

Drivers' Briefing

BMW M2 CS Racing Cup Benelux
vrijdag 8 april 2022

Welcome



Race Director:	Max Braams
Clerk of the Course:	Bobbe Veldkamp
Assistant to the Race Director:	Kees Koning
Chairman of the Stewards:	Gerard du Pré
International Steward:	Irene Feenstra / Herman ter Beek / Willem Keijzer
Chief Scrutineer:	Piet du Burck / Harm van der Laan
Chief Timekeeping:	Floortje Snoeks
Chief Racecontrol:	Paul van Ommeren
Chief Pitlane:	Marco Rietveld
Chief Medical Officer:	Eric Koolen
Race Secretary:	Ria Waterreus
Cup Coordinator:	Ivo van Ginneken
Promotor:	Renata Aartsen / Dick van Elk



Timetable



Thursday 7th April 2022

17:00 – 22:00

17:00 – 20:00

Administrative Checks
Technical Scrutineering

Friday 8th April 2022

07:00 – 08:30

08:00 – 12:00

10:00

11:10 – 12:10 (10:50 latest at pre-grid area)

14:40 – 15:30 (14:20 latest at pre-grid area)

Administrative Checks
Technical Scrutineering
Drivers Briefing (*Media Center*)

Private Test
Free Practice

Saturday 9th April 2022

12:10 – 12:30 (11:50 latest at pre-grid area)

13:40 – 14:40 (13:20 latest at pre-grid area)

Timed Qualifying
Race 1 (Rolling start – Max. 60 Minutes)

Sunday 10th April 2022

15:00 – 16:00 (14:40 latest at pre-grid area)

***For latest timetable, see official notice board**

Race 2 (Rolling start – Max. 60 Minutes)





Sportity

For direct event information please download the Sportity app and insert this password:

