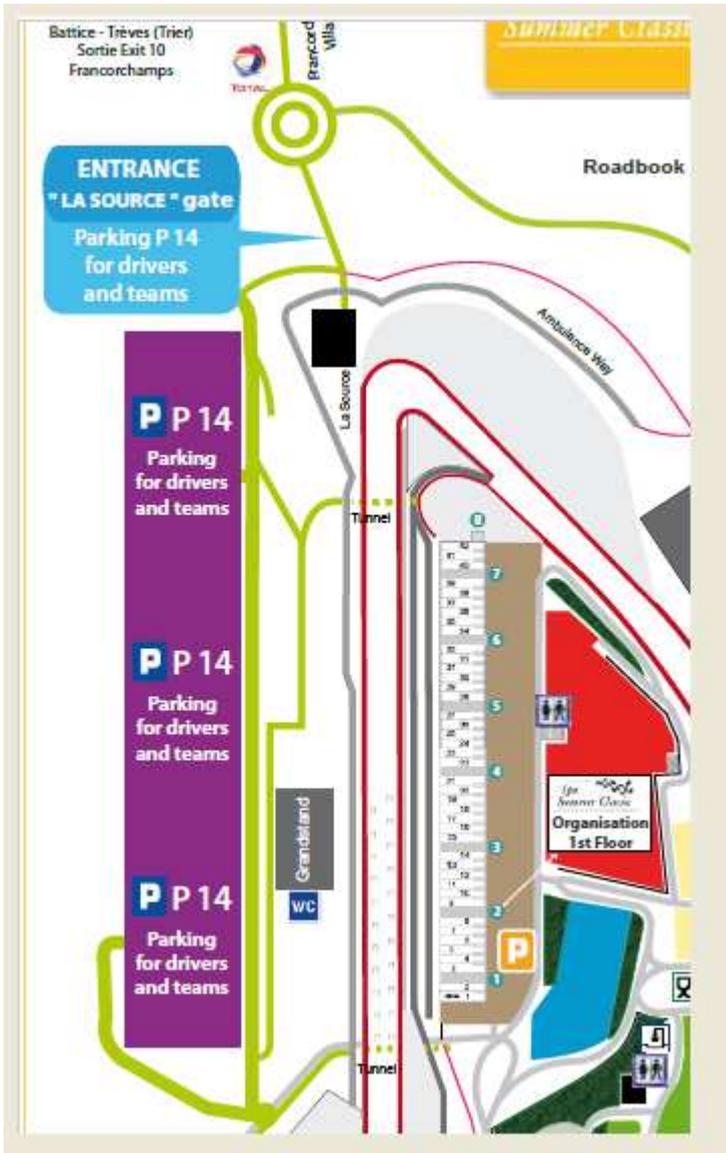
RAIN LIGHTS.

Further reminder that we require flashing high power rain lights fitted on all cars competing in this event as per our regulations. The specific details are:

Cartek CK-LR-F3
Lifeline LL421-100-005
Melectronics F3-2009

Models from the above manufacturers, from the same range and with solid and flashing operation that give the same luminous output and visibility can be used however these must be used in flashing mode only during qualification and racing. The use of a flashing mode switch with a solid light is acceptable. Rain Lights must flash red and within the 3Hz to 4Hz frequency range.

We will have some supplies of the Lifeline model listed above available with the Mono team.



Regards

Steven Connor

