

Drivers' Briefing

BMW M2 CS Racing Cup Benelux
vrijdag 19 mei 2023

Welcome



| | |
|--|---|
| Race Director: | Max Braams |
| Clerk of the Course: | Eva Gruber (<i>Martin Suchý as Deputy Clerk of the Course</i>) |
| Assistant to the Race Director: | Annemieke Veldkamp / Bobbe Veldkamp / Jaap Molmans |
| Chairman of the Stewards: | Ing. Günher Kremel |
| International Steward: | John Raven / Ton Nachtegeller |
| ASN Chief Safety Scrutineers: | Josef Kogler (Chief) / Sabine Panzl / Bettina Ropin / Anton Fassold / Erwin Absenger / Thomas Pipus |
| Series' Technical Delegate: | Piet du Burck / Harm van der Laan |
| Chief Timekeeping: | Bernd Jung |
| Chief Marshall: | Sigi Kaltenegger |
| Chief Medical Officer: | Dr. Walter Huber |
| Race Secretary: | Claudia Bidlas / Sylvia Weiss |
| Cup Coordinator: | Ivo van Ginneken |
| Promotor: | Renata Aartsen / Dick van Elk |
| Others: | 54+ Track Marshalls / 2 tow trucks / 3 tractors / 4 rescue vehicles / 3 ambulance crew / 1 Medical Car / 1 Safety Car / 1 leading Car / 1 Extrication Team |



Saturday 20 May 2023

08:55 – 10:15 (Start from Pit Garages / Pit Box 6)

15:05 – 15:25 (Start from Pit Garages / Pit Box 6)

Sunday 21 May 2023

09:25 – 10:25 (Start from Pit Garages / Pit Box 6)

14:35 – 15:35 (Start from Pit Garages / Pit Box 6)

***For latest timetable, see official notice board**

Free Practice
Timed Qualifying

Race 1 (Rolling start – Max. 60 Minutes)
Race 2 (Rolling start – Max. 60 Minutes)



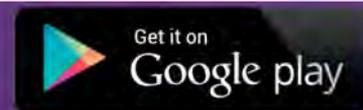
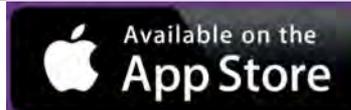


Sportity

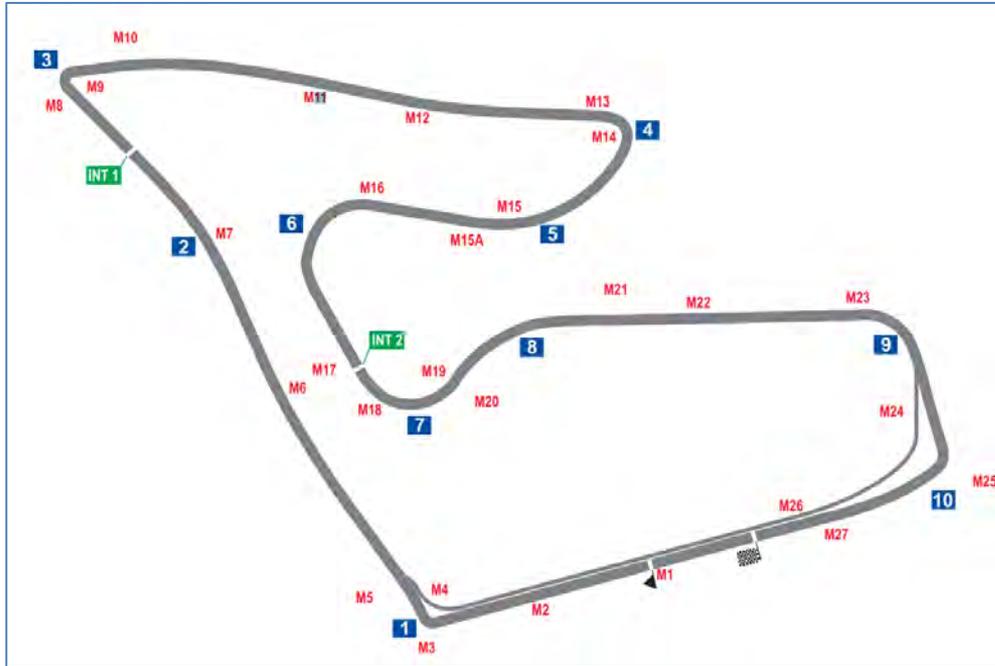
For direct event information please download the Sportity app and insert this password:

VRM2023
BMW2023

Rundstreckentrophy_2023



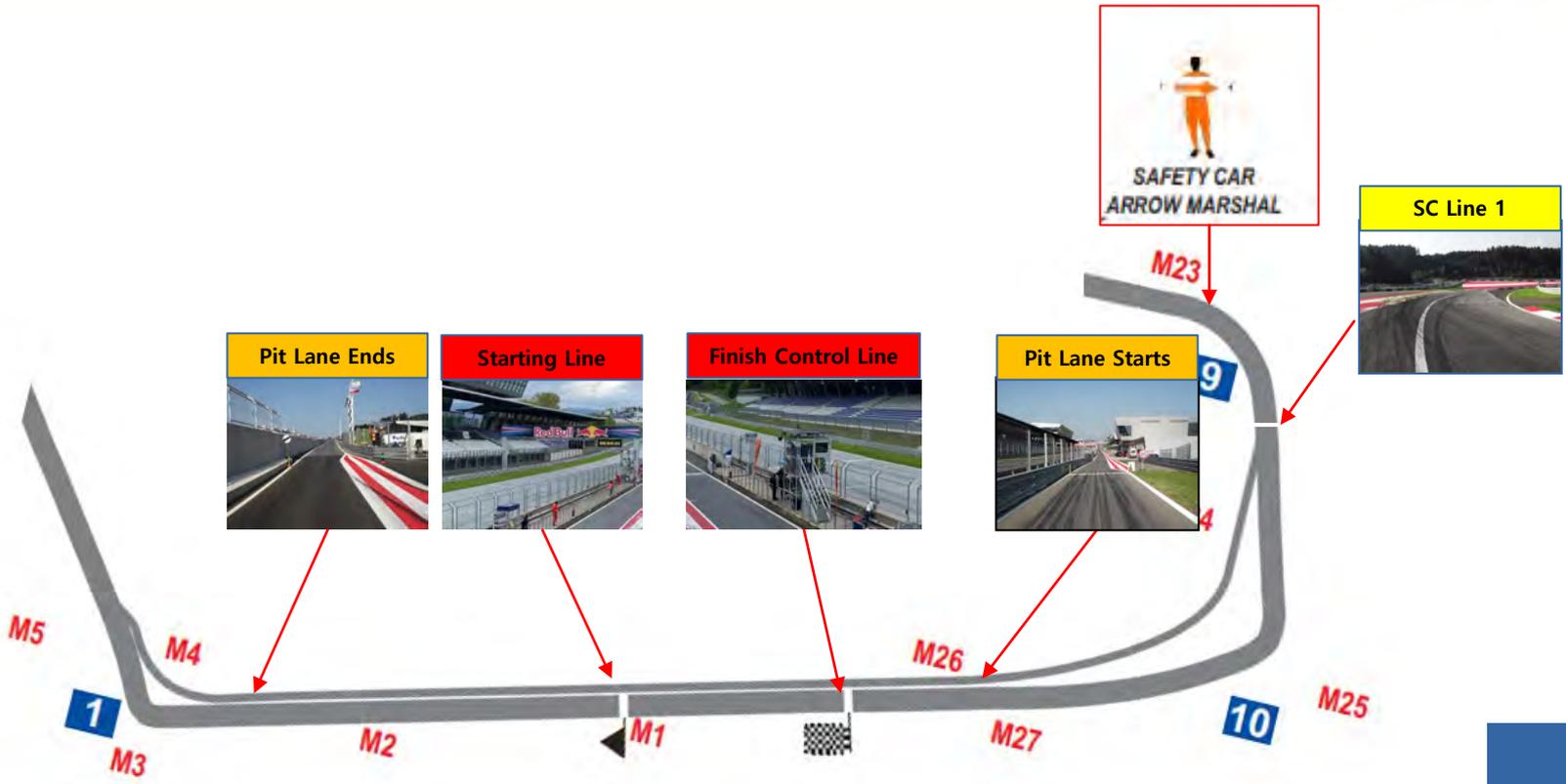
The Circuit



RedBull Ring

- Length: 4.290 meter
- Direction: Clockwise
- Start: Rolling Start
- Pole Position: Right Side
- Pit Exit: Exit of Turn 1, track right
- Start and Finish Line: are not the same (offset approx. 119,91m)
- Penalty Area: Red square, near Pit Box 01.
- Pitlane Speed: 60 KM/H
- SC Initial Position: Pit Lane Exit
- SC Position First Lap: at T8-9
- Pre Assembly Area: in front of Gate 6 (pit Entry gate) or Pitlane
- Scrutineering Bay / Parc Ferme: End of Pitlane (paddock side)

Pitlane and Points of Interest



Starting Line | Starting Lights



Finish Control Line | Signalling Area