VRM2022

BMW2022



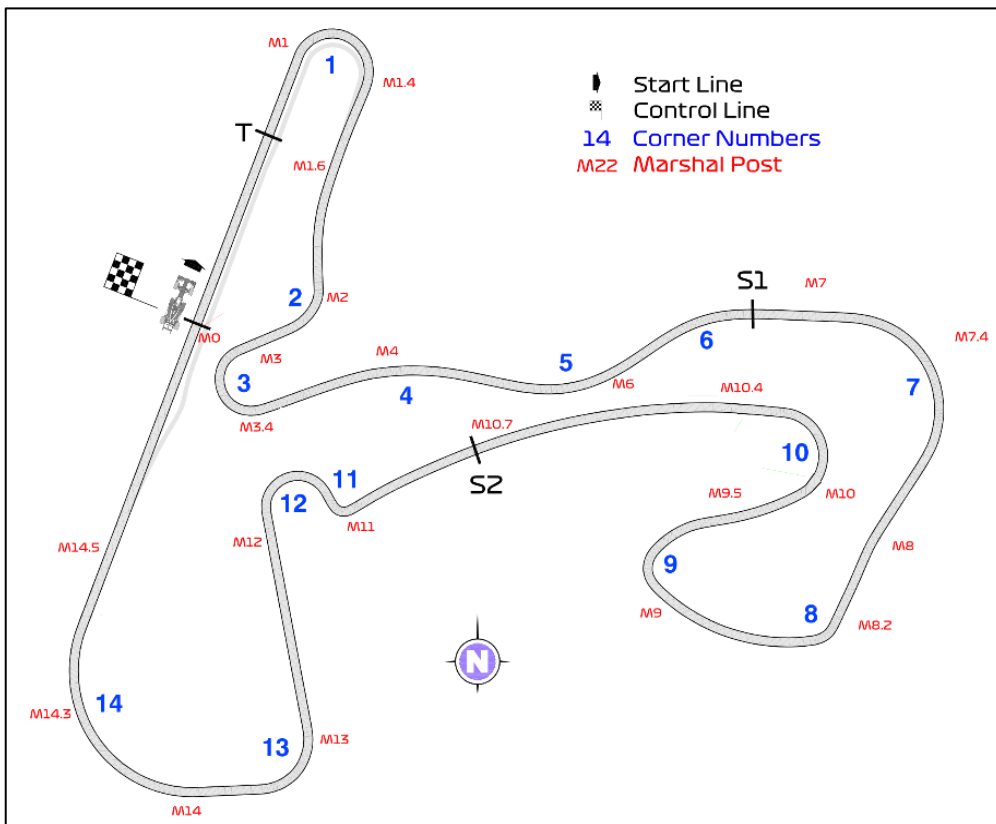
Available on the
App Store



Get it on
Google play



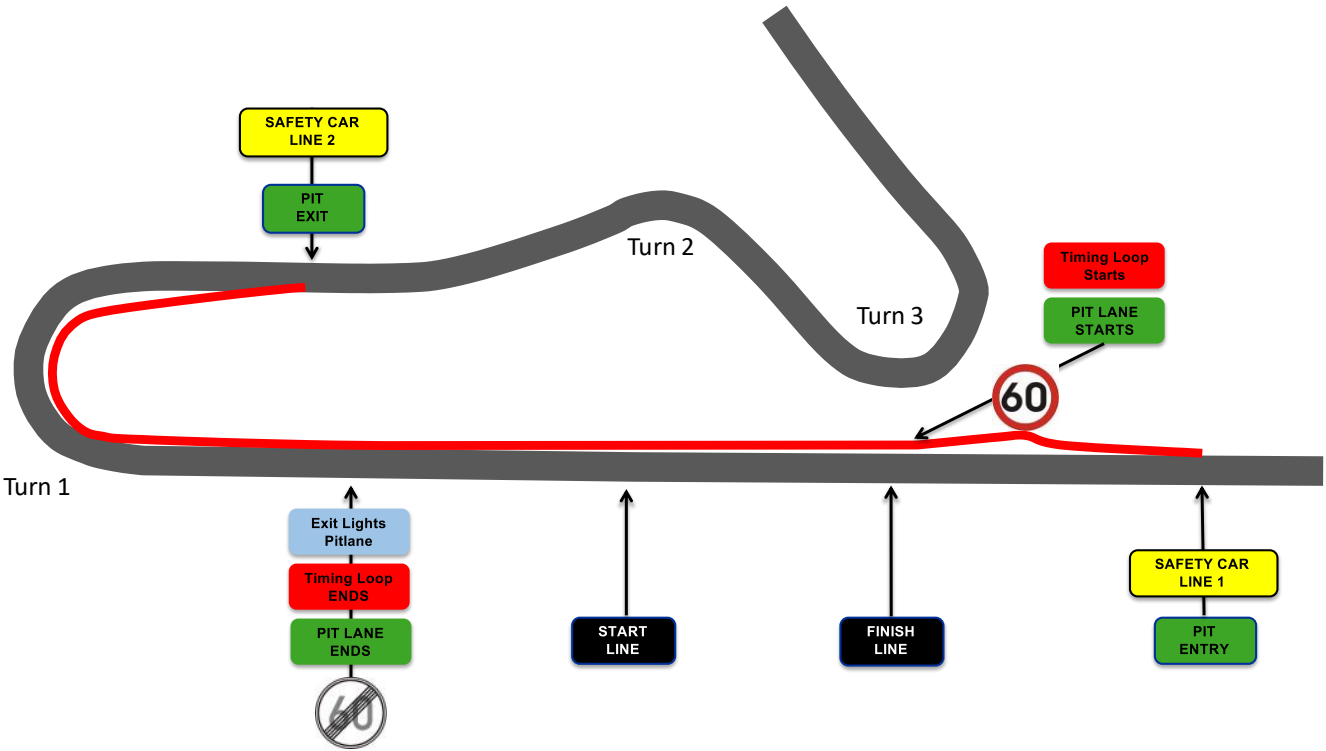
The Circuit



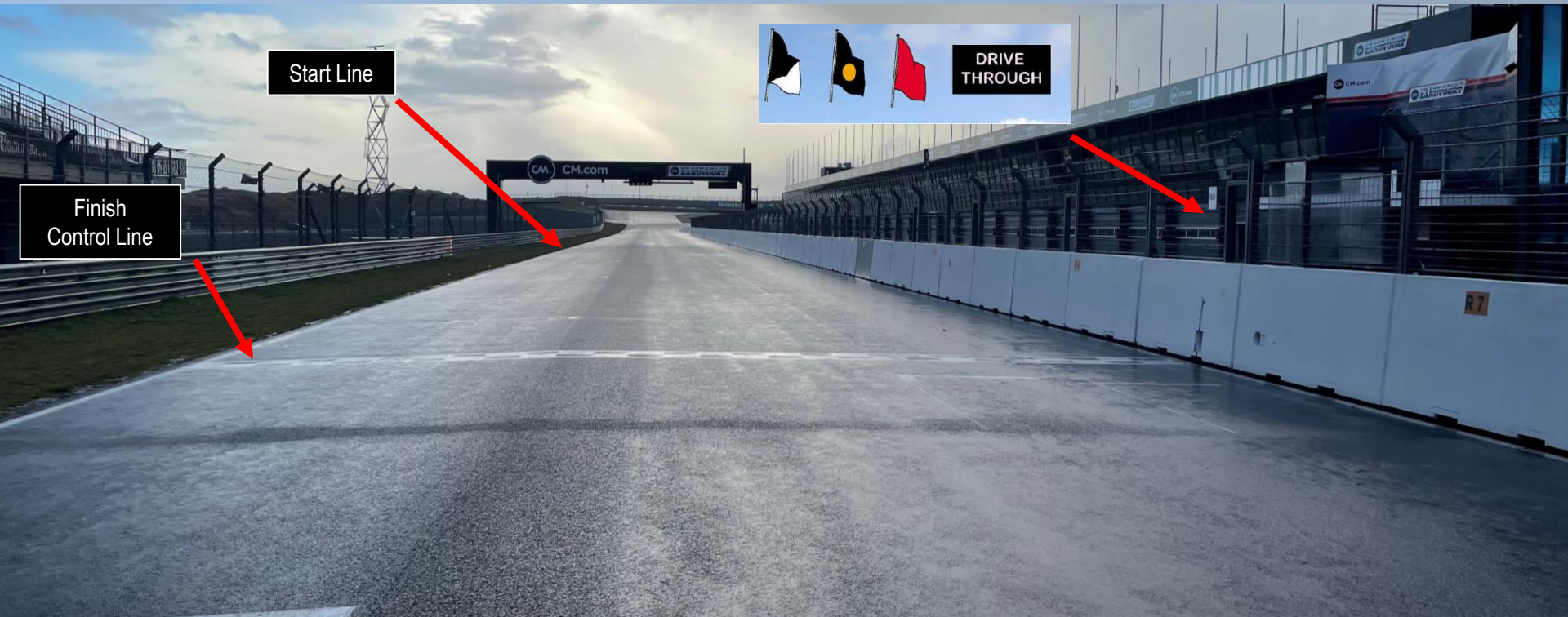
Circuit Zandvoort

- Length: 4.259 meter
- Direction: Clockwise
- Start: Rolling Start
- Pole Position: Right Side
- Pit Exit: Exit of Turn 1, track right
- Start and Finish Line: are not the same (offset approx. 56,23m)
- Penalty Area: Underneath Podium, in front of Race Control
- Pitlane Speed: 60 KM/H
- SC Initial Position: Pit Lane Exit
- SC Position First Lap: at T13
- Pre Assembly Area: Paddock 2, in front of T13
- Scrutineering Bay / Parc Ferme: Paddock 2

Pitlane and Points of Interest



Finish Control Line | Signalling Area



Start Line



Start Line

Pit Entry | Safety Car Line 1



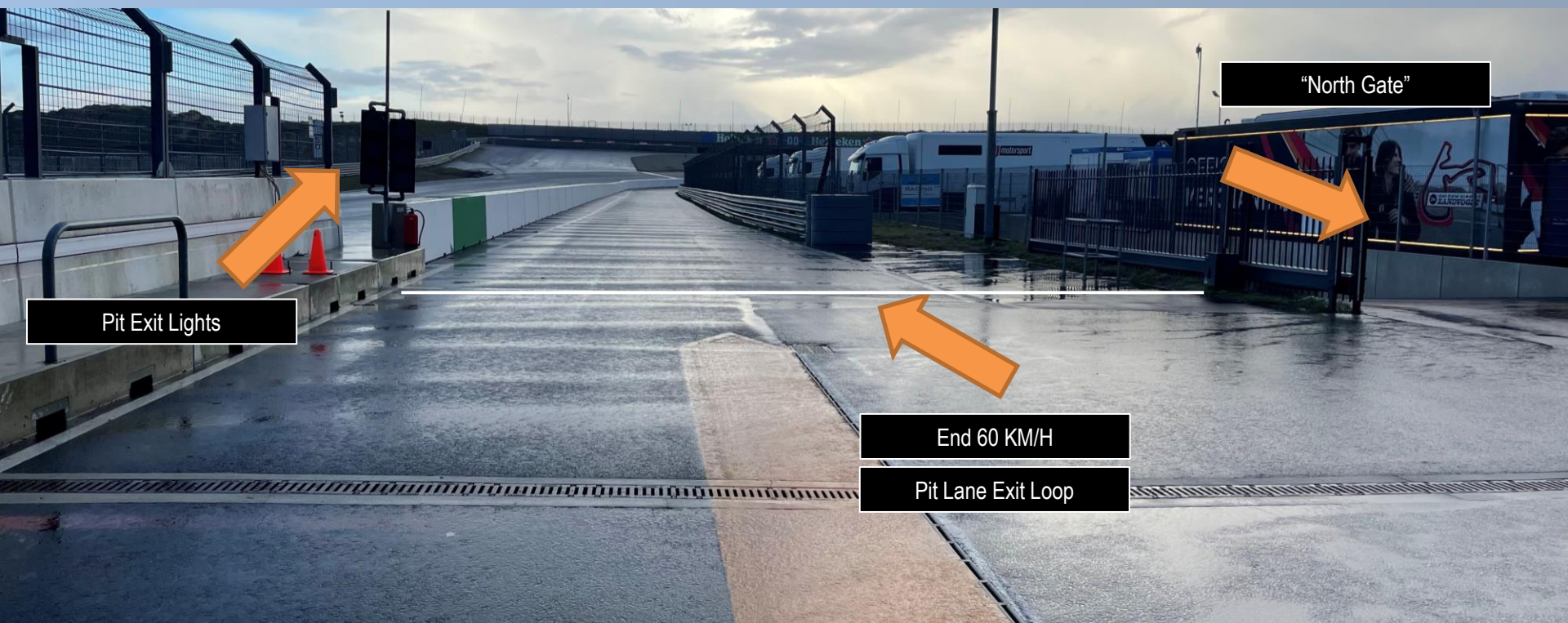
Pit Speed 60 km/h | Start Timing Loop



Pit Lane Entry Loop

Start 60 KM/H

End Pit Speed 60 km/h & Timing Loop



Pit Exit Lights

“North Gate”

