



Drivers' Briefing

Mazda MX5 Cup & Ford Fiesta Sprint Cup Zolder Saturday May 17, 2025



Welcome

Race Director Mazda MX5

Race Director: FFSC

Technical Delegate:

Scrutineer:

Bobbe VELDKAMP

Jaap MOLMANS

Wil BUIS

Sven de GRAAFF

Clerk of the Course:

Secretary of the Event:

Chief Medical Officer:

Chief Timekeeping:

Pascal VANHULLEBUSCH

Julie KENIS

Dr. Michel BOON

Alexander v.d. GRIEND

Chairperson of the Stewards:

International Steward:

ASN Steward:

Gerard du PRÉ

Leo van HAASDRECHT

Jan DHONDT

Serie Coordinator Mazda MX5 & FFSC:

Operations Officer V-Max:

Event Coordinator V-Max:

Eric de JONGH

Dick van ELK

Renata AARTSEN

Saturday 17th May

09:45 – 10:15 Free Practice 1 30'

11:25 – 11:55 Free Practice 2 30'

13:50 – 14:10 Qualifying 20'

16:50 - 17:15 Race 1 25'

Motor silence:

Before : 09:00h

Between : 12:00h – 13.00h

After : 18:00h

Sunday 18th May

10:15 – 10:40 Race 2 25'

15:35 – 16:00 Race 3 (Only Mazda MX5) 25'

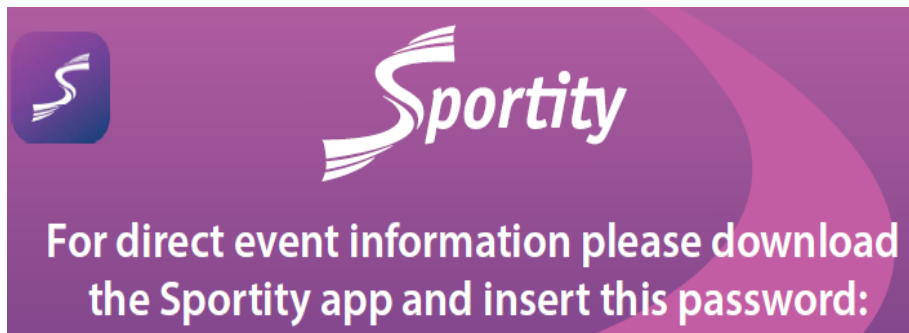
Motor silence:

Before : 10:00h

After : 18:00h


[*Please check the timetable to the correct and latest times.](#)

Official physical notice board is under Race Control Tower chequered stairs



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Mazda2025

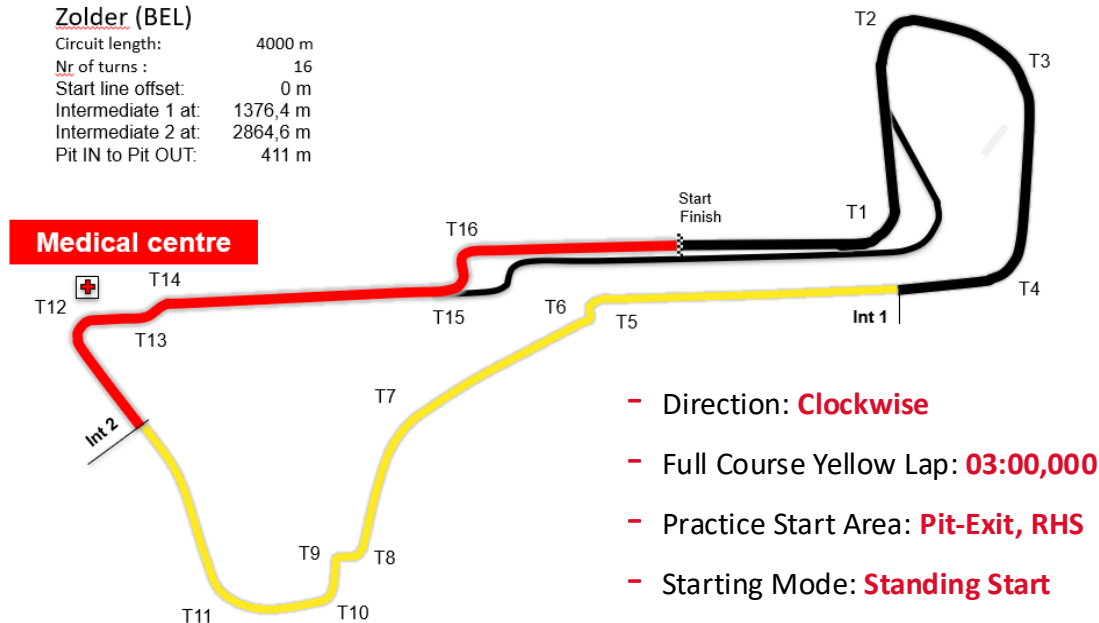
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TRACK MAP

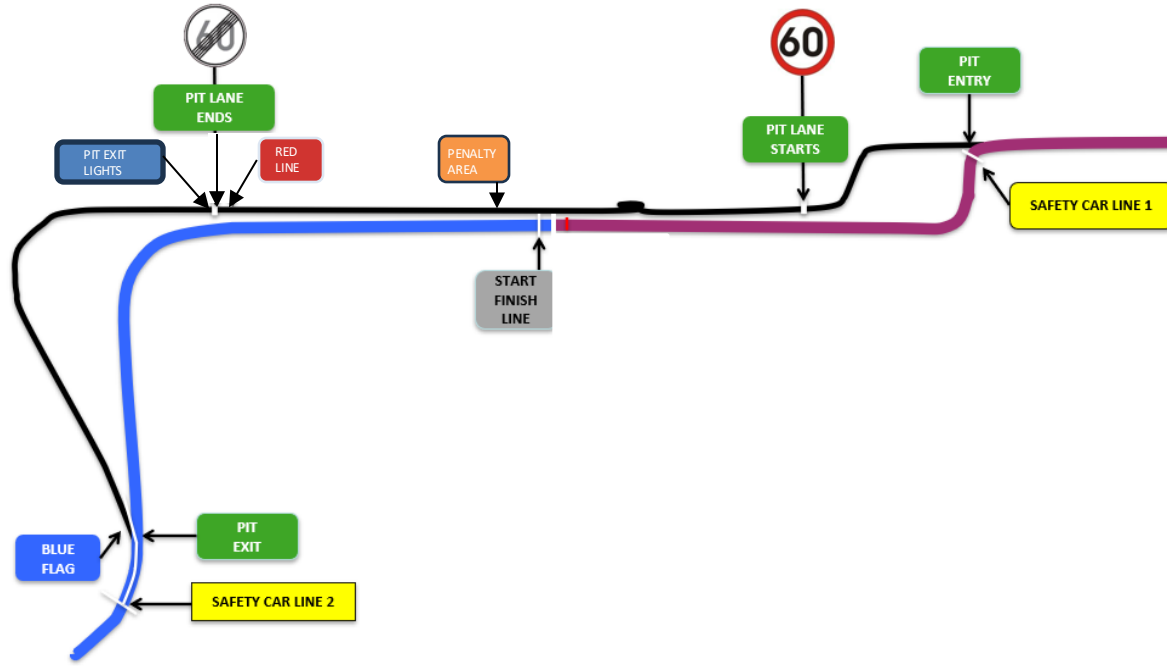
Zolder (BEL)

