

BRIEFING NOTES

Event: VRM Voorjaarsraces
Date: Circuit Zandvoort, 08-09-10 April 2022
Subject: DRIVERS BRIEFING: VRM M2 Racing Cup Benelux
From: The Race Director (Max Braams)
The Clerk of the Course (Bobbe Veldkamp)

CIRCUIT INFORMATION*

Lap length : 4.259 m
Pole position : right side
Speed limit in pit lane : 60 km/h
Pit Entry : This is located at the right hand side after post 14.
Pit Exit : Exit of Turn 1, track right
Penalty Area : In front of Race Control, right hand side
Start and finish line : are not the same (line offset Approx.: 56,23m)
SC line 1 : at the pit entry
SC line 2 : at the end of the pit exit
SC initial positions : pits exit
SC during formation lap: at T13

*See attached plan

TIME SCHEDULE

Thursday 7th April

17:00 – 22:00 : Administrative Checks
17:00 – 20:00 : Technical Scrutineering

Friday 8th April

07:00 – 08:30 : Administrative Checks
08:00 – 12:00 : Technical Scrutineering
10:00 : Drivers' briefing
11:10 – 12:10 : Private Test 1 (Max. 60 Minutes)
14:40 – 15:30 : Free Practice 1 (Max. 50 Minutes)

Saturday 9th April

12:10 – 12:30 : Timed Qualifying

START PROCEDURE

15:30 Pre-Grid Assembly Area Gate-Open
At the assembly area all cars will stop on the grid. No reconnaissance lap(s) will be allowed.
15:32 5 MIN. BOARD
15:34 3 MIN. BOARD All cars must have their wheels fitted
13:36 1 MIN. BOARD Engines on. Officials, team staff must leave the grid
13:36+45secs 15 SEC. BOARD
13:37 GREEN FLAG - START FORMATION LAP
13:40 – 14:40 Race 1 – Rolling Start (Max. 60 Minutes)

Sunday 10th April**START PROCEDURE**

14:50	Pre-Grid Assembly Area Gate-Open At the assembly area all cars will stop on the grid. No reconnaissance lap(s) will be allowed.
14:52	5 MIN. BOARD
14:54	3 MIN. BOARD All cars must have their wheels fitted
14:56	1 MIN. BOARD Engines on. Officials, team staff must leave the grid
14:56+45secs	15 SEC. BOARD
14:57	GREEN FLAG - START FORMATION LAP
15:00	Race 2 – Rolling Start (Max. 60 Minutes)

*Please check the timetable to the correct and latest times.

REGULATIONS - Modifications and reminders

Competitors and drivers are reminded that it is their responsibility to read the FIA, CSI, Series and Event Regulations and be familiar and comply with them (THESE REGULATIONS ARE PUBLISHED AMONGST OTHERS ON WWW.KNAF.NL).

Art. 01 These notes are to be read in conjunction with the Powerpoint Presentation published on the Official Notice Board

Art. 02 Drivers are reminded that from the moment they leave the paddock until returning to the paddock they must comply with the International Sporting Code Appendix L requiring them to wear a crash helmet, overalls, gloves and shoes and safety harness. These items should NOT be removed until the driver leaves the vehicle.

Art. 03 If, after returning to the starting grid at the end of the formation lap a problem arises, the following procedure shall apply: - the driver must immediately stop his car at a safe position – indicate you are having a (technical) problem and when this is possible, stop in front of an orange Armco at the guardrail. If the starter decides the start should be delayed the yellow lights will be shown and an Extra Formation Lap will follow. All cars able to do so must continue and start a new formation lap - the car which has caused the start abort will be recovered. The car may then start from the end of the pit lane.

Art. 04 Safety Car

In exceptional circumstances the race may be started behind the Safety Car. In this case, at any time before the one minute signal its yellow/orange flashing lights will be turned on. That is the signal to the drivers that the race will be started behind the Safety Car. All the marshals' posts will display yellow waved flags and a board "SC" until the end of the Safety Car intervention. When the green lights are illuminated the Safety Car will leave the grid with all cars following in grid order no more than 5 car lengths apart. There will be no formation lap and the race will start when the green lights are illuminated. Under certain circumstances the Race Director may instruct the Safety Car to use the pit lane or other parts of the circuit. In these cases, and providing its yellow/orange lights remain illuminated, all cars must follow the Safety Car wherever it goes and without overtaking. If the race ends whilst the Safety Car is deployed it will enter the pit lane with extinguished lights at the end of the last lap and the cars will take the chequered flag as normal without overtaking.

Art. 05 Pit Exit

The line painted on the track at the pit exit for the purpose of separating cars leaving the pits from those on the track must not be crossed by any part of the car leaving the pits.

Art. 06 Car's Representative

Each team should nominate a representative to be responsible for attendance if summoned by the Race Director or Stewards. Their email address and phone number should be lodged with Ivo van Ginneken, Cup Coordinator prior to commencement of competition.