End 60 KM/H

Pit Lane Exit Loop



Penalty Box



- Technical Flag (Meatball)



- Black Flag



- Warning Flag



Mandatory Pit Stop



Mandatory Pit Stop

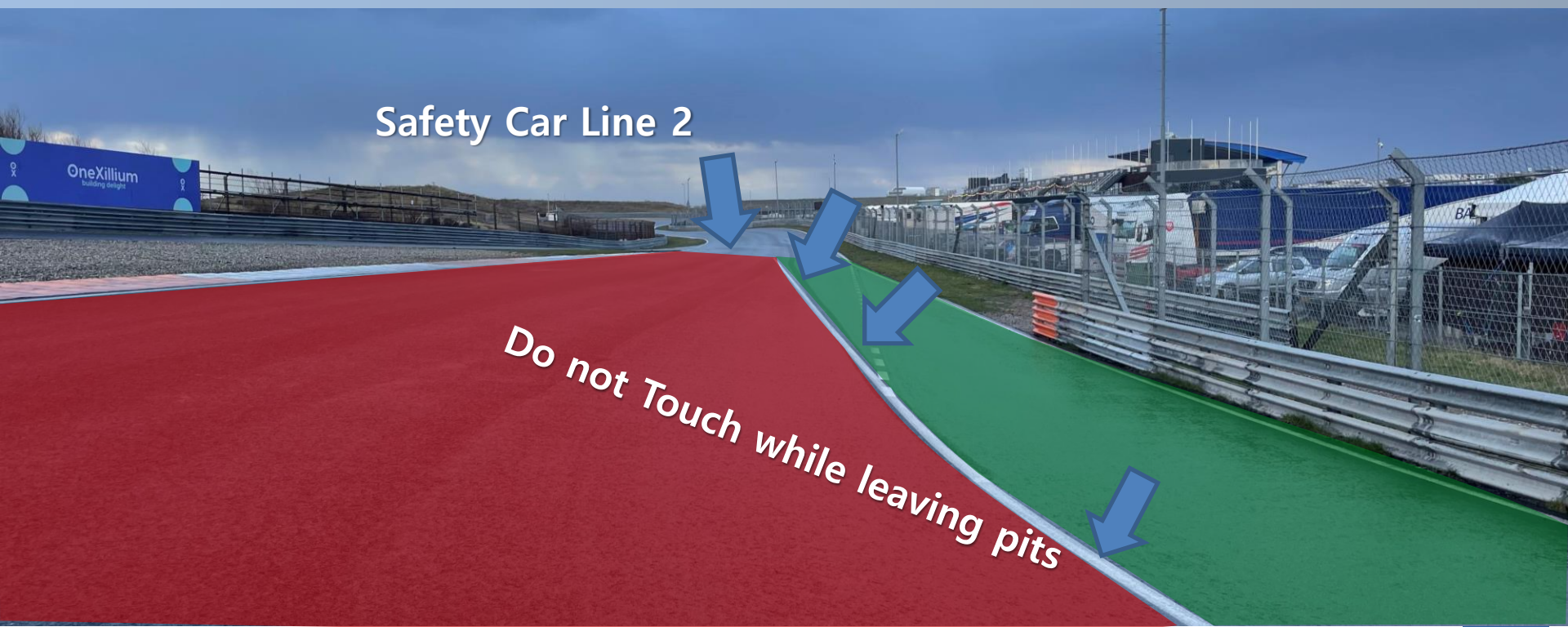
- Pit Stop window between **25th** and **35th minute** of the race.
- As Per Article 12.4 of the Series Sporting Regulations, the **Minimum Pit Stop Time** will be **90 seconds**.
- This time will **Measured** from the **Pit Entry line** till the **Pit Exit Line**
- **Refuelling** of maximum of **20 litres** as per article 12.5 of the sporting regulations during the mandatory pitstop **is permitted**.
- The **maximum** number of **Persons working on the Car** during races (pitstops) is limited to **four(4)**.
- During the pit stop, engines may continue to run **if no tyres are being changed** or other mechanical works are being performed on the car.

- **For the avoidance of doubt:**
 1. The car must cross the pit entry line from 25:00:00 after the Official start of the race until 34:59.99 after the Official start of the race.
 2. Any pit stops taken before the start of the pit window will ~~not count as the mandatory pit stop.~~ Will be Penalised. See Art. 12.7
 3. Should the Safety Car be called on track, or a Full Course Yellow period be declared, during the pit window, the race director may extend the time of the pit window by a time between one and three minutes.
 4. The Race Director may decide to delay a pit window. In this case, the Teams will be informed via the monitors and the teamradio as well for the rescheduled window time.