Circuit length: 4000 m
 Nr of turns : 16
 Start line offset: 0 m
 Intermediate 1 at: 1376,4 m
 Intermediate 2 at: 2864,6 m
 Pit IN to Pit OUT: 411 m

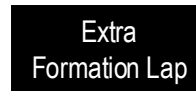
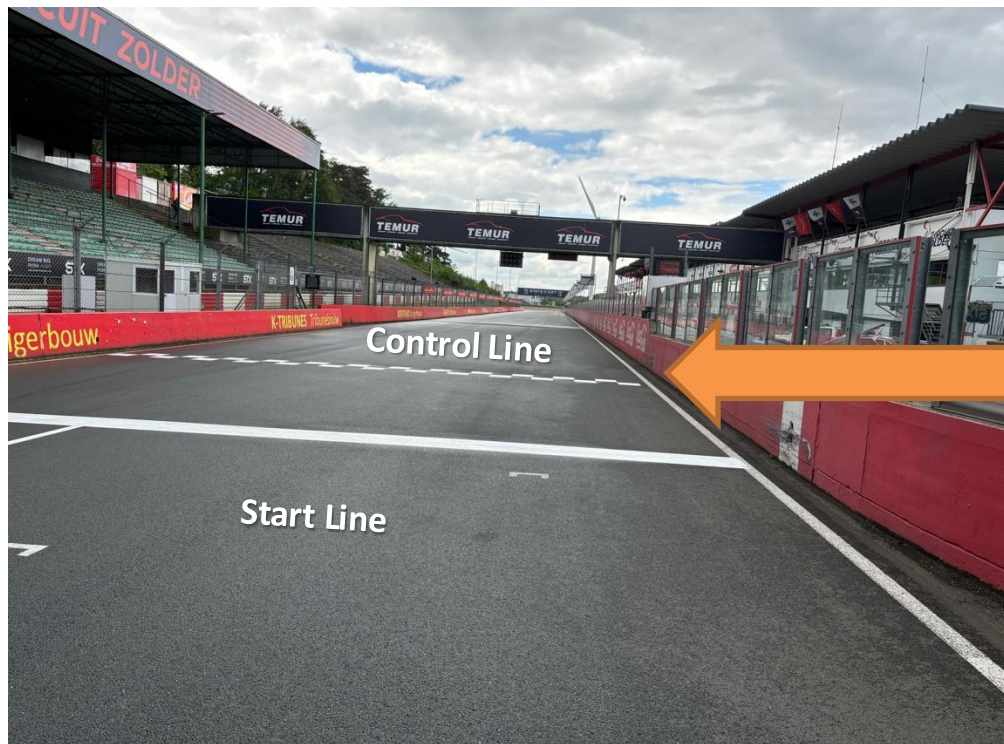


- Direction: **Clockwise**
- Full Course Yellow Lap: **03:00,000**
- Practice Start Area: **Pit-Exit, RHS**
- Starting Mode: **Standing Start**
- Pole Position: **Left Hand Side**
- Parc Ferme: **Paddock zone 3-4**
- Stop-and-Go: **Underneath Race Control at RHS**
- Pitlane Speed: **Max. 60 km/h**

Pitlane and Points of Interest



Start/Finish & Signalling Area

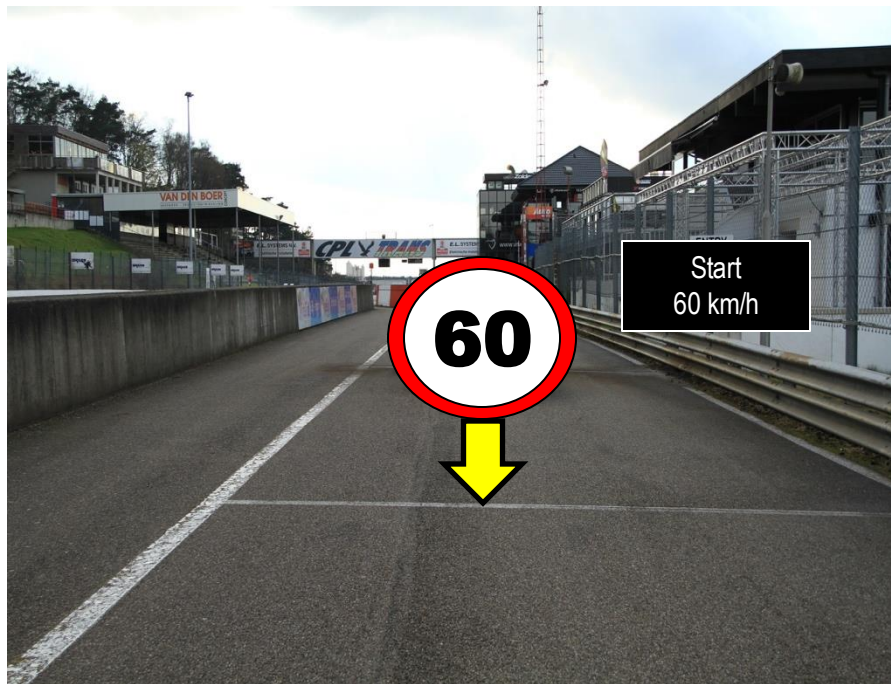




Mandatory Pit In



Pit lane closed



Pitlane | Penalty Box | Stop & Go Area



— Technical Flag (Meatball)

