



## Welcome



Race Director: Max Braams  
 Clerk of the Course: Jaap Molmans  
 Assistant to the Race Director: Annemieke Veldkamp  
 Chairman of the Stewards: Gerard du Pré  
 International Steward: Herman Ter Beek / Martin Bins *(Johnny van der Vegt as Trainee)*

Chief Scrutineer: Harm van der Laan  
 Cup Scrutineer: Piet du Burck  
 Chief Timekeeping: Marcel Lambrechts  
 Chief Racecontrol: Jeroen Steenhuis  
 Chief Pitlane: Jos Kraster  
 Chief Medical Officer: Patrick Rijkers for Friday and Albert Dekker for Saturday and Sunday  
 Race Secretary: Ria Waterreus

Cup Coordinator: Ivo van Ginneken  
 Promotor: Renata Aartsen / Dick van Elk

## Timetable



Based on Provisional Timetable V12

Friday 28 October 2022

**08:30**  
 10:05 – 11:05 (Start from Pit Garages / Pre Assembly Area)  
 13:05 – 14:05 (Start from Pit Garages / Pre Assembly Area)  
 16:20 – 16:45 (Start from Pit Garages / Pre Assembly Area)

**Drivers' Briefing**  
 Free Practice 1  
 Free Practice 2  
 Timed Qualifying

Saturday 29 October 2022

14:35 – 15:35 (Start from Pre Assembly Area)

Race 1 (Rolling start – Max. 60 Minutes)

Sunday 30 October 2022

11:50 – 12:50 (Start from Pre Assembly Area)

Race 2 (Rolling start – Max. 60 Minutes)

\*For latest timetable, see official notice board

## Race Control Radio



Race Director Radio Frequency: 455.812500 MHz

TEST 10 MINUTES BEFORE EACH SESSION

ANSWER WITH WHATSAPP

'OK + CAR NUMBER' Towards Ivo (+31 6 42 58 26 36)

## Digital Notice Board



VRM2022  
 BMW2022

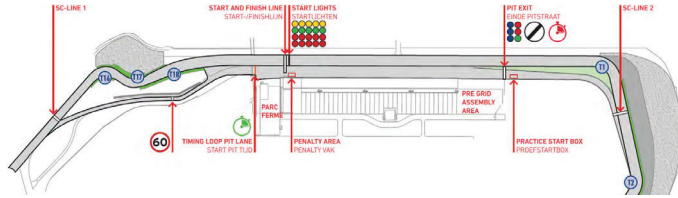
## The Circuit



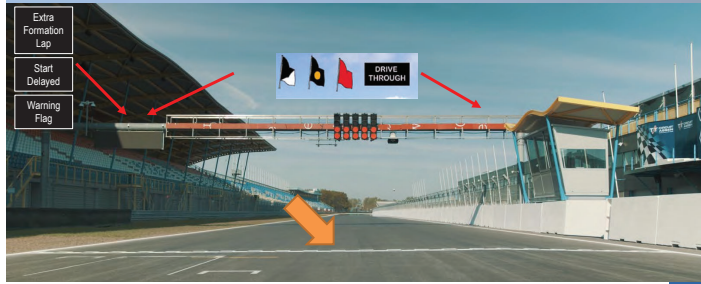
TT - Assen

- Length: 4.655 meter
- Direction: Clockwise
- Pole Position: Right
- FCY Laptime: 03:24,000
- Practice start: Pit-Exit
- Start: Rolling Start
- Parc Ferme: Entry Pitlane, Right hand Side
- Stop-and-Go: Pit Lane Entry
- Pitlane Speed: Maximum 60 km/h