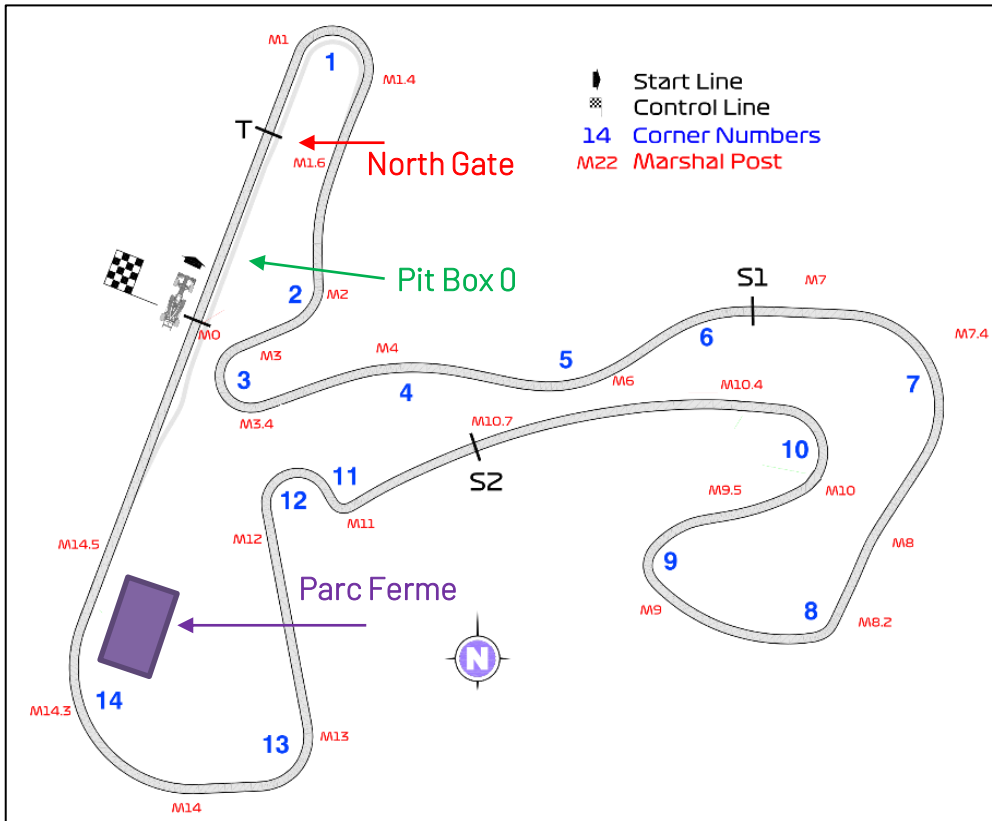
White Line Pit Lane Exit

Safety Car Line 2

Do not Touch while leaving pits



Logistics – FP and Q Procedure



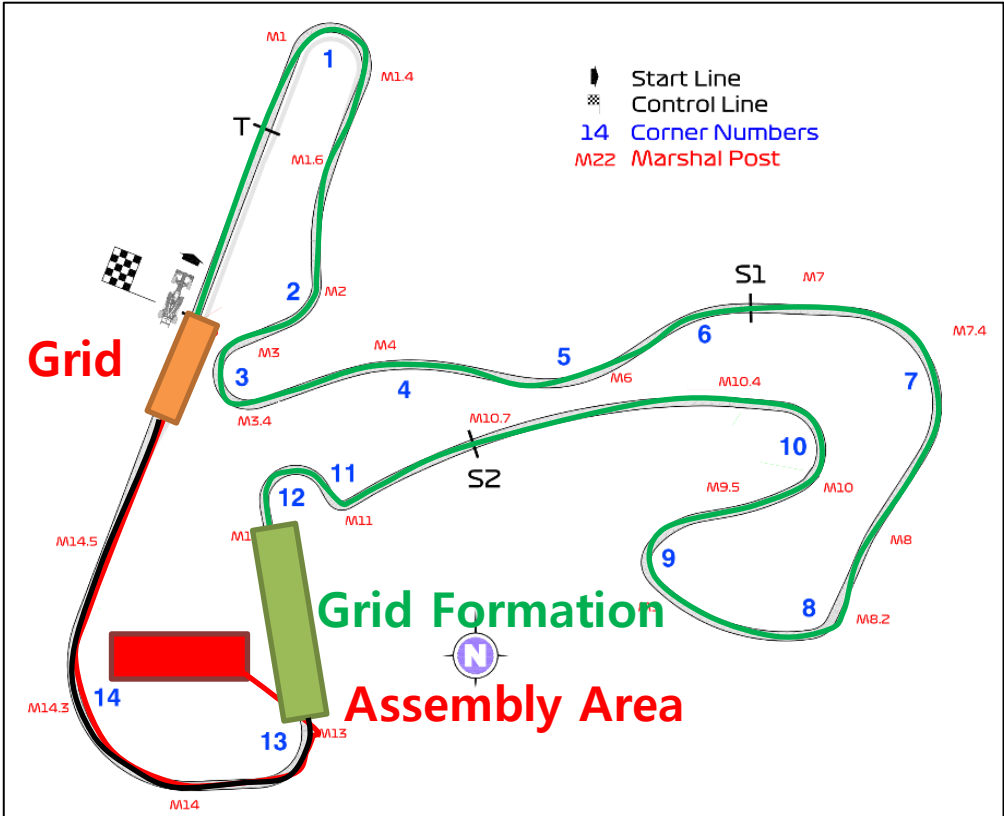
- Pre-Assembly Area is at Pit Garage 0 for cars who are located in Paddock 1 and 2.
- Free Practice and Qualifying will be started from the pitlane.

- At the end of Free Practice, all cars will leave the track using the Pit Lane Entry. Cars who have their awning on the paddock (1 or 2) can leave the pitlane using the North Gate at the Pit Lane Exit

At the end of Qualifying, all cars will leave the track using MP13 at T13 and head directly to Parc Ferme.

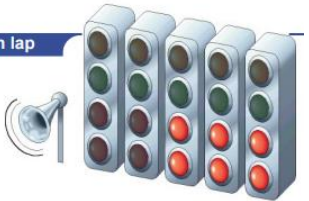


Logistics – Starting Procedure



Three minutes to the start of the formation lap

One more pair of red start lights is extinguished and the horn is activated.



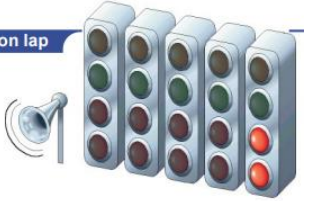
One minute to the start of the formation lap

One more pair of red start lights is extinguished and the horn is activated.



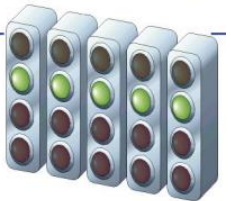
Fifteen seconds to the start of the formation lap

One more pair of red start lights is extinguished and the horn is activated.

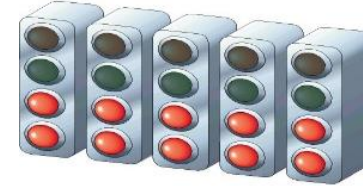
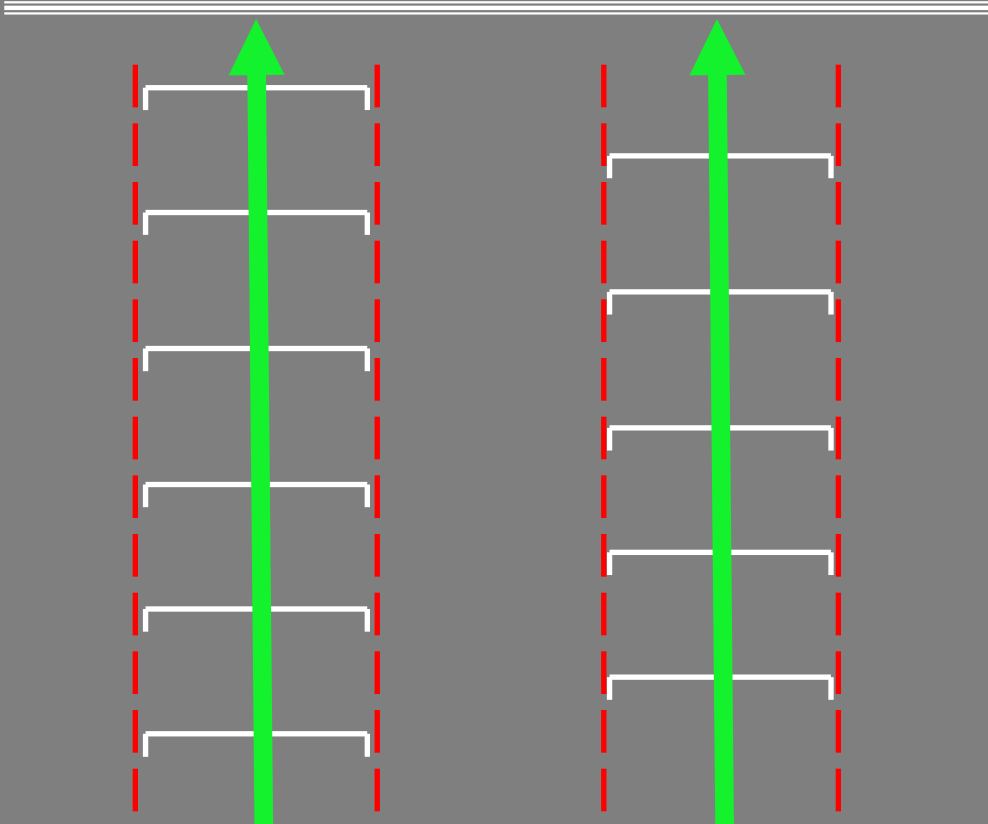


Start of the formation lap

One more pair of red start lights is extinguished and the green start lights are illuminated.