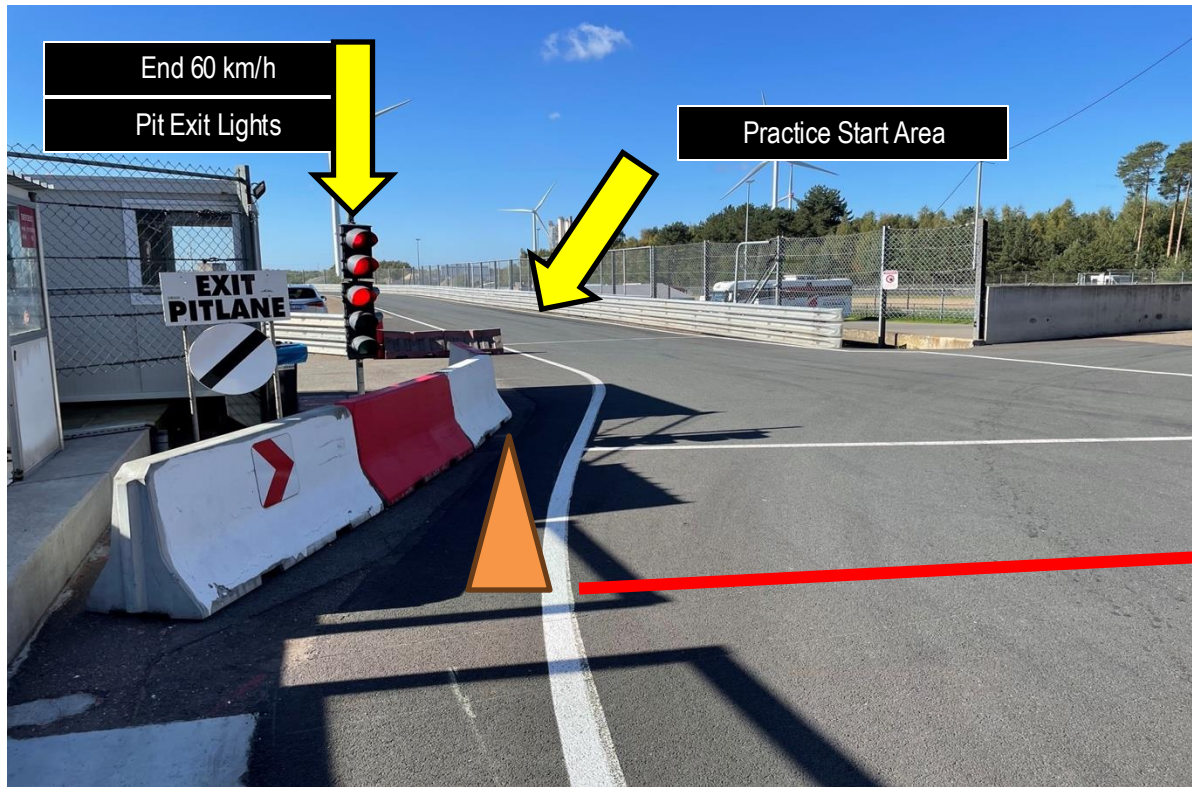


— Black Flag

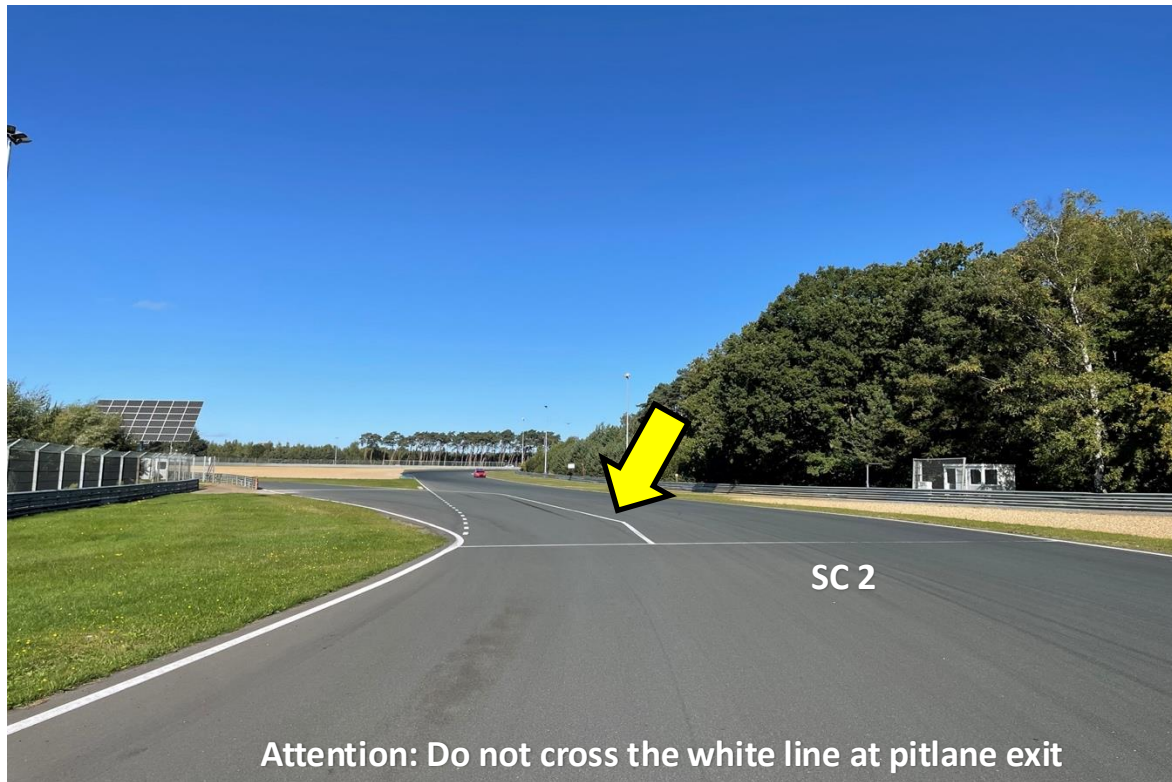


— Warning Flag

Pit Exit Lights | Red Line



Pit Exit | White Line | SC2



- ✓ Pit Lane Speed is 60 KM/H;
- ✓ All cars must stop in the working lane at the published Pit Allocation document;
- ✓ Refuelling is not allowed during free practice, qualifying and races.
- ✓ Cars in the fast lane have priority over those leaving the working lane.

Location = paddock zone 3-4

If cars are under Parc fermé conditions it's **not allowed to work on or touch the car**

Logistics Procedure | Start of any session

Practices

Qualifying: From Paddock zone 3-4 via gate next to Otobar in to Pit Lane. Green starts the session. Mazda MX5 Cup go first on track.

