Drivers' Briefing

BMW M2 CS Racing Cup Benelux
Friday, 10 June 2022

Welcome

Race Director:	Max Braams *(Olivier HERMANS as Trainee)*
Assistant to the Race Director:	Jaap Molmans en Annemieke Veldkamp
Chairman of the Stewards:	John Raven
International Steward:	John Timmers
ASN Steward:	Leo Suettens
Series Scrutineer:	Piet du Burck / Jean-Guy MOSBEUX *(as national Scrutineer)*
Chief Timekeeping:	Rob oude Luttikhuis
Clerk of the Course:	Bobbe Veldkamp *(as Deputy Clerk of the Course)*
Chief Race Control:	Johan Aerts
Race Secretary:	Ria Waterreus
Cup Coordinator:	Ivo van Ginneken
Promotor:	Renata Aartsen / Dick van Elk

Timetable

Friday June 10, 2022

14:15	Drivers Briefing
15:40 - 16:00	Timed Qualifying

Saturday June 11, 2022

15:20 - 16:20	Race 1 (Rolling start - Max. 60 Min)

Sunday June 12, 2022

15:25 - 16:25	Race 2 (Rolling start - Max. 60 Min

*For latest timetable, see always official notice board

Engine Silence

Respect Motor Silence!

No engine running:
Friday & Saturday before 9.00h
Between 12.00h-13.00h and after 18.00h.

Sunday not before 10h.

Digital Notice Board

Sportity

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

VRM2022

&

BMW2022

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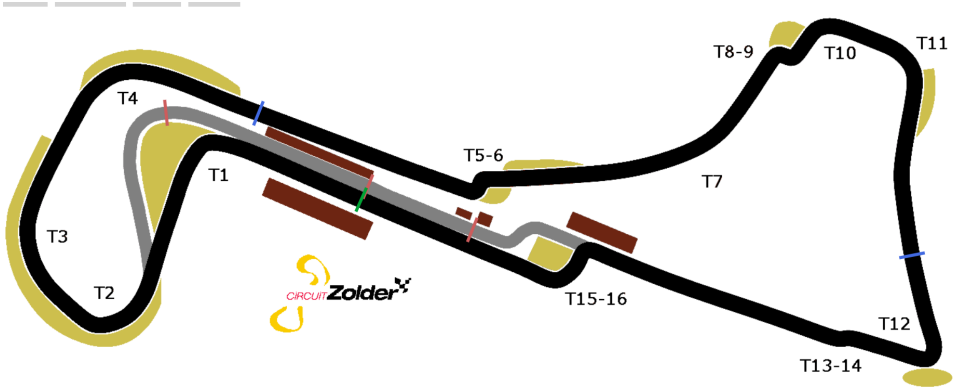
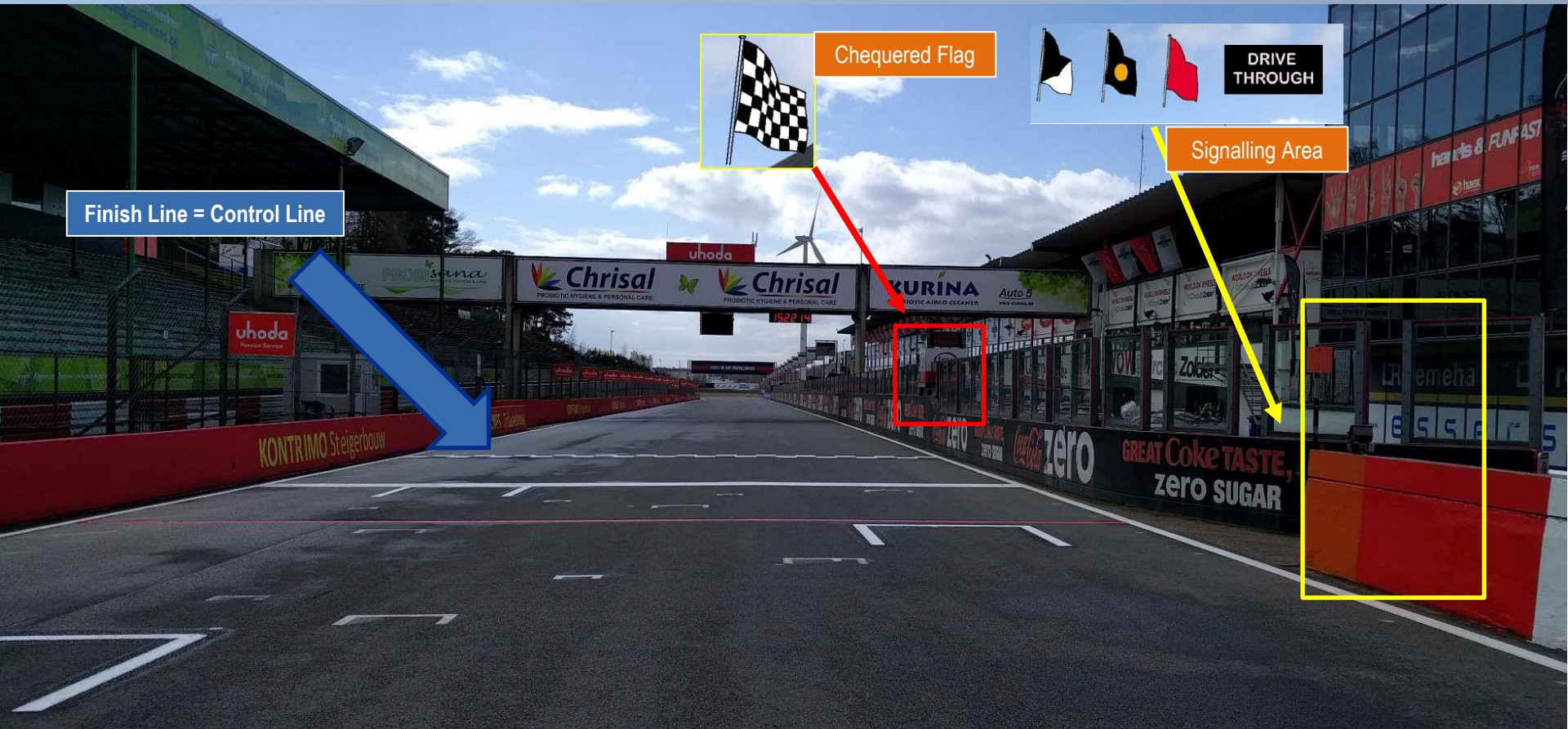
The Circuit



Zolder

- Length: 4.000 meter
- Direction: Clockwise
- Start: Rolling Start
- Pole Position: Left Side
- Pit Exit: Exit of Turn 1, track right
- Start and Finish Line: are the same line
- Penalty Area: In Front of Race Control Tower & Podium
- Pitlane Speed: 60 KM/H
- SC Initial Position: in chicane T15-T16
- SC Position First Lap: Between T12
- Pre Assembly Area: WK-Gate next to Otobar
- Scrutineering Bay: Pit Garage 43
- Parc Ferme: Paddock Zone 0

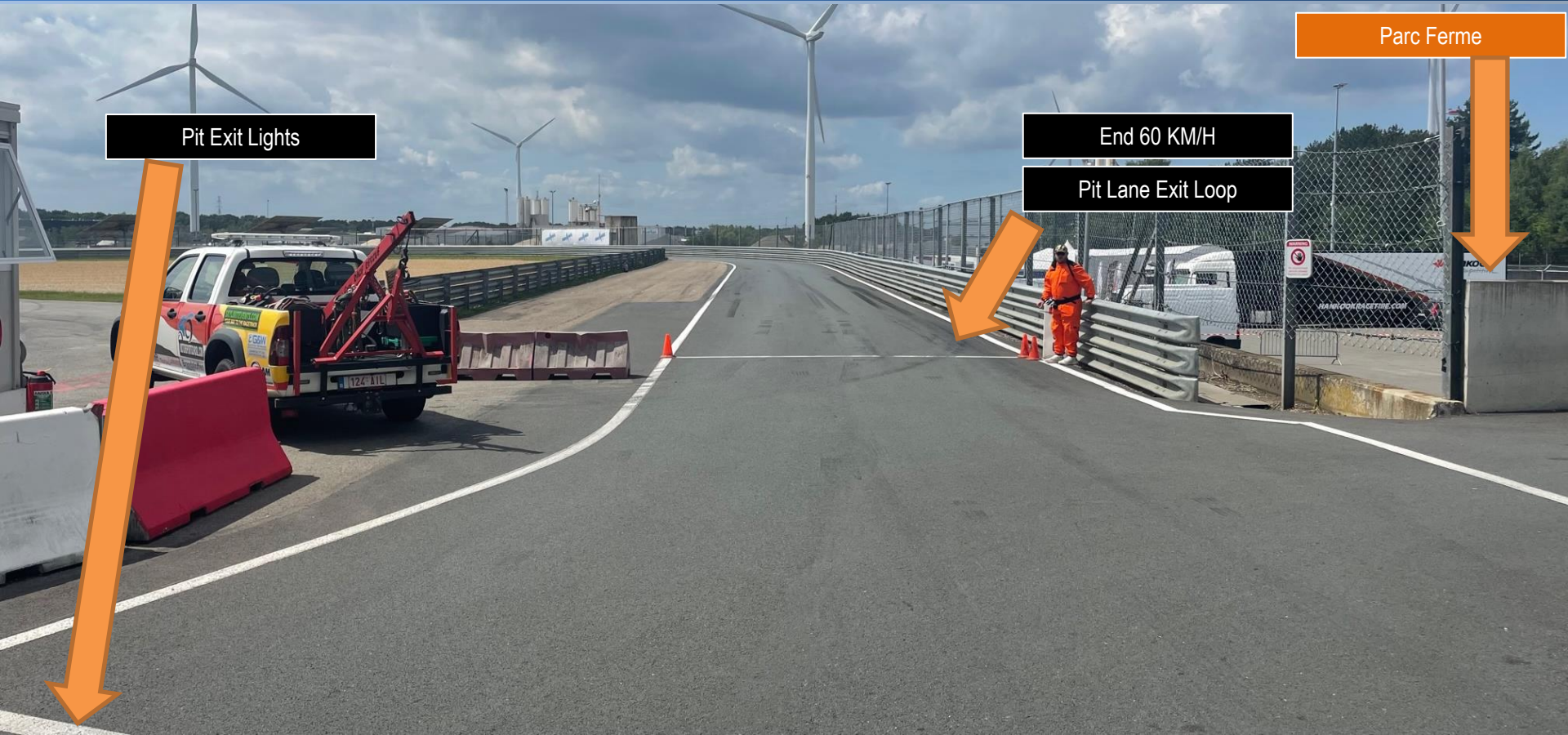
Finish Control Line | Signalling Area



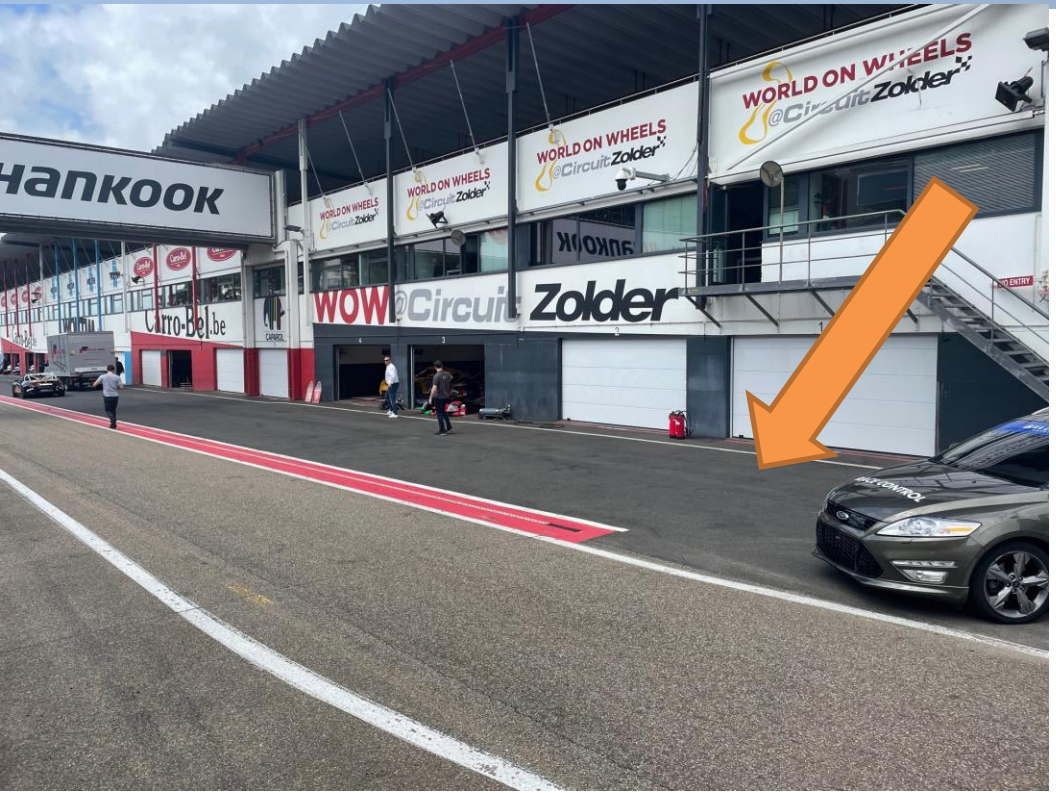
Pit Entry | Safety Car Line 1

Pit Speed 60 km/h | Start Timing Loop

End Pit Speed 60 km/h &Timing Loop

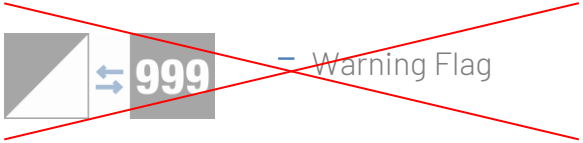


Penalty Box



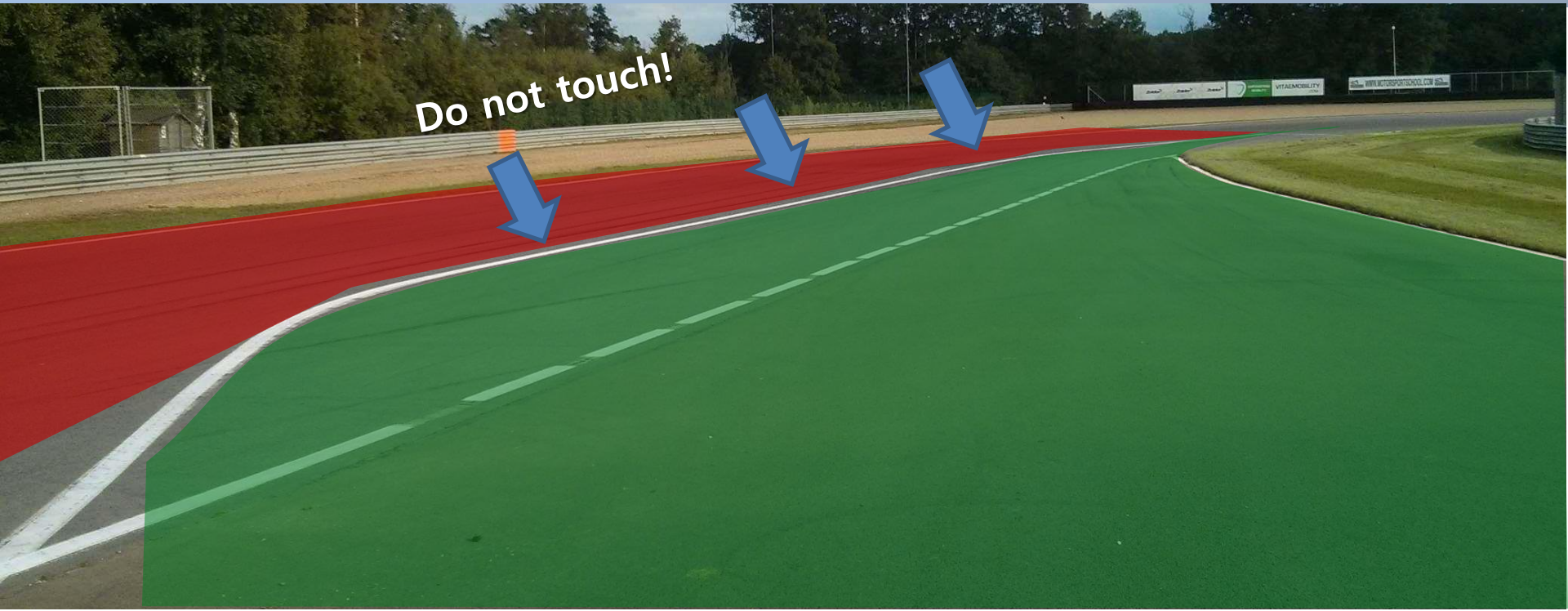
- Technical Flag (Meatball)

- Black Flag



- ~~Warning Flag~~

White line pit exit



Warning: White line pit lane exit may not be touched for cars who exit the pitlane.

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 mandatory pit stops taken before or after the pit window may 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 team radio as well for the rescheduled window time.

Pit Stop Clarification

Maximum persons Working on a car

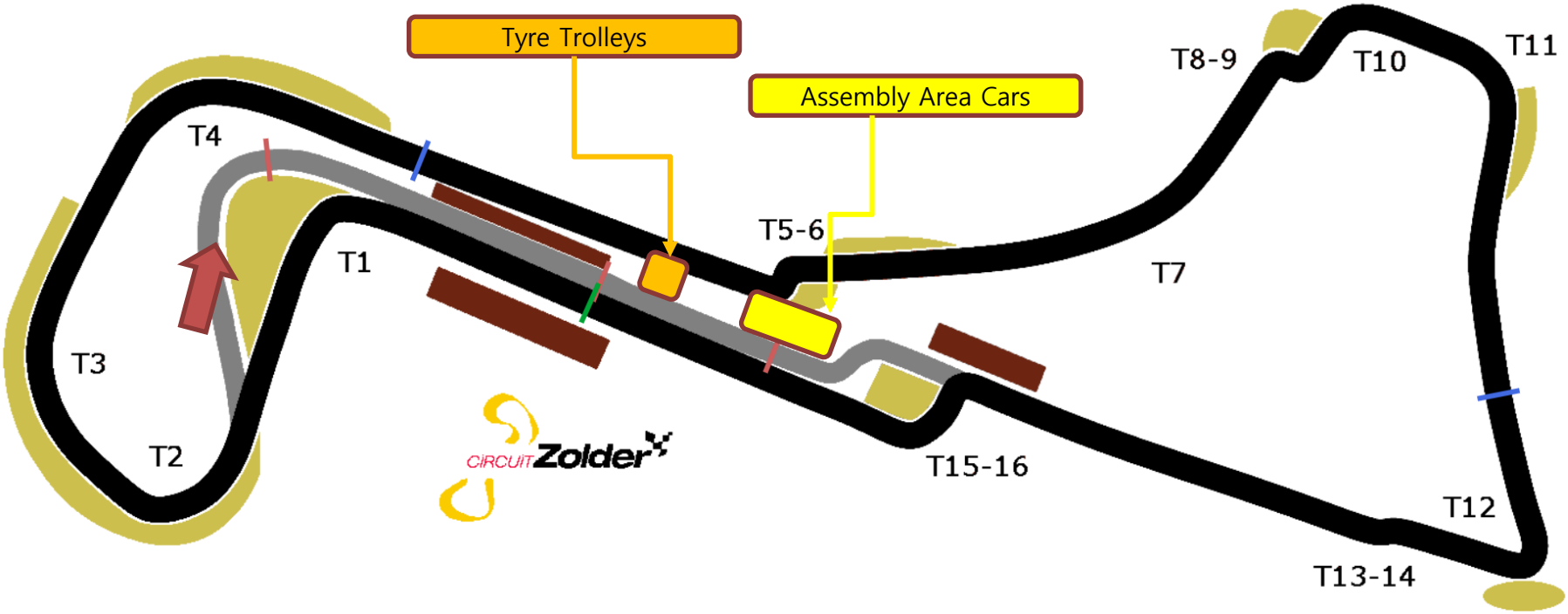
- Maximum 4 Mechanics
- Maximum 1 Driver Helper (if the driver helper is not working on the car then he/she/it will not be considered as working on the car.
- Maximum 1 Car Controller (Lollypop man). He may stand in front of the car, may oversee the operation but may not touch the car in any way

Engine on or Engine off?

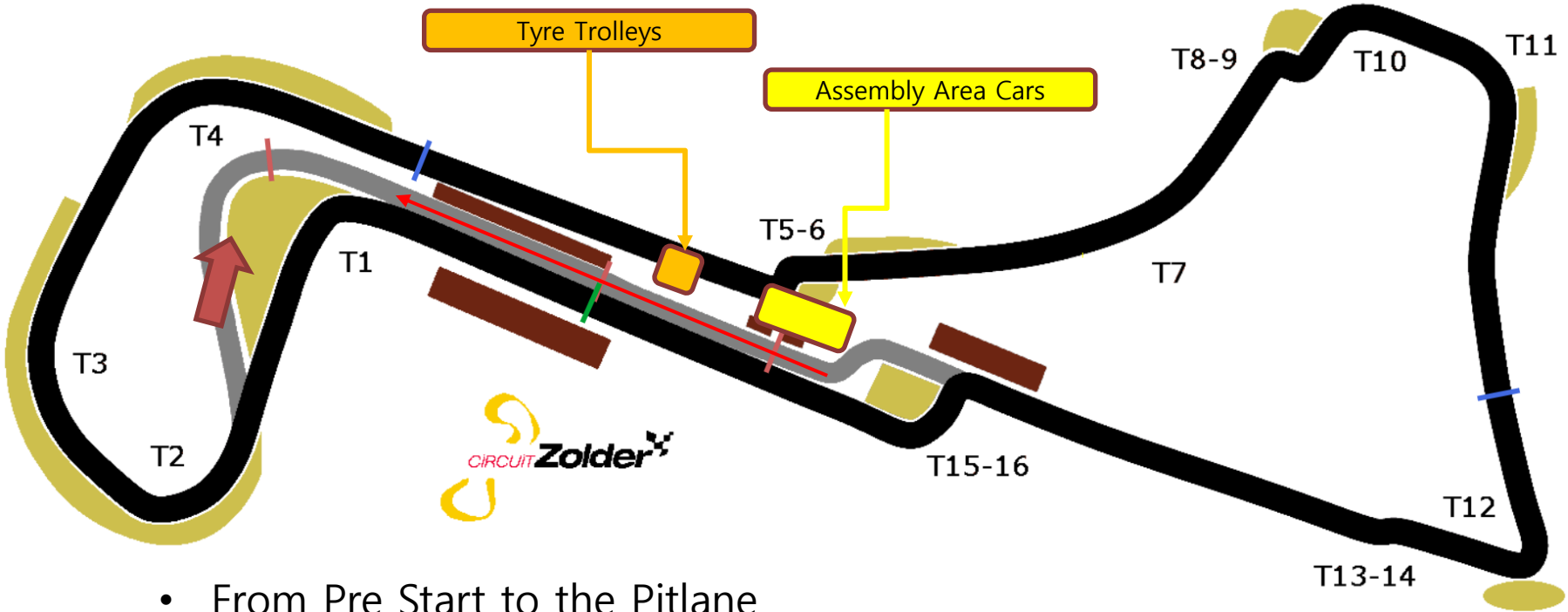
- Changing Drivers,
- Checking Tyre Pressure,
- Removing a window tear-off,
- refuelling
- removing/adding (small) duck-tape appliances on the car

Are not considered as mechenical interventions, so in this case the engine may continue to run. Any other type of work, the engine must be switched off.

Logistics – Mechanics and Trollies

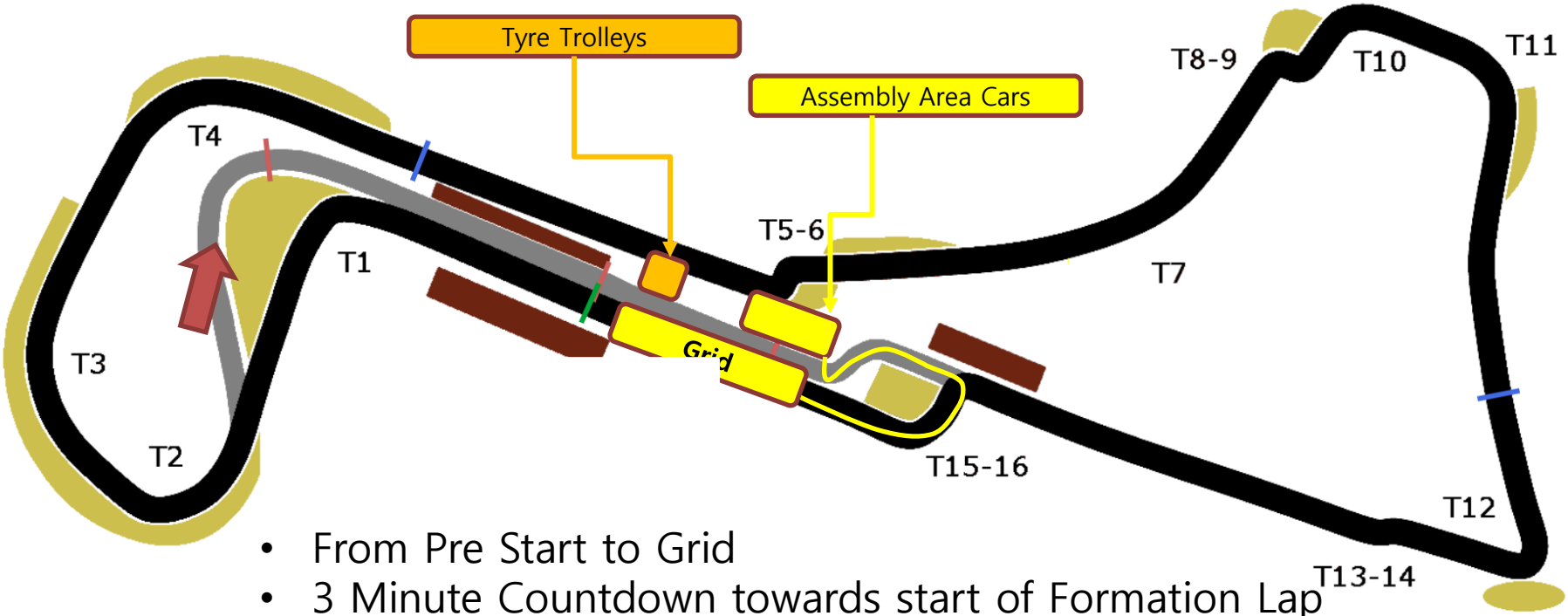


Logistics – Qualify Procedure



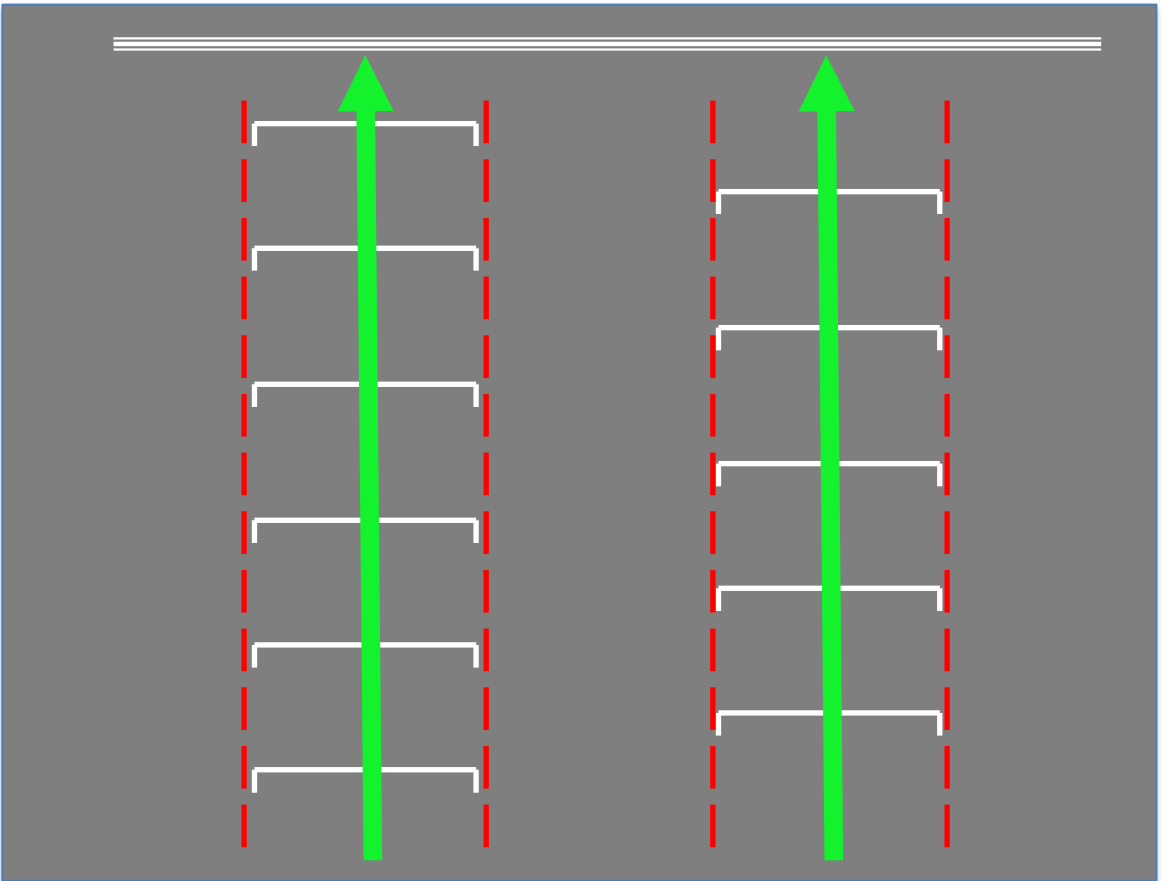
- From Pre Start to the Pitlane
- Session starts when pit exit lights goes to green.