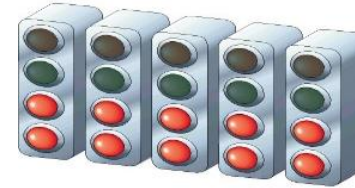
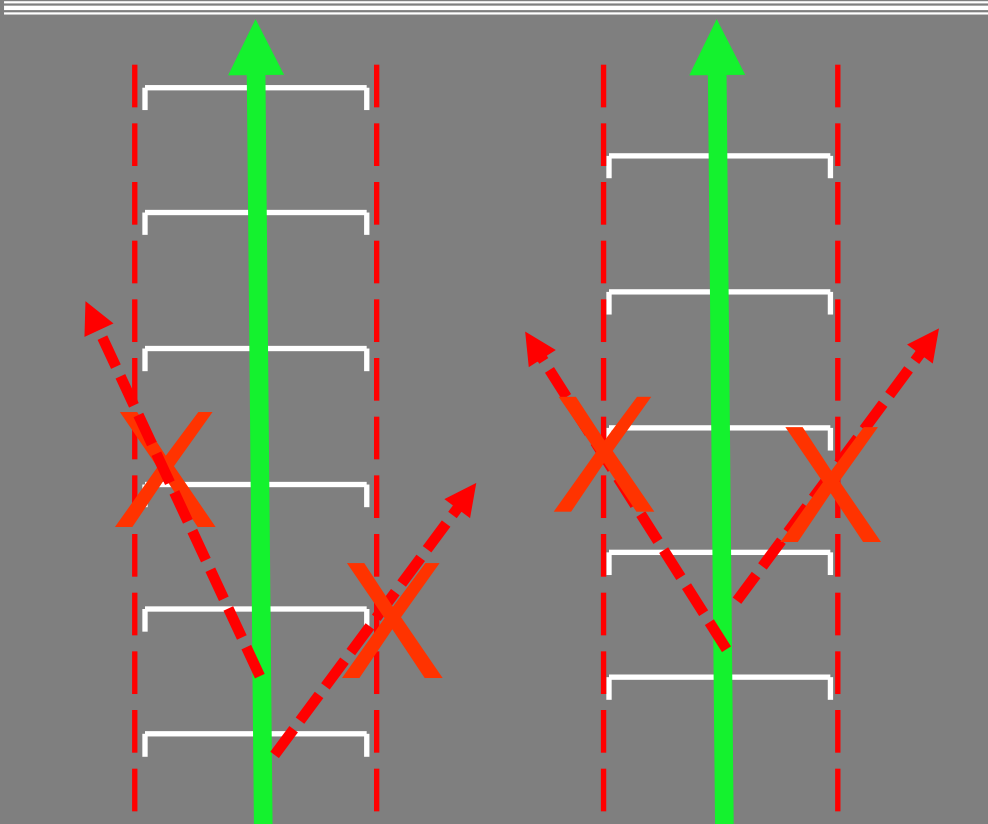
Start Procedure



Each car must hold the starting formation by driving from the beginning over the „starting boxes“ on their respective sides (starting corridors).



Start Procedure



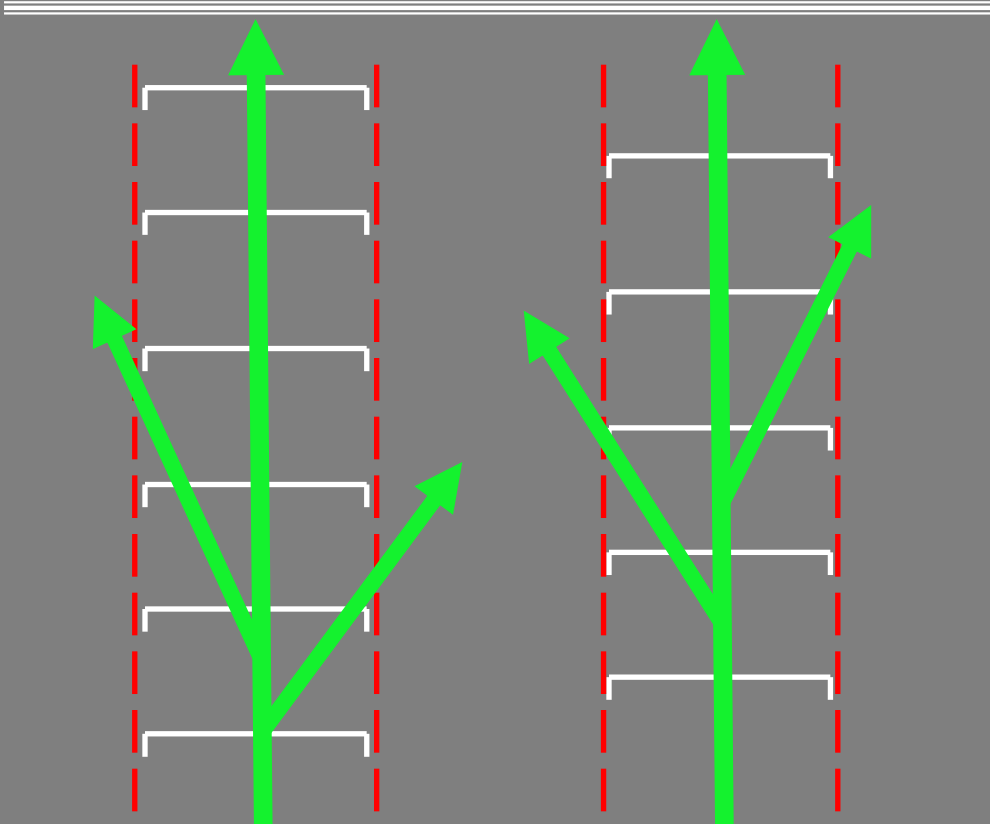
Pushing on or slowing down as well as leaving the respective starting corridor is forbidden before the starting signal is given.



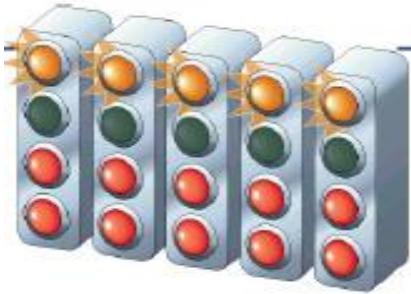
Start Procedure



The starting signal is given when the red lights are turned OFF. Accelerating as well as leaving the formation and the starting corridors is allowed from this time.