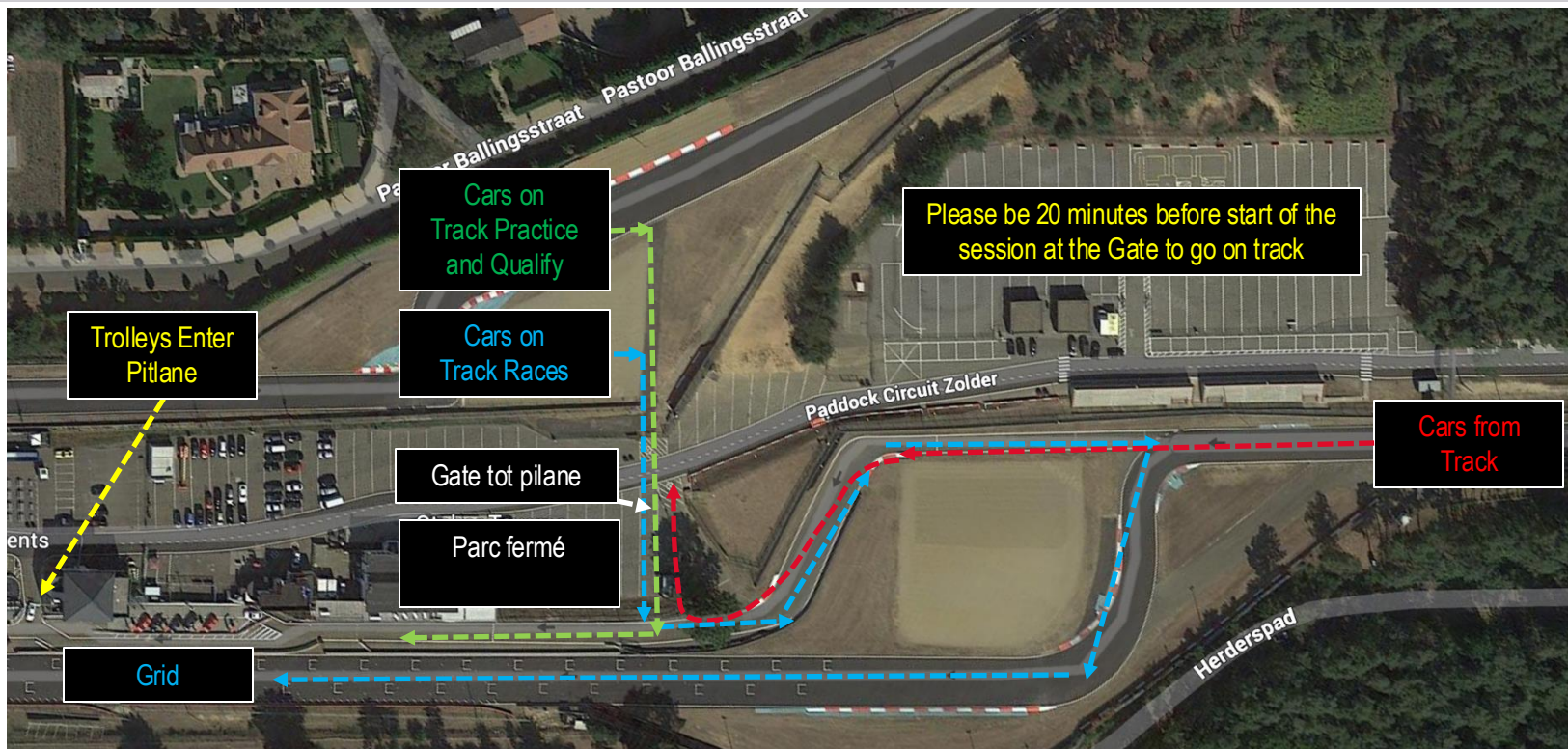
Races: From Paddock zone 3-4 via gate next to Otobar turn left on to the track towards the Grid.
On the grid there will be a 5' countdown procedure towards the start of the formation lap.

All sessions: Full cooling down lap in tot pit lane through same gate, back to the paddock (FP) or parc fermé (Q and Races).

Trolleys: Can enter the pitlane via the Barrier between the two towers, exit via pit exit gate to paddock ("gate North").

Podium: Only First 3 Mazda MX5 and First 3 FFSC to podium. Via working lane, through Gate North to Parc fermé.

Logistics Procedure | End of any session



There will be a 5 minutes procedure on the grid.

5 MIN. BOARD

- Safety-car leaves the grid

3 MIN. BOARD

- Team personnel must leave the grid

1 MIN. BOARD

- Engines on, last team member must leave the grid immediately

30 SEC. BOARD

GREEN FLAG

- START of FORMATION LAP **FFSC may not create a gap with the Mazda MX5 Cup**

STANDING START

- 25 Minutes

5 “



Art. 11.13 The start signal will be given by all red starting lights being illuminated. When red lights have been illuminated, they will be extinguished all at once, which will act as the starting signal.



Extra Formation Lap

Orange means, start abort, do not switch your engine off, green means extra formation lap.

Flag Signals | Led panels | Yellow Flag |



- Reduce your speed, be ready to deviate from your line
 - Do **Not** overtake
 - Signal of danger
-
- Reduce your speed significant be ready to stop!
 - Do **Not** overtake
 - Signal of serious danger



Single Yellow

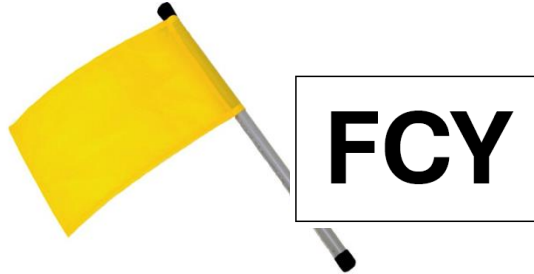


Double yellow

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 | Full Course Yellow



- Reduce Speed.
- Maximum 80 KM/H (minimum laptime = 03:00,000)
- Do Not overtake
- Distance between vehicles must be respected
- Marshals on track = double yellow
- Can be changed in to Safety-Car procedure





- Reduce Speed.
- No overtaking (except cars having issues and driving slow on track such as a tyre puncture)
- Be Prepared to Stop! **Maximum 80 KM/H**
- Session is Suspended
- Follow Marshals' Instructions

For Free Practice and Qualifying:

Free Practice: All cars must enter the pitlane and stop in the **working lane**.

Qualifying: If a qualifying session is suspended and subsequently resumed, then Competitors are permitted to work on the cars. However, if a qualifying session is stopped and not continued then all work must cease, and all cars will be under Parc Fermé conditions from the point in time when it is declared that the session will not be resumed.