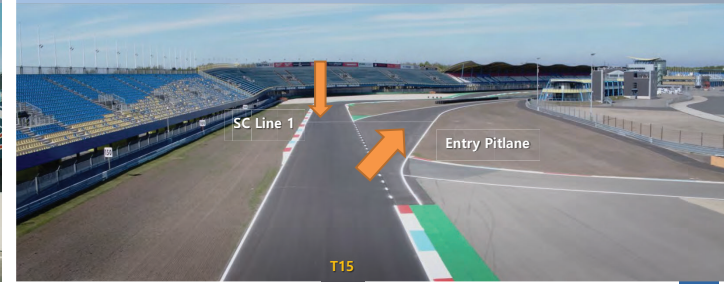
## Pitlane and Points of Interest



## Finish Control Line | Signalling Area



## Pit Entry | Safety Car Line 1

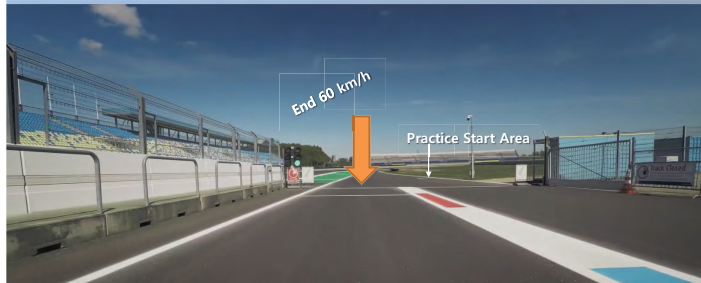


## Pit Speed 60 km/h | Start Timing Loop



Warning: Circuit of assen has got multiple Calibrated speed traps

## End Pit Speed 60 km/h & Timing Loop

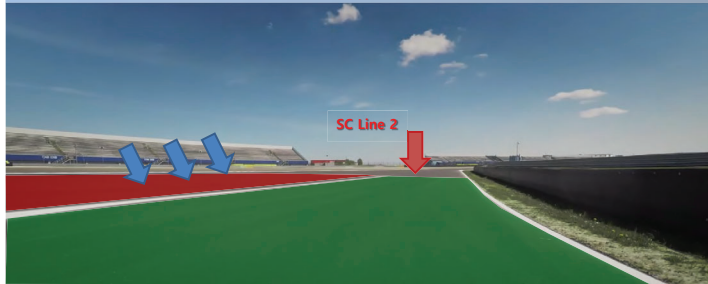


## Penalty Box



- 999 - Technical Flag (Meatball)
- 999 - Black Flag
- 999 - Warning Flag

## White Line Pit Lane Exit



**Warning: Do not touch white line at Pit Lane Exit**

## 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 (pitstop) 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 mechanical interventions, so in this case the engine may continue to run. Any other type of work, the engine must be switched off.**

## Logistics – FP and Q Procedure

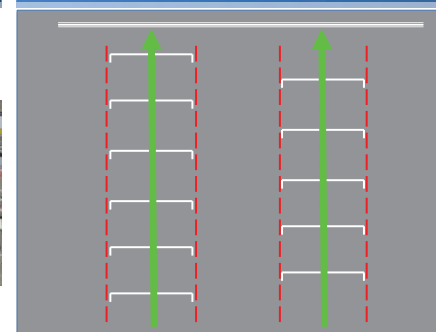


- Pre start area is located near the last pit garage.
- **Free Practice & Qualifying** may be started either from the Pre start area, or from the pitlane. Cars from the Pre start will get priority.
- The **Races**. All cars, (even if located in any Pit Garage) will be started from from Pre start area.
- From the **Pre start** area all cars will be guided to the grid using the shortcut between **T5/8** and **T15/16**.
- On the grid we will have a 5-min countdown procedure towards the start of **Formation Lap**.
- Teams located in a Pit Garage may exit the pitlane via the gate located at the end of the last pit garage.

## Starting Procedure



## 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

**ABCS**  
racing cup **benelux**



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



## Start Procedure

**ABCS**  
racing cup **benelux**

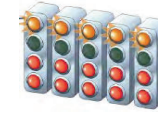


The starting signal is given when the red lights are turned OFF. Accelerating as well as leaving the formation and the starting corridors is allowed from this time.



## Start not OK // Extra Formation Lap

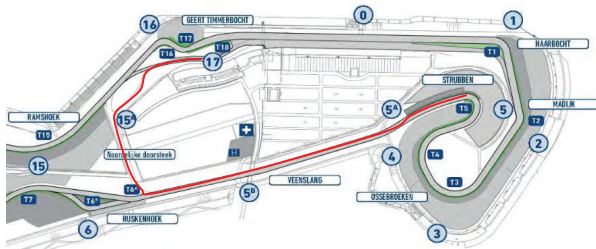
**ABCS**  
racing cup **benelux**



- 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.