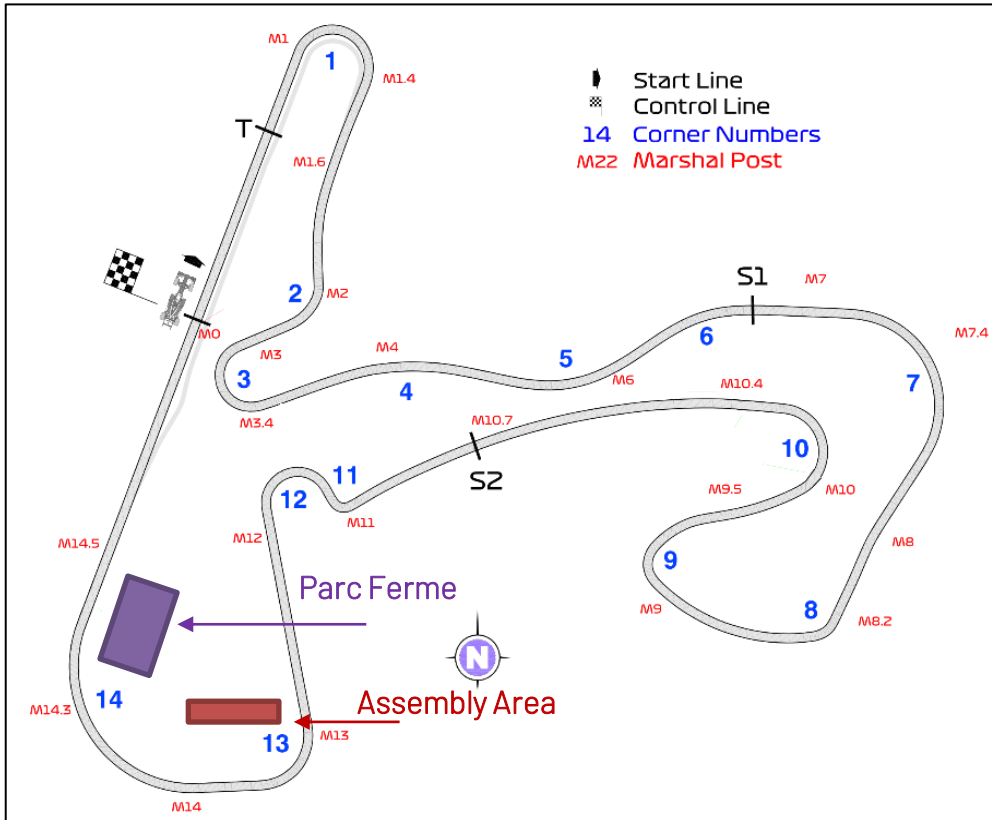
Start not OK // Extra Formation Lap



- In the occasion the Race Director is not satisfied with the Grid Formation, the Race Director may decide **not** to start the race. **The start will be aborted.**
- In this case, the red lights on the starting gantry remains red and orange lights will flash.
- In this case, the Polesitter decides any speed between 90 and 110 km/h and **another formation lap** will be executed. The leader **must follow** instructions over **Race Control Radio**
- The race time will start once the original start should have been given.



Logistics – End Quality of Races



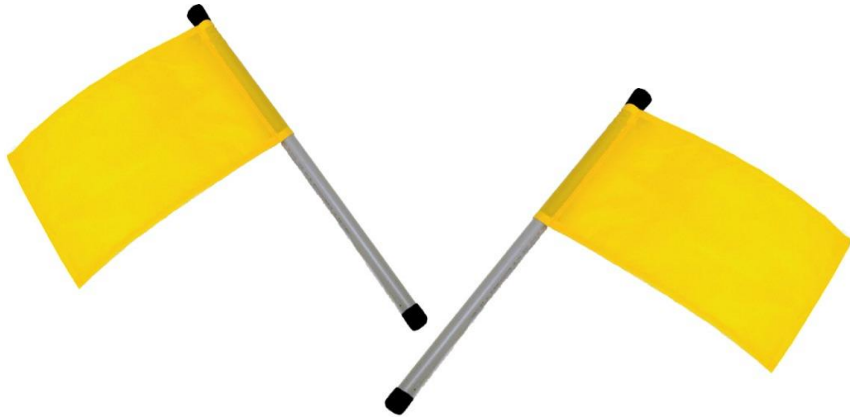
- All cars must leave the track via MP13 towards the Parc Ferme.
- Cars left in the pitlane must lineup directly after the chequered flag into the fastlane. We will re-open the pitlane for a short notice so you can proceed towards MP13
- After both races all cars will do a cooldown lap and leave the track at MP13. the first 3 cars overall will be allowed to continue towards the podium.
- Team Members must bring the car towards Parc Ferme (via Pit Box 0). Please be aware of the Parc Ferme Regulations.



Safety Car



Flag Signals – Yellow Flag



- Reduce your speed!
- Do Not Overtake
- Signal of Danger
- see [Appendix H to the ISC, Chapter 2.5.5.B](#)

FIA International Sporting Code - Appendix H states in article 2.5.5.b);

"...During free practice and qualifying, it must be evident that a driver has not attempted to set a meaningful lap time; this means the driver should abandon the lap (this does not mean he has to pit as the track could well be clear the following lap.)"

Flag Signals – Red Flag



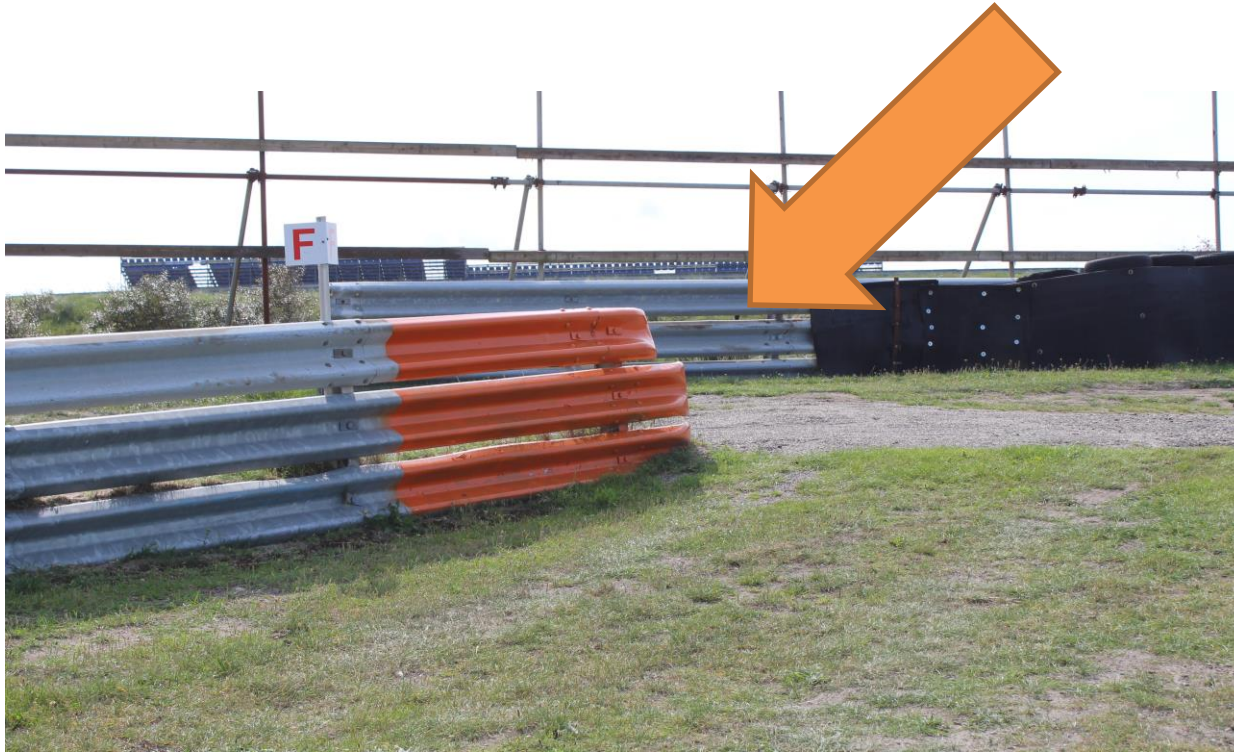
- Reduce Speed. Be Prepared to Stop!
- Session is Suspended
- Follow Marshall's Instructions

For All Sessions, Including Races

- All cars must enter the pitlane.
- For Races: All cars must stop in 1 single line in the Pitlane. Do not drive to your Team Garage.