For Races:

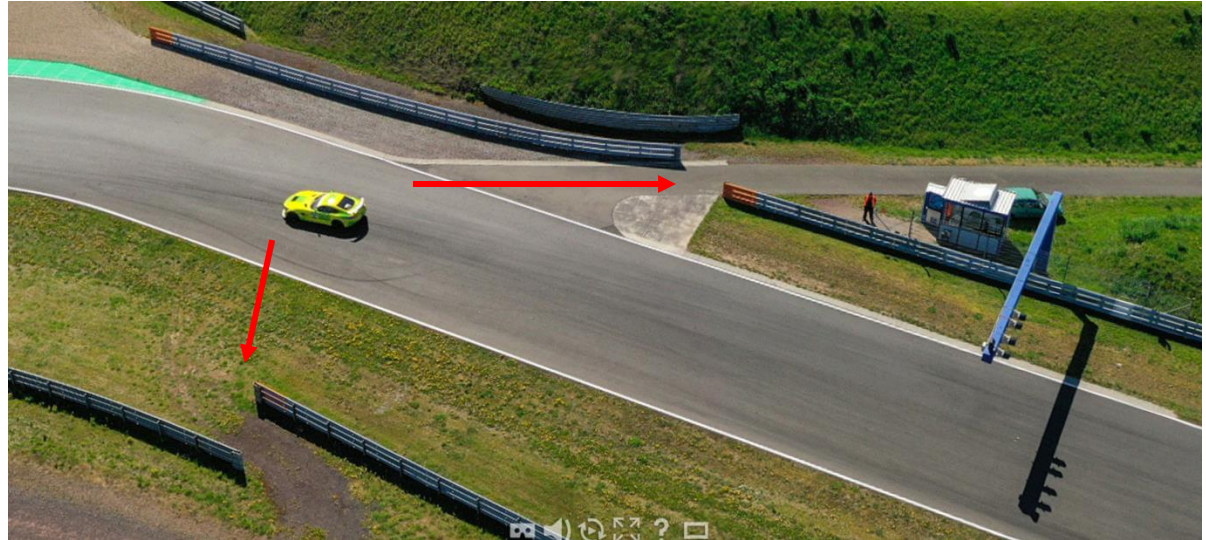
NEW!

All cars must enter the pitlane and stop in the **fast lane**. Cars must line up, one behind the other, and stop before the red/white line at the pit light. Cars are under parc fermé conditions (**working** on the cars is **not** allowed) until the RD declares to resume the race, behind SC. Cars in front of the leader will be sent out first on track to join back of the

Note: causing a red flag situation may lead to a severe penalty

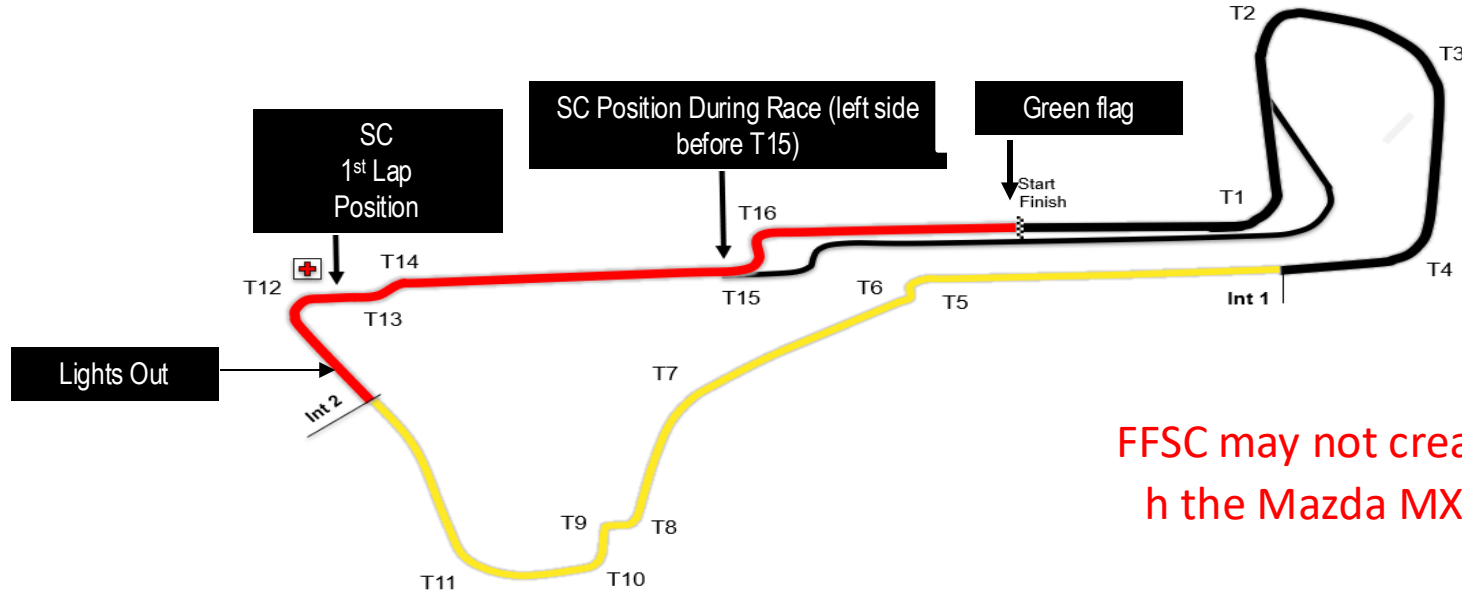
Track Safety | Stopping on Track

- A large orange marking on the armco barrier means a suitable place of safety behind the barrier.
- It is a safe place to park your car after a technical defect



Track Safety | T 12 Escape road





FFSC may not create a gap with the Mazda MX5 Cup

Article 11.1 of the Sporting Regulations

Track Limits:

- Allowed: 1, 2 or 3 wheels on the green. (touching a tyre stack)
- Not Allowed: **4 wheels on the green. (displacing a tyre stack)**

NOTE:

When a tyre stack is (re)moved from it's original position, the FIA Appendix L apply (white line)

Judges of fact are deployed to judge the tracklimits



T6



T9



T16

Penalty:

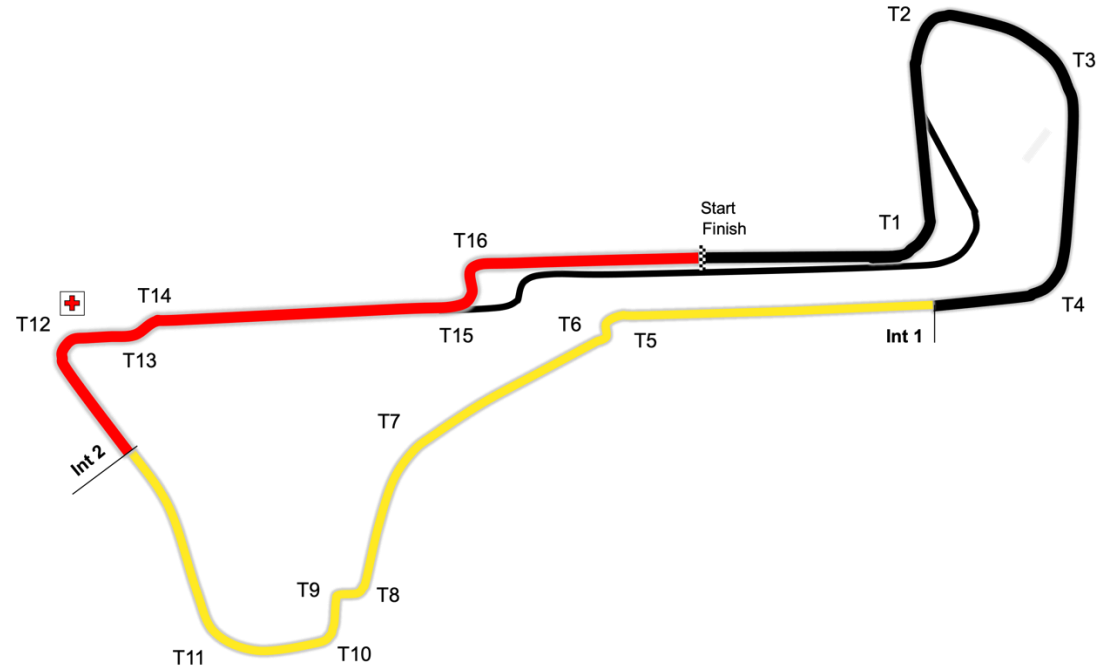
- Free Practice Off track = Current laptime disallowed 3th time warning flag, 5th time -> may lead to Black Flag

 Displacing tyre stack = Current laptime disallowed 2nd time -> Black Flag and report to RD
- Qualifying Off track = Current laptime disallowed

 Displacing tyre stack = Current and fastest laptime disallowed
- Races:
Off track = 3th time warning flag, 5th time = 3 sec,
for each new infringement onwards an additional 3 sec. penalty will be applied

Displacing tyre Stack = Counts double as an "off track" infringement

Impeding during qualify



Driver Responsibilities:

- Monitor mirrors attentively.
- Give way to other drivers.
- Avoid obstructing anyone on the track.

Slower Car Protocol:

- Avoid hindrances and give way to faster cars.
- Indicate intention to stay to the side, off the racing line.

Additional to the FIA regulations concerning the Driving standards (Appendix L Chapter IV) the following rules will apply:

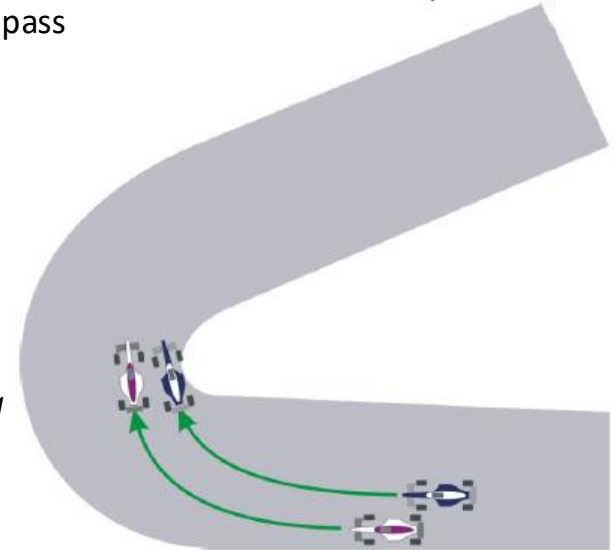
1. Relative position of the cars to each other at the:
 - Entry of the Turn
 - Apex of the Turn
2. Speed and the driven line of both cars between the
 - Entry and Apex of the Turn
 - Apex and Exit of the Turn
3. If position of cars has changed as the result of an incident (e.g. forcing the other car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

Remarks:

- ***'Significant portion'** of a car means if any part of the front bumper of the car attempting to pass is at least 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

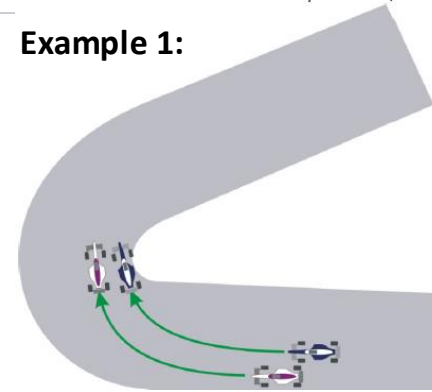


INCIDENTS GUIDELINES

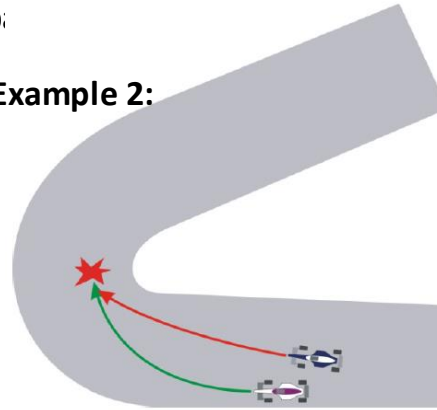
A penalty may be applied if (causing a collision)

- 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)

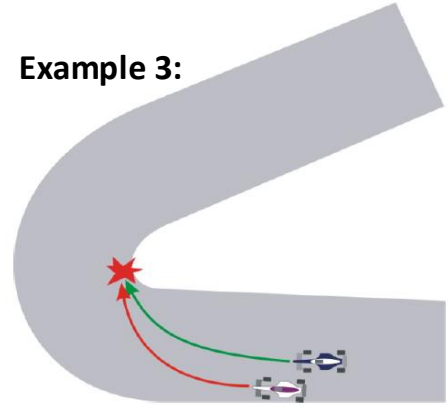
Example 1:



Example 2:



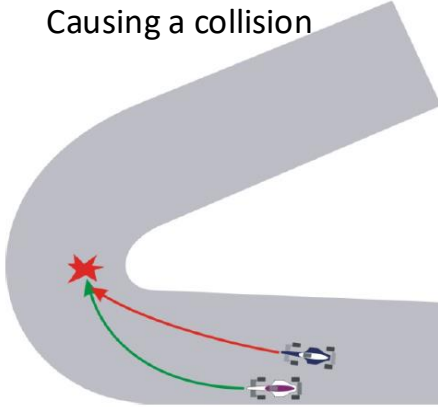
Example 3:



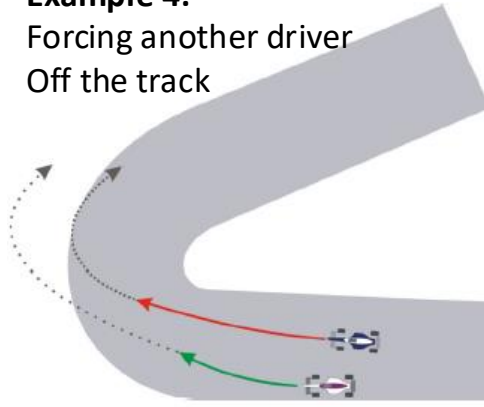
**A penalty may be applied if
(Forcing another driver off the track)**

- (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.

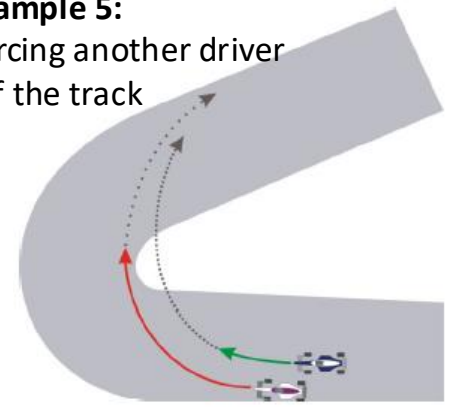
Example 2:
Causing a collision



Example 4:
Forcing another driver
Off the track



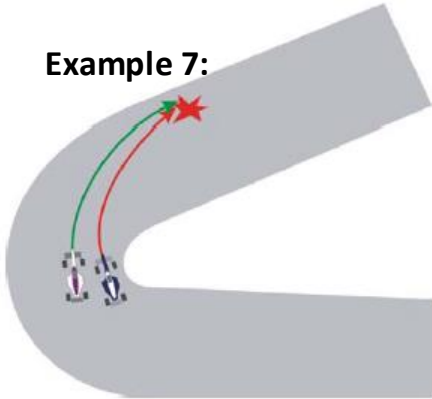
Example 5:
Forcing another driver
Off the track



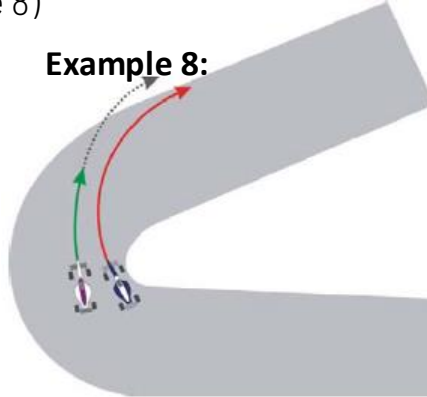
If the car on the outside is still in front, after the apex

- 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)

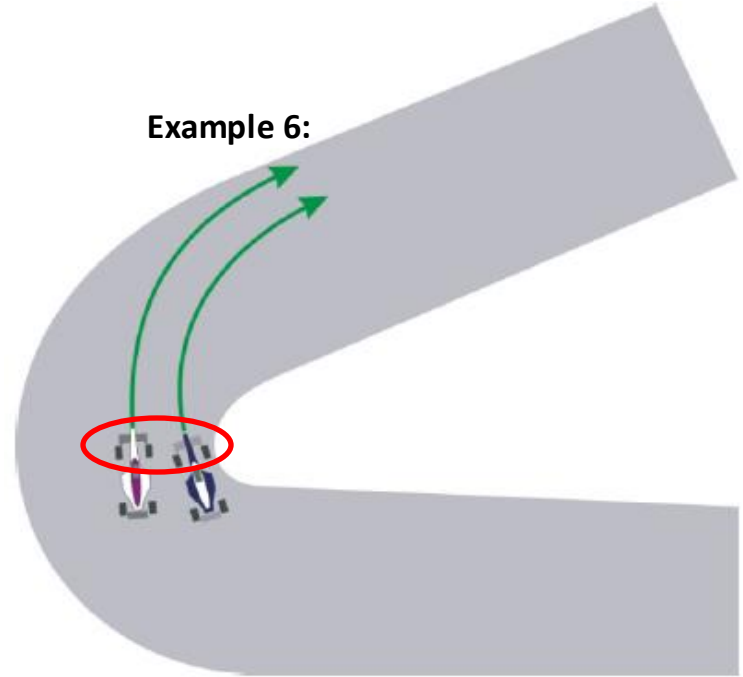
Example 7:



Example 8:



Example 6:



INCIDENTS GUIDELINES

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.

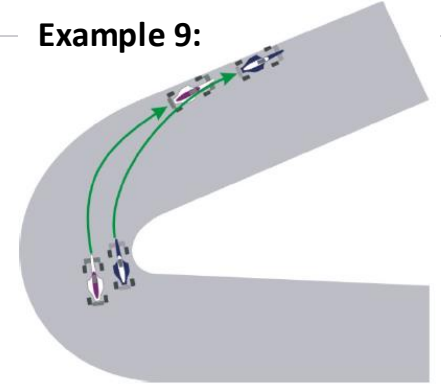
The Car on the Outside must give way for the car on the inside (Example 9).

Penalty if:

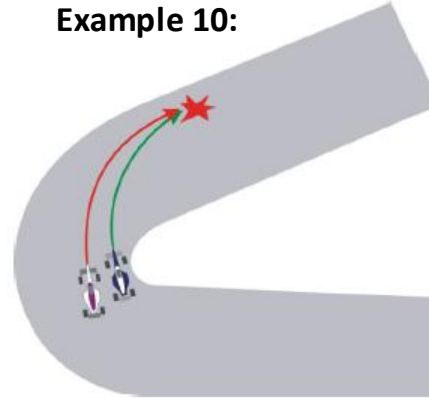
The car on the outside does not lift off and causes a collision (Example 10).

