

BMW M2 CS Racing Cup Benelux

Bulletin

From	The Stewards of the Meeting	Bulletin N°	01
To	All Teams concerned, All Drivers concerned	Date:	01.10.2022
		Time:	14:43

1. In case of a drive-through penalty or a Stop&Go penalty imposed during the last five minutes or after the end of a race and if the car was not able to execute the penalty before the end of the race, a time penalty of 15 seconds will be applied for the Event (plus the additional Stop&Go penalty seconds if a Stop&Go penalty was imposed).
2. The minimum duration of the mandatory pit stop(s) during this Event will be **90 seconds** according to Art. 12.4 of the 2022 BMW M2 Cup Benelux Sporting and Technical Regulations, taking into account the time driven with a maximum allowed speed in the pitlane from the entry timing loop to the exit timing loop and the typical time for the driver change.
3. In Case of a Red Flag during the Pit Window, all cars must enter the Pitlane and must stop in the fast lane before the red light at pit lane exit. In the fast lane drivers must do their driver change, if this was not already been done. In case of a restart, the grid order will be determined based on the lap chart 1 lap before the pit window originally opened.

The delay will be kept as short as possible and as soon as a resumption time is known, teams will be informed via the timing monitors and team radio; in all cases, at least three minutes warning will be given. Signals will be shown, three minutes, one minute and fifteen seconds before the resumption, and each of these will be accompanied by an audible warning.

The race will be resumed behind the Safety Car when the green lights are illuminated. The Safety Car will enter the pit lane after one lap unless all cars are not yet lined up behind it, or the Safety Car may continue until the Race Director decides it is safe to resume the race.

When the green pit exit light is illuminated, the Safety Car will leave the pitlane with all cars following, in the correct restart order, no more than 5 car lengths apart. Overtaking during this lap is permitted only if a car is delayed when leaving the pit lane and cars behind cannot avoid passing it without unduly delaying the remainder of the field. In this case, drivers may only overtake to re-establish the correct restart order.

Any driver who is delayed leaving the pit may not overtake another moving car if he was stationary after the remainder of the cars had crossed the pit exit Line, and must form up at the back of the line of cars behind the safety car. If more than one driver is affected, they must form up at the back of the field in the order in which they left the pit lane.

If the race cannot be resumed, the results will be taken at the end of the penultimate lap before the lap during which the pit window was opened.

4. Clarification towards Article 12.2 and 12.6
- a. During the mandatory pit stop at the race, the driver being replaced may help the replacement driver to install himself in the car but may not work on the car. One driver helper may also help the drivers during the driver change operation. If this person is not doing anything else during the pitstop else then helping to change the driver, then this person is **not** considered as "Working on the Car" as per Article 12.4. If either the driver or the driver helper is doing anything else other than helping with the driver change, he/she/it will be considered as a "person working on the car during pitstop".
 - b. No more than four (4) mechanics may be working on the car at one time. A car controller (5th member), may stand at the front of the car and oversee the work of the mechanics. He may walk around the car but must not touch the car in any way and may only make visual checks. A Refueller supervisor with a handheld fire extinguisher, not touching the car in any means will also not be considered as working on the car.
 - c. According to Art. 12.6 the engine may continue to run to prevent cooling problems if no tyres are changed or any other mechanical interventions are done. To further clarify, changing drivers, checking tyre pressure, removing a window tear-off, refuelling or removing/adding (small) duck-tape appliances on the car are not considered as mechanical interventions. Any other type of working on the car, the engine must be switched off. In case of any doubts of this article, please be assured that the engine must be switched off.
 - d. During the event and with the approval of the Technical Delegate and Stewards of the Event, it will be allowed to replace the following parts on pain of a penalty which may go as far as starting from the back of the grid:
 - i. The engine, i.e. the turbo, the cylinder head(s), cylinder head cover(s), oil pan and engine block.
 - ii. The Chassis or the monocoque structure.Changes which take place before qualifying may be subject to lower penalties, at the discretion of the Stewards.
5. For the avoidance of doubt in regard to article 8.1. To be classified in the Cup classification, one must have completed 75% of the required race distance in accordance with the supplementary regulations. For this event the race distance is set to both races 60 minutes, so one must have driven minimum 45 minutes in the race in order to be classified.
6. Only the fuel from the Shell fuel station located at the circuit entrance may be used for this event. It is not allowed to add any sorts of additives in the fuel. Failure to do so may be penalised by the stewards.

Gerard du Pré
International Steward
(Chairman)

Carel TEN HORN
International Steward

Aart de Wilde
ASN Steward

Copy to: The Competitors via Sportity App
The Secretary of the Meeting
The Race Director
The Promoter
The Timekeepers