Safety – Stopping on Track



- An orange armco means an opening in the guardrail.
- It's a safe place to park your car after a technical defect



Safety – Stopping on Track



Grid Race 1	->	Fastest Laptime of Timed Qualifying
Grid Race 2	->	2nd fastest Laptime of Timed Qualifying
Too Late at Pré Assembly Area	->	Pitlane Start (access Pitlane using North Gate at Pit Exit)
Starting procedure	->	Rolling Start (Red Lights Switched ON -> OFF)
After Qualifying and Races	->	All cars to Parc Ferme
No Laptime set during Qualify	->	Written Report to the Stewards for permission to start
Podium	->	
Mandatory Pitstop	->	Between 25 th and 35 th minuut of the race

Incident on Track?

1. *After the race you'll must start a dialog with the other participant and together you must find a Reasonable solution.*
2. *Then, within 45 minutes after the race you must report (both!) towards the Race Director.*
Failure to do so may result in a Increase of Penalty



Race Control Radio



Race Director Radio Frequency: 455.810 MHz

TEST 10 MINUTES BEFORE EACH SESSION

ANSWER WITH 'OK + CAR NUMBER' Towards Ivo



Facts when reviewing an incident on track:

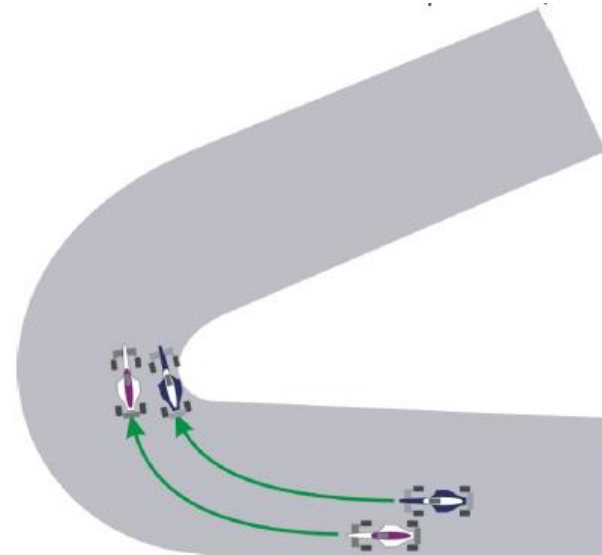
1. Relative position of the cars to each other at the:
 - Entry of the Turn
 - Apex of the Turn
2. Speed and the driven line of both cars between the
 - Entry and Apex of the Turn
 - Apex and Exit of the Turn
3. If position of cars has changed as the result of an incident (e.g. forcing the other car off the track or causing collision)

Remarks:

- *'Significant portion'* of a car means if any part of the front wing of a car is alongside the rear wheel of the car in front.
- *'At least one car width space'* means that the car must fully fit in the space between the other car and the white line representing the edge of the track.

Example 1:

The Outside Car must leave at least one car width space inside, allowing the attempt to pass

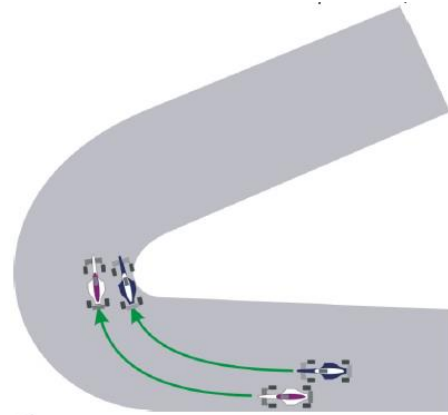


INCIDENTS – OVERTAKING ON THE INSIDE AT THE ENTRY OF A TURN

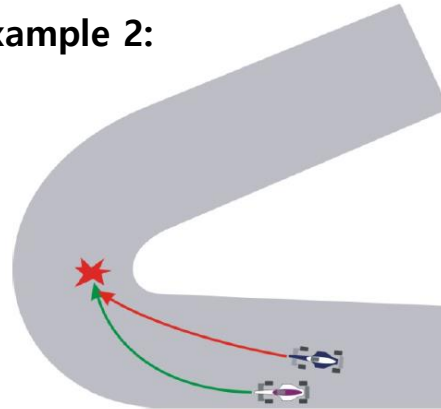
A penalty may be applied if (causing a collision)

- The inside car overshoots the corner and crashes in the outside car (goes too fast and causes a collision)(example 2)
- The outside car does not leave space for the inside car. The Outside Car must leave at least one car width space inside, allowing the attempt to pass
- (example 3)

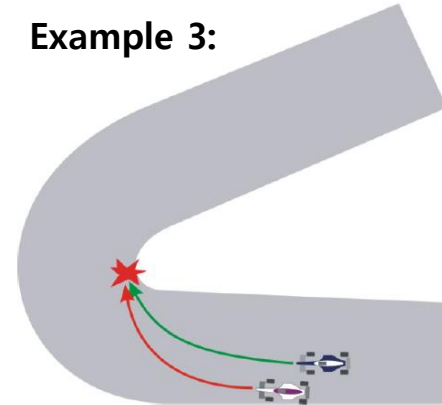
Example 1:



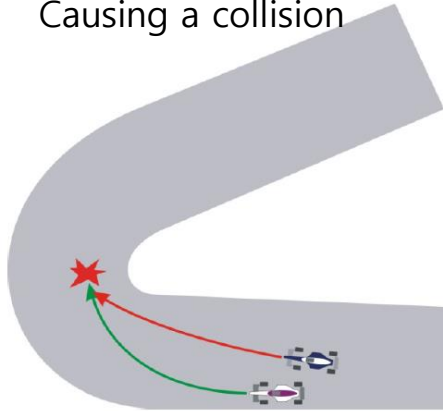
Example 2:



Example 3:



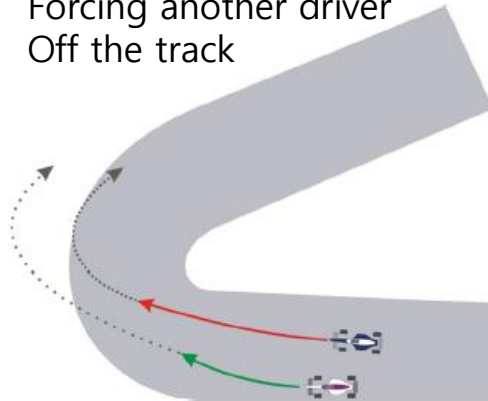
Example 2: Causing a collision



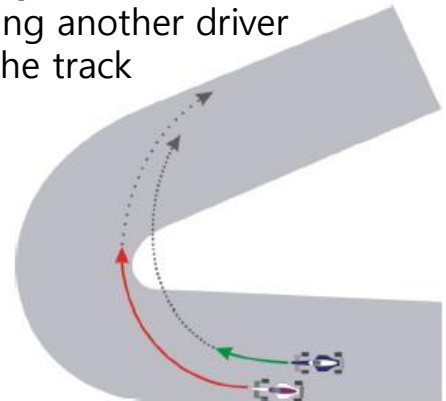
A penalty may be applied if (Forcing another driver off the track)

- (Example 4) The car on the inside overshoots the corner, but there is no collision. However, the car on the outside is being pushed off the track, but they can both continue.
- (Example 5): The car on the outside is not leaving space for the car on the inside. However, the car on the inside tries to avoid an incident.