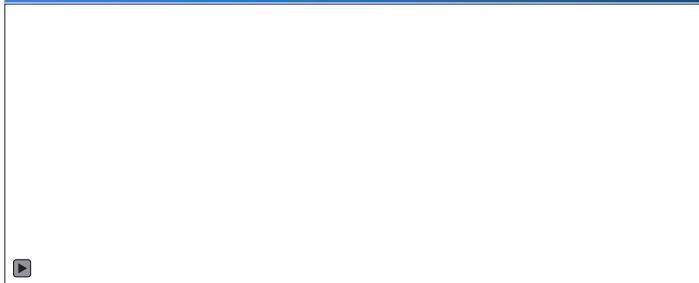
## Safety – Short Circuit back to Pitlane

**ABCS**  
racing cup **benelux**



## Safety – Shortcut Chicane T6 (Ruskenhoek)

**ABCS**  
racing cup **benelux**



When used, driver must keep left of the white line.

## Track Limits

**ABCS**  
racing cup **benelux**

### Limit:

- Accepted: 1, 2 or 3 wheels off track
- Not Accepted: 4 wheels off track
- Note: Please see exceptions made at T1, T5/8 and T16/17*

### Penalty:

- Free Practice and Qualifying: **Current laptime Deleted**
- During the race: 3<sup>rd</sup> Offence = Warning Flag
- During the race: 5<sup>th</sup> offence, 5 seconds timepenalty added to total race time per occurrence.
- \* Hitting a cone counts as 3x Track Limits.
- \* Hitting 2x a cone in the same race = 5 seconds time penalty
- \* Hitting the cone during qualifying and causing the session to be neutralised = Fastest Laptime Deleted.



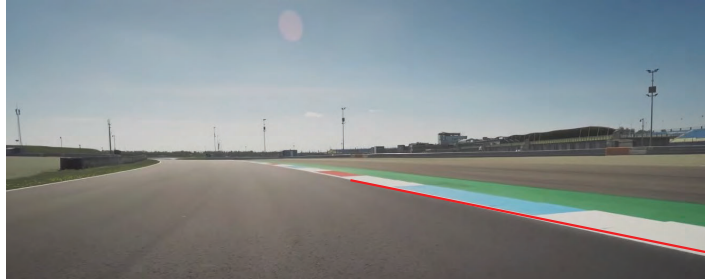
## Track Limits T1 (Haarbocht)

MBSS  
racing cup benelux



## Track Limits T5 (Strubben)

MBSS  
racing cup benelux



## Track Limits T6 (Ruskenhoek)

MBSS  
racing cup benelux



## Track Limits T6 (Ruskenhoek)

MBSS  
racing cup benelux



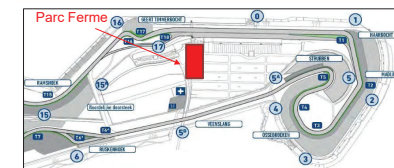
## Track Limits T16 (Geert Timmerbocht)

MBSS  
racing cup benelux



## Logistics – End Quality of Races

MBSS  
racing cup benelux



- All cars must leave the track via Pit Lane Entry.
- Cars left in the pitlane after Qualifying must lineup directly after the chequered flag into the fastlane. We will re-open the pitlane for a short period so you can proceed towards Parc Ferme using the track.
- After both races all cars will do a full cooldown lap and leave the track at Pit Entry. The first 3 cars overall will be allowed to continue towards the podium.
- Team Members must push the car towards Parc Ferme. Please be aware of the Parc Ferme Regulations.