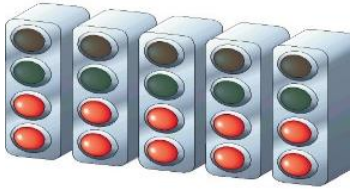
Logistics – Race Procedure



- From Pre Start to Grid
- 3 Minute Countdown towards start of Formation Lap
- Formation Lap behind Leading Car
- Rolling Start

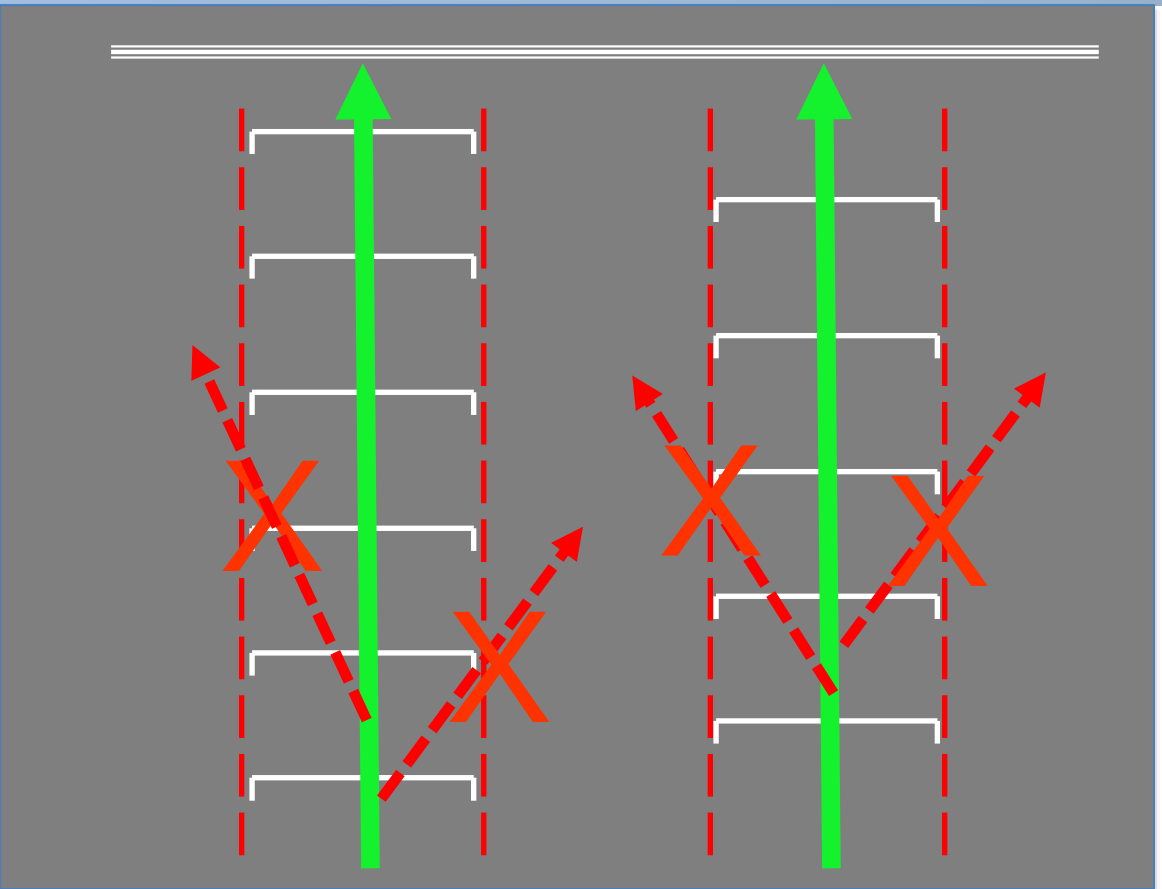
Start Procedure

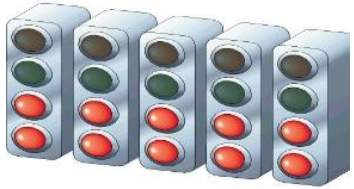




Each car must hold the starting formation by driving from the beginning over the „starting boxes“ on their respective sides (starting corridors).

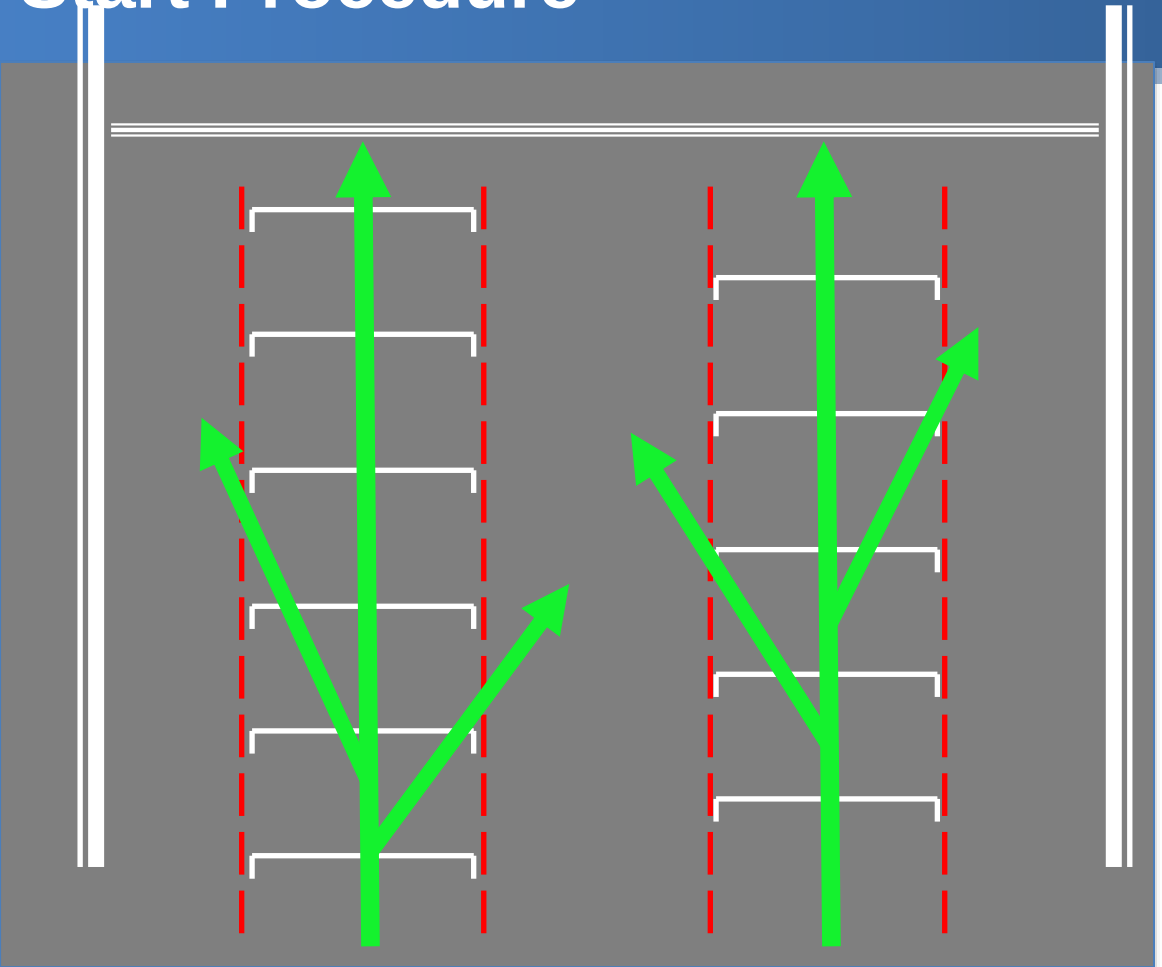
Start Procedure



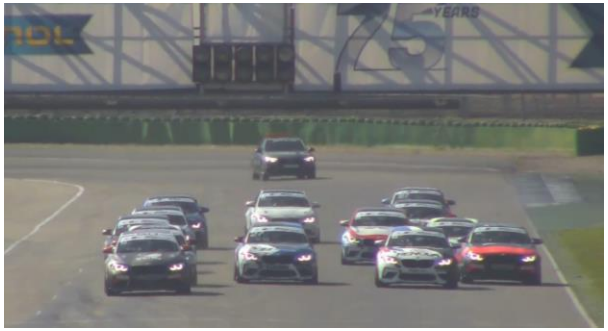


Pushing on or slowing down as well as leaving the respective starting corridor is forbidden before the starting signal is given.

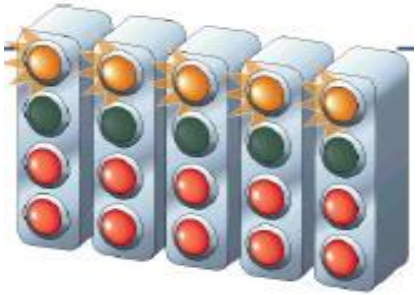
Start Procedure



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.

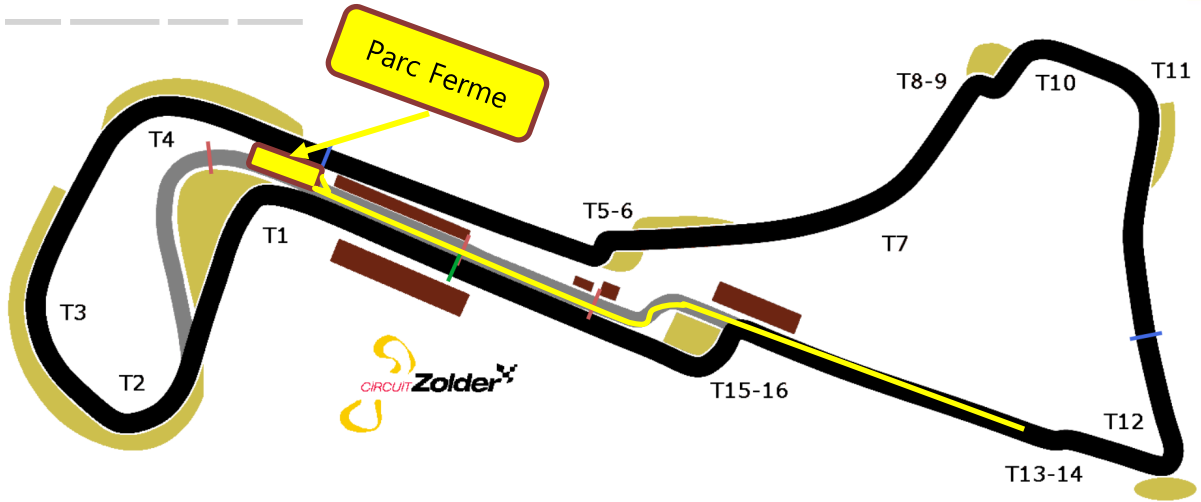


Start not OK // Extra Formation Lap



- 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 Qualify of Races



- All cars must leave the track via Pit Entry into the Parc Ferme (for Qualifying and Races). Do not stop at your team.
- Cars left in the pitlane must use the gate at Pit Exit which is the same gate how the trolleys' vacate to the paddock.

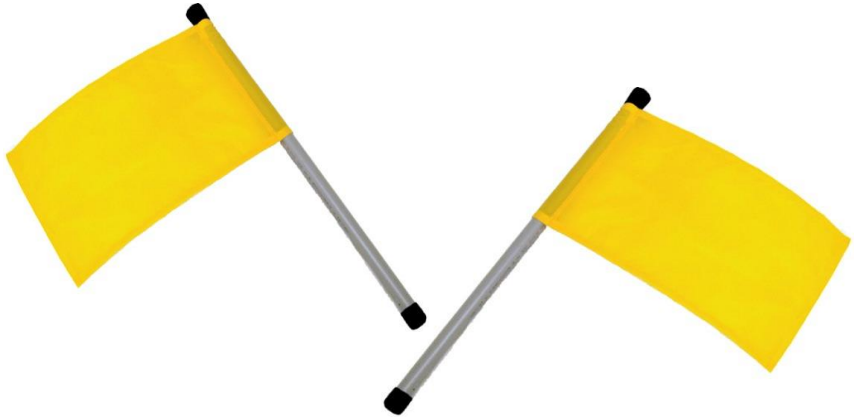
- 3 cars overall will be allowed to continue towards the podium.
- Team Members must bring the car (PUSHING!) towards Parc Ferme. Please be aware of the Parc Ferme Regulations.
- Respect the other series!

Flag Signals – Full Course Yellow

- Regulations, see Appendix H to the ISC, Chapter 2.5.5 B
- It's possible to use during FP, Qualifying and Races
- Speed Limit 80 KM/H on track during Full Course Yellow
- Start Full Course Yellow = **Slow down directly by means of releasing Throttle. Do not brake excessive!**
- Laptime at 80 km/h
  - Minimum Expected Laptime = **03 Minutes 00 Seconds**

  Please note we monitor simultaniously Pit-Out to S1 and S2 till Pit-In.
  We furthermore have speedtraps available on all loops
- For the Race, a Full Course Yellow Procedure may convert into a Safety Car Procedure.