Example 4: Forcing another driver Off the track



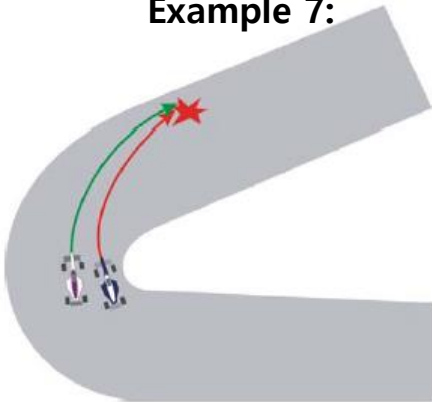
Example 5: Forcing another driver Off the track



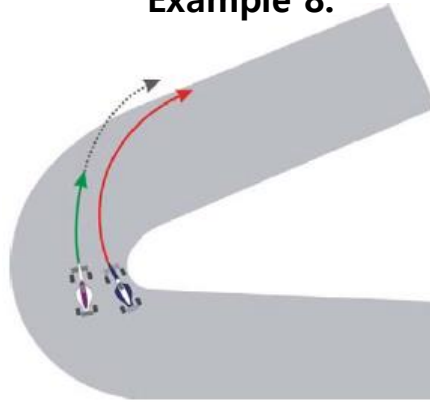
If the car on the outside is still in front, after the apex

- Then the car on the outside still has the right to drive on the ideal line (Example 6).
- The car on the inside therefore must leave space for the car on the outside as otherwise it is causing a collision (Example 7) or forcing the other car off the track (Example 8)

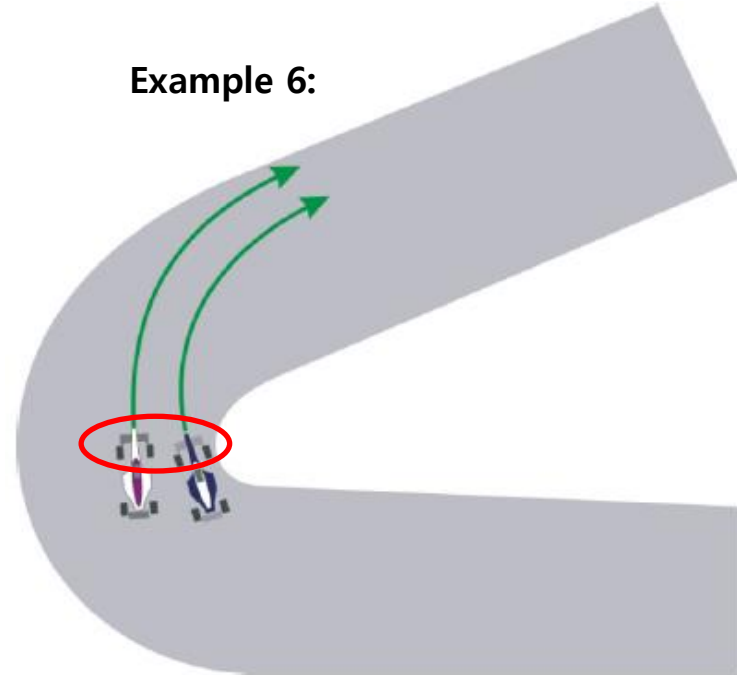
Example 7:



Example 8:



Example 6:



INCIDENTS – OVERTAKING ON THE INSIDE AT THE EXIT OF A TURN

However, If the car on the inside is faster, in front or at least fully alongside after the apex, the car on the outside must lift off and let the car on the inside pass.

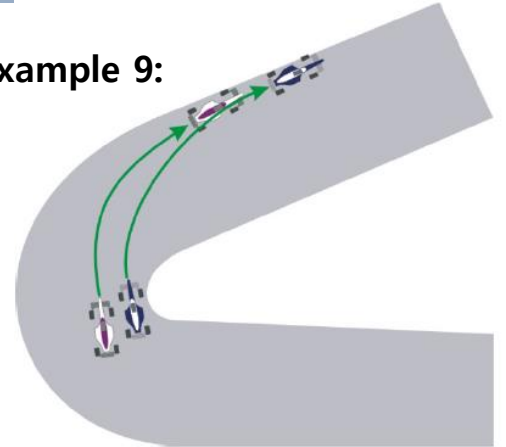
The Car on the Outside must give way for the car on the inside (Example 9).

Penalty if:

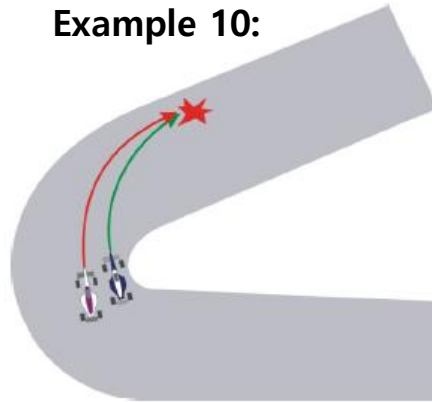
The car on the outside does not lift off and causes a collision (Example 10).

The Car on the outside stays in front using run-off area's (Example 11).

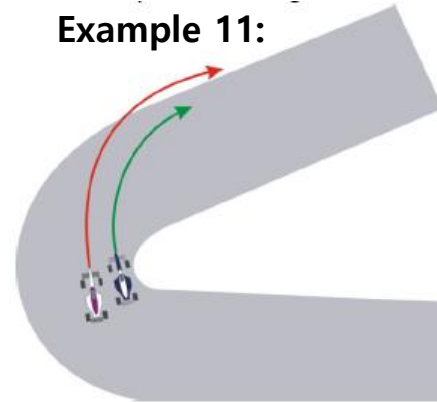
Example 9:



Example 10:

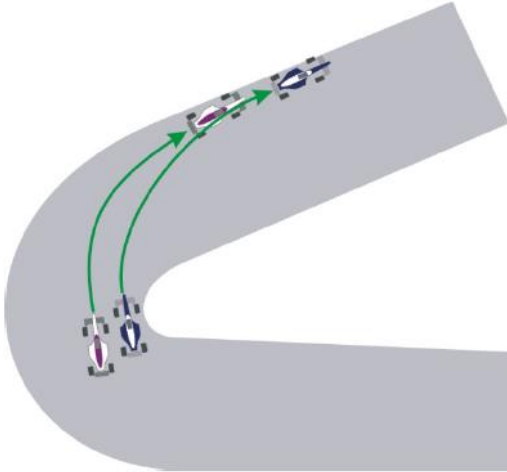


Example 11:

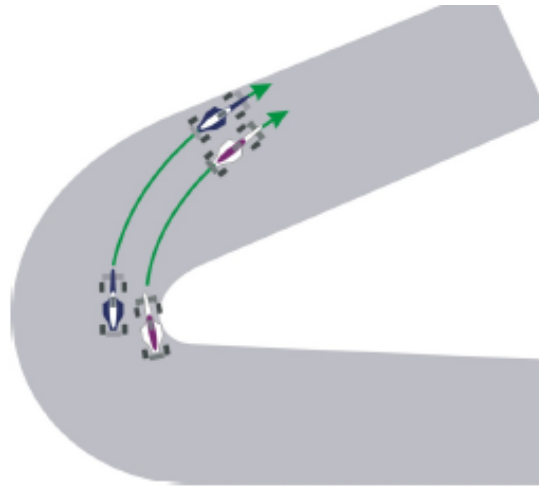


If you compare Example 9 with Example 12 you will notice that should the car on the outside being faster then the car on the inside should leave at least 1 car width

Example 9:



Example 12:





Available on the
App Store



Get it on
Google play



Safety & Respect