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

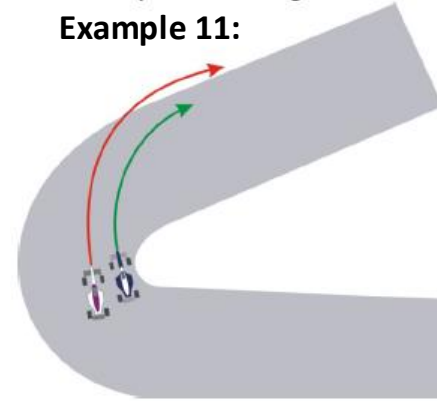
Example 9:



Example 10:

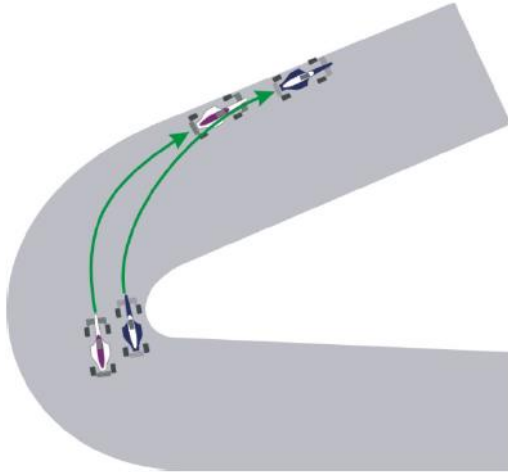


Example 11:

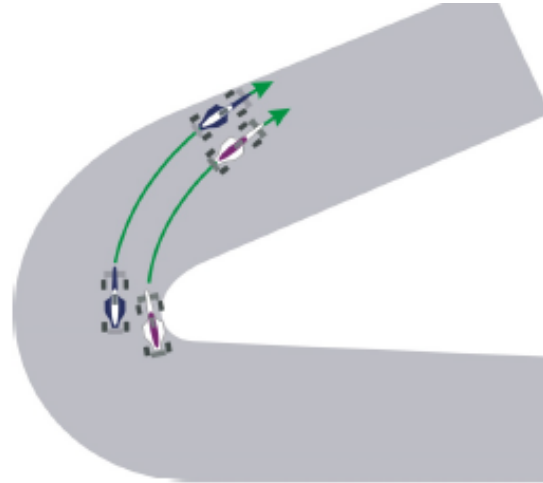


If you compare Example 9 with Example 12 you will notice that should the car on the outside being faster then the car on the inside should leave at least 1 car width

Example 9:



Example 12:



Penalty's

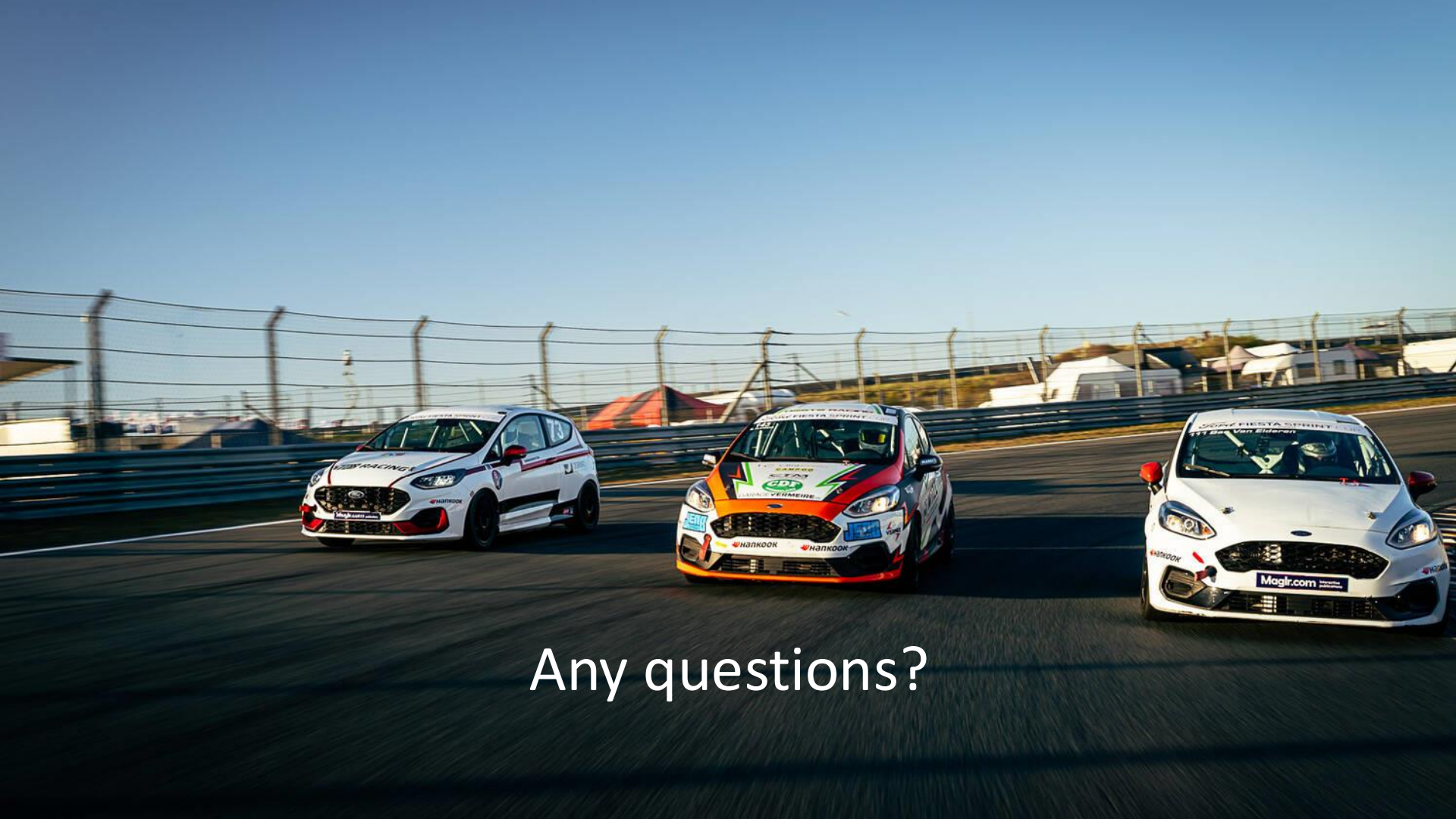
- Deleting fastest lap time(s)
- Time penalty
- Grid penalty
- Starting from pitlane
- Drive through
- Stop and Go
- Stewards decisions

Penalty comes with **Driver Behavior Points Art.13.3**

- | | |
|-------------|-----------------------------------------|
| • 5 points | drop of 3 places on the grid next race |
| • 8 Points | drop of 10 places on the grid next race |
| • 10 Points | Start from pit lane next race |

Driving Conduct

- Jumpstart
- Ignoring flag signals or Instructions from marshals
- Overtaking under yellow, red or after chequered flag
- Speeding under FCY, Pit lane and Yellow sectors.
- Dangerous driving behaviour with or without contact
- Unsportsmanlike behaviour
- Change direction more than once
- Taking advantage of an unclear situation
- Track limits



Any questions?

**Safety and respect for Marshals, Flags and competitors.
Have a safe and good race weekend!**