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 Car

Safety Car Standby Position
T4
T1
T3
T2
T5-6
T7
T8-9
T10
T11
T15-16
T12
Lap 1
Lights/Out
STBY Pos
CIRCUIT Zolder

Track Limits

FIA Appendix L – Chapter IV – Code of Driving Conduct on Circuits:

Qualifying

Hitting a Cone	->	- Relevant Laptime will be disallowed. - Best Laptime of the Qualifying Session will be disallowed.

Any driver who **deliberately** causes the Qualifying session to either be stopped (Red Flag) or Neutralised (FCY), the best Laptime of this car will be disallowed. **For example:** hitting a cone and blocking the racing line.

Races

1st, 2nd, 3rd and 4th Offence	->	Warning over Team Radio and Messaging Screen
5th Offence	->	05 Second Time Penalty for each recurring Track Limit Hereafter
=>10th Offence	->	120 Second Stop and Go Time Penalty

TL - Example for T5-6, T8-9, T15-16

Track Limits all other Turns

OK

NOT OK

Series Info

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 the Gate at Pit Exit)
Starting procedure	->	Rolling Start (Red Lights Switched ON -> OFF)
After Qualifying and Races	->	All cars to Parc Ferme, Located at the Paddock
No Laptime set during Qualify	->	Written Report to the Stewards for permission to start
Mandatory Pitstop	->	Between 25th and 35th 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

INCIDENTS – GUIDELINES

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

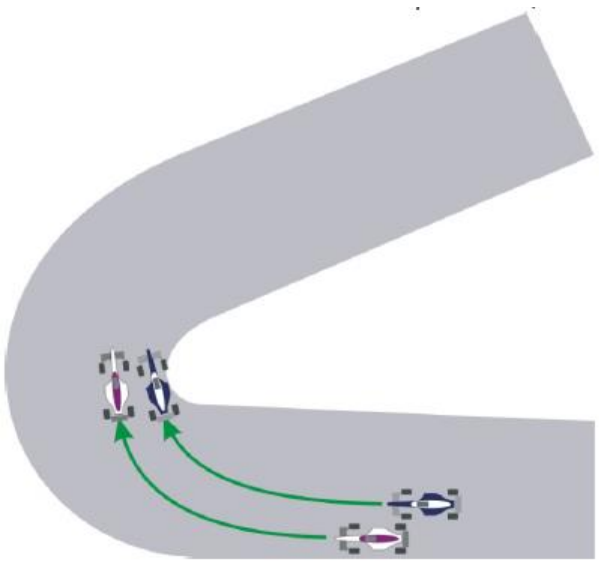
3. If position of cars has changed as the result of an incident (e.g. forcing the other car off the track or causing collision)

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



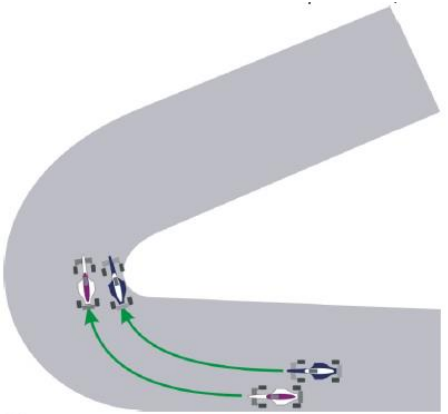
INCIDENTS – OVERTAKING ON THE INSIDE AT THE ENTRY OF A TURN

A penalty may be applied if
(causing a collision)

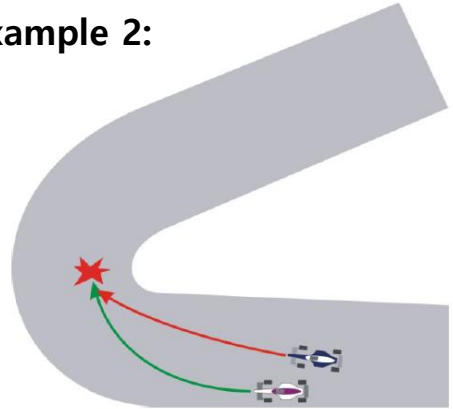
- The inside car overshoots the corner and crashes in the outside car (goes too fast and causes a collision)(example 2)

- 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)

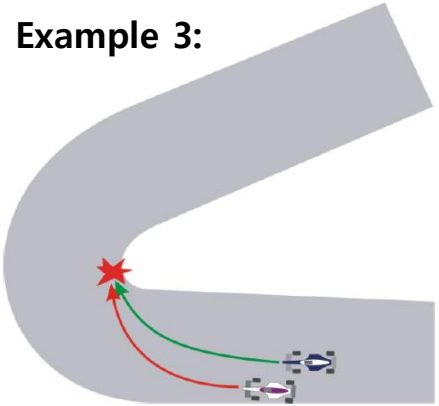
Example 1:



Example 2:



Example 3:



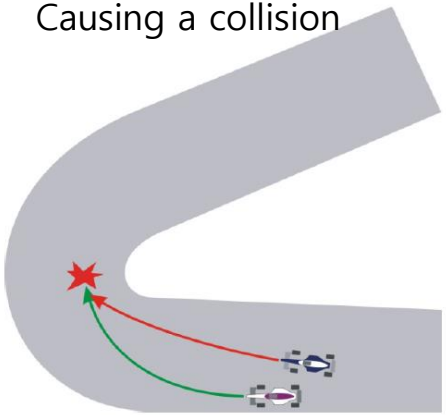
INCIDENTS – OVERTAKING ON THE INSIDE AT THE ENTRY OF A TURN

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

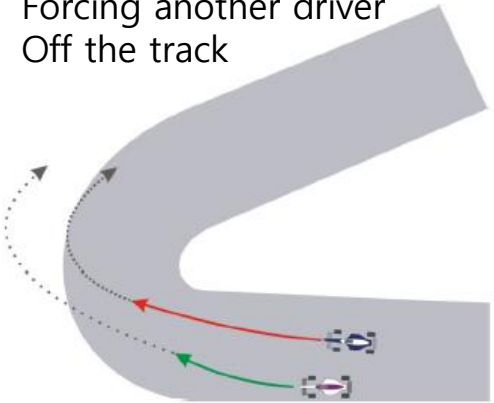
- (Example 4) The car on the inside overshoots the corner, but there is no collision. However, the car on the outside is being pushed off the track, but they can both continue.

- (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.

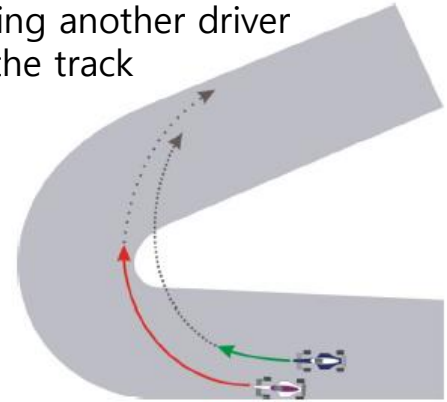
Example 2:
Causing a collision



Example 4:
Forcing another driver
Off the track



Example 5:
Forcing another driver
Off the track



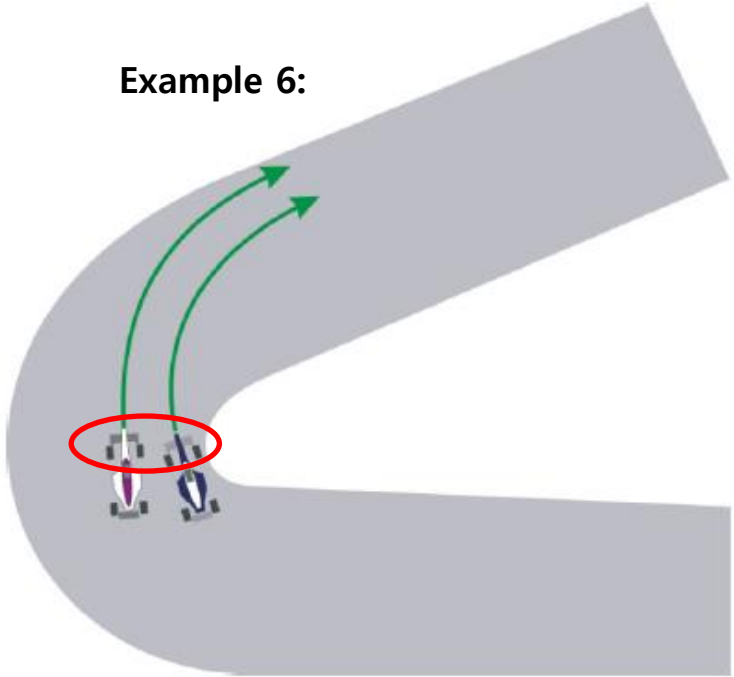
INCIDENTS – OVERTAKING ON THE INSIDE AT THE EXIT OF A TURN

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

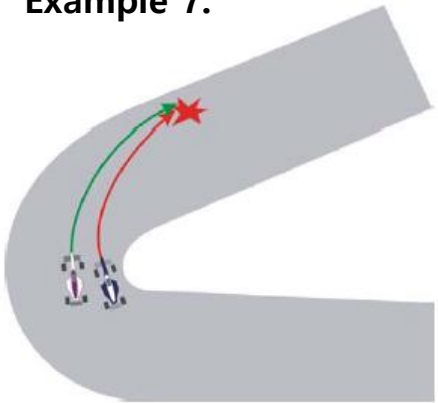
- Then the car on the outside still has the right to drive on the ideal line (Example 6).

- The car on the inside therefore must leave space for the car on the outside as otherwise is is causing a collision (Example 7) or forcing the other car off the track (Example 8)

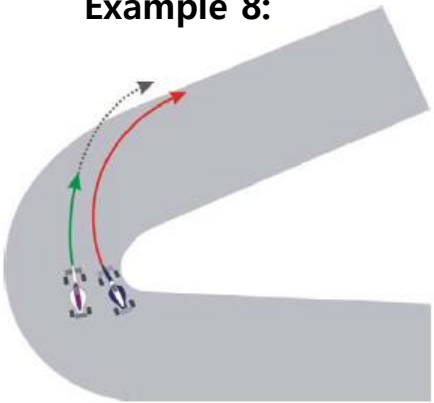
Example 6:



Example 7:



Example 8:



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

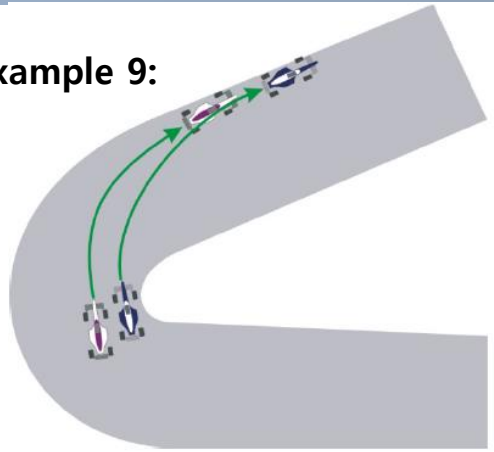
However, If the car on the inside is faster, in front or at least fully alongside after the apex, the car on the outside must lift off and let the car on the inside pass.

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

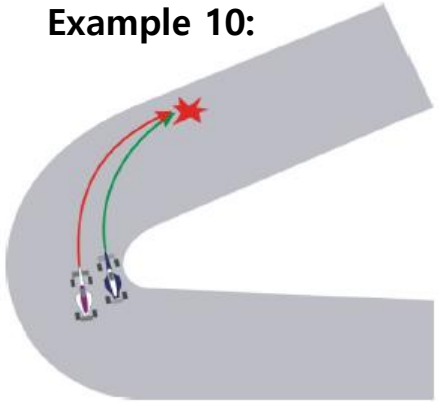
Penalty if:
The car on the outside dies not lift off and causes a collision (Example 10).

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

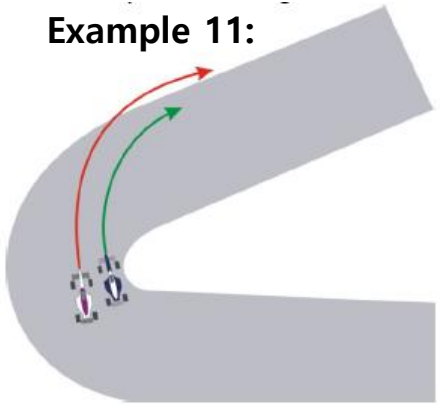
Example 9:



Example 10:



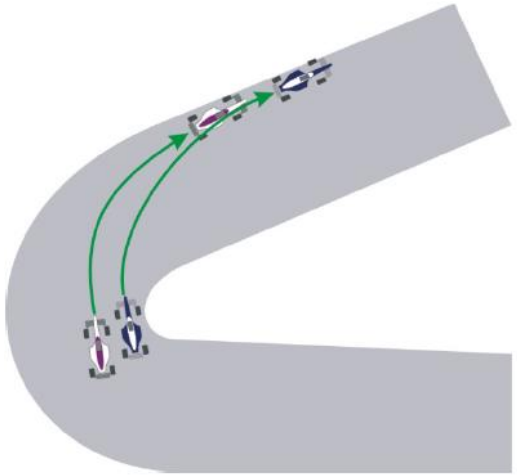
Example 11:



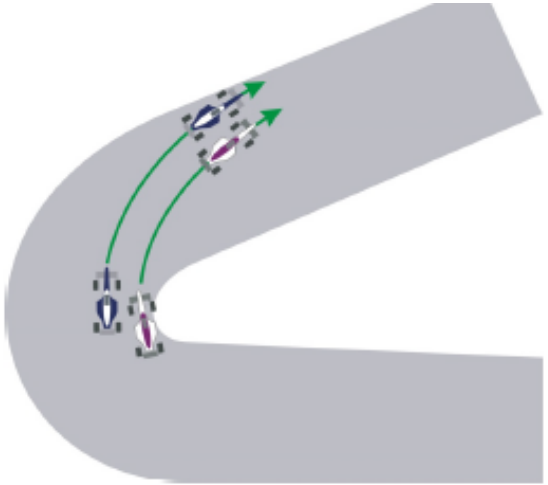
INCIDENTS – OVERTAKING ON THE INSIDE AT THE EXIT OF A TURN

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:



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Safety & Respect