Art. 07 Race Director Radio

Race Director Radio Frequency: 455.810 MHz

A Radio Check will take place approximately 10 minutes before the first session of each day. All teams should answer: “**Radio OK + CAR Number**”. In case of an issue contact Ivo van Ginneken, Cup Coordinator.

Art. 08 Alcohol Tolerance

Alcohol tolerance is 0. Checks may be made from three hours before and up to 30 minutes after every session in accordance with FIA ISC Appendix A. Please also visit the FIA Anti-Doping Campaign ‘Race True’ website – <https://www.fia.com/education> and familiarise yourself with FIA ISC Appendix B regarding anti-doping.

Art. 09 Parc Ferme

Parc Ferme will take place within the paddock at the scrutineering Bay (Paddock 2) after- Qualifying, Race 1 and Race 2.

GENERAL NOTES

Yellow Flag

This is a signal of danger – for competitors and track marshals. "Reduce your speed" will be taken to mean an audible lift of the throttle and/or a clear increase in time for that sector.

If double yellow flags are shown they must reduce speed and be prepared to change direction or stop. Double yellows may also mean marshals or recovery vehicles are working on track or trackside.

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.”

Technical problems

If you have a mechanical problem pull off in a safe location.

Do not continue round the circuit with the risk of leaving oil on the track. This will affect other races.

If stopped on the track and unable to continue or instructed by officials, drivers must move behind the first line of protection immediately it is safe to do so. The Car must be in neutral (unless on an incline) with the steering wheel in place.

Accident

After a heavy accident stay in your car (except with Fire)

Do not attempt to leave it on your own.

Wait for the arrival of the doctor and if necessary the extrication team.

We will take care of you.

CODE OF DRIVING CONDUCT

All drivers must respect the provisions of Appendix L to the FIA International Sporting Code, Chapter IV relating to the driving conduct on circuits.

EVENT SPECIFIC NOTES

- Official Notice Board : This is located in the race control tower, ground floor.
- Digital Notice Board : Sportity App, User Password = BMW2022
- Run-Off Area : If you overshoot T1 or T11 you should use the escape road to safely re-join the track. Do not reverse and drive in opposite direction.
- Fire Point : If you have a fire do not attempt to enter the Paddock/Pitlane but proceed to the closest fire point at the track.
- Stop and Go : The Stop and Go area is located in front of the Race Control.
- Protest Fee : The protest fee for this event is 500 Euros.
- Livetimes : Available at: <https://livetiming.getraceresults.com/zandvoort>

Max Braams
Race Director
 KNAF: 33646

CIRCUIT PLANS

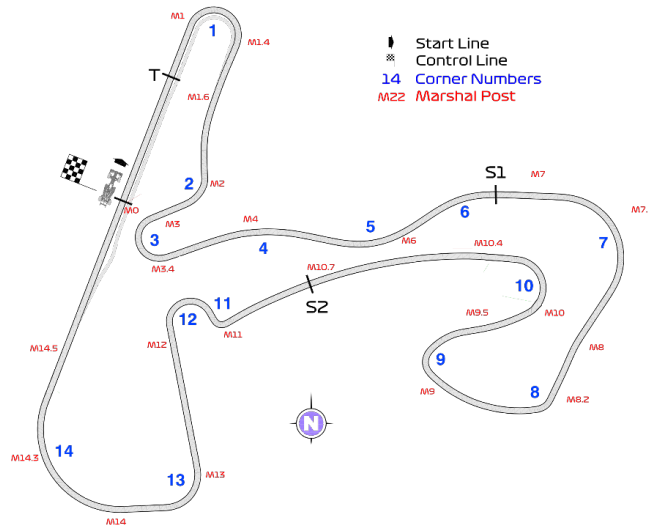
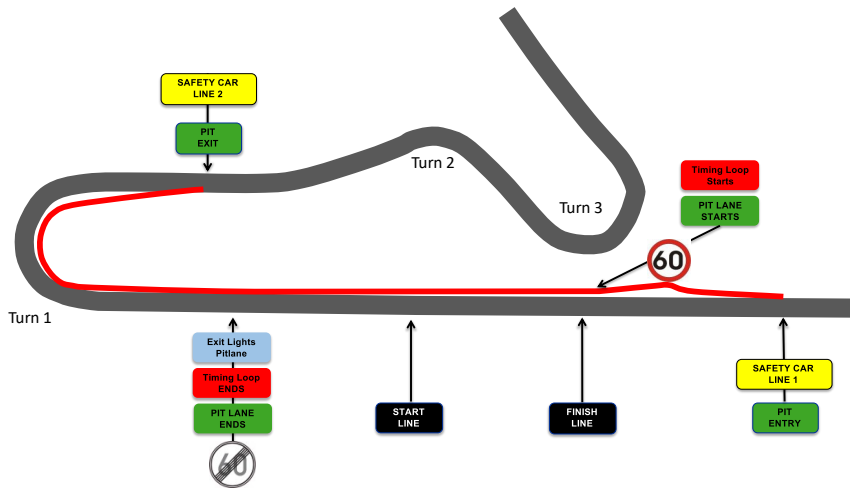


PHOTO ILLUSTRATIONS