## 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

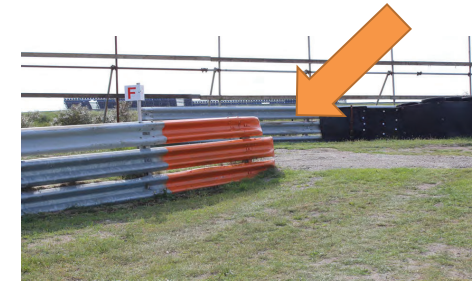


- Reduce Speed. Be Prepared to Stop!
- Session is Suspended
- Follow Marshall's Instructions

### 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

## Series Info



Grid Race 1	→	Fastest Lapttime of Timed Qualifying
Grid Race 2	→	2nd fastest Lapttime 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 Lapttime set during Qualify	→	Written Report to the Stewards for permission to start
Podium	→	
Mandatory Pitstop	→	Between 25 <sup>th</sup> and 35 <sup>th</sup> 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*

## Driving Conduct & License Points



Fred Caprasse	→	7	License Points (1x Zolder - 3x Zandvoort Trophy - 3x Spa)
Willem Meijer / Lorenzo van Riet	→	3	License Points (Spa)
Rob Rappange / Dirk Warmendam	→	3	License Points (1x Zandvoort Voorjaarsrace - 2x Hockenheim)
Berry van Elk	→	1	License Point (Zolder)
Giovanni Scamardi	→	1	License Point
Joeri Janssens / Steven Brams	→	1	License Point

*License points comes with penalty if:*  
**5 points** Drop of 5 places on the grid next race  
**8 points** Drop of 10 places on the grid next race  
**10 points** Pitlane Start

## INCIDENTS – GUIDELINES



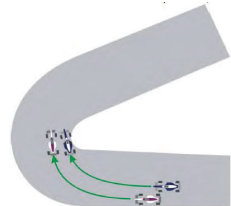
### Facts when reviewing an incident on track:

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



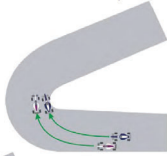
INCIDENTS – OVERTAKING ON THE INSIDE AT THE ENTRY OF A TURN



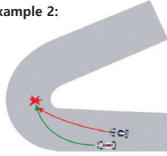
A penalty may be applied if (causing a collision)

- 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)

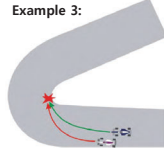
Example 1:



Example 2:



Example 3:



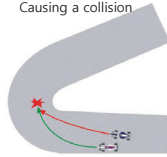
INCIDENTS – OVERTAKING ON THE INSIDE AT THE ENTRY OF A TURN



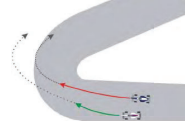
A penalty may be applied if (Forcing another driver off the track)

- (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.

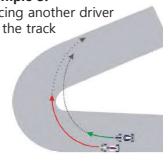
Example 2:  
Causing a collision



Example 4:  
Forcing another driver Off the track



Example 5:  
Forcing another driver Off the track



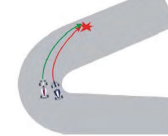
INCIDENTS – OVERTAKING ON THE INSIDE AT THE EXIT OF A TURN



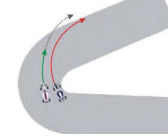
If the car on the outside is still in front, after the apex

- 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 causing a collision (Example 7) or forcing the other car off the track (Example 8)

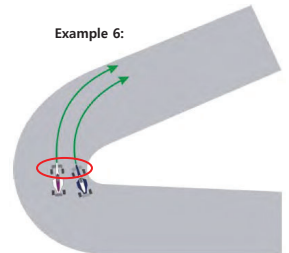
Example 7:



Example 8:



Example 6:



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



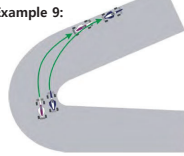
However, if the car on the inside is faster, in front or at least fully alongside after the apex, the car on the outside must lift off and let the car on the inside pass.

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

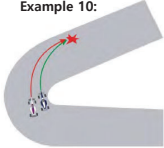
Penalty if:  
The car on the outside does not lift off and causes a collision (Example 10).

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

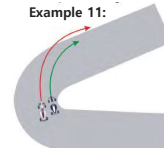
Example 9:



Example 10:



Example 11:

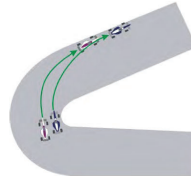


INCIDENTS – OVERTAKING ON THE INSIDE AT THE EXIT OF A TURN



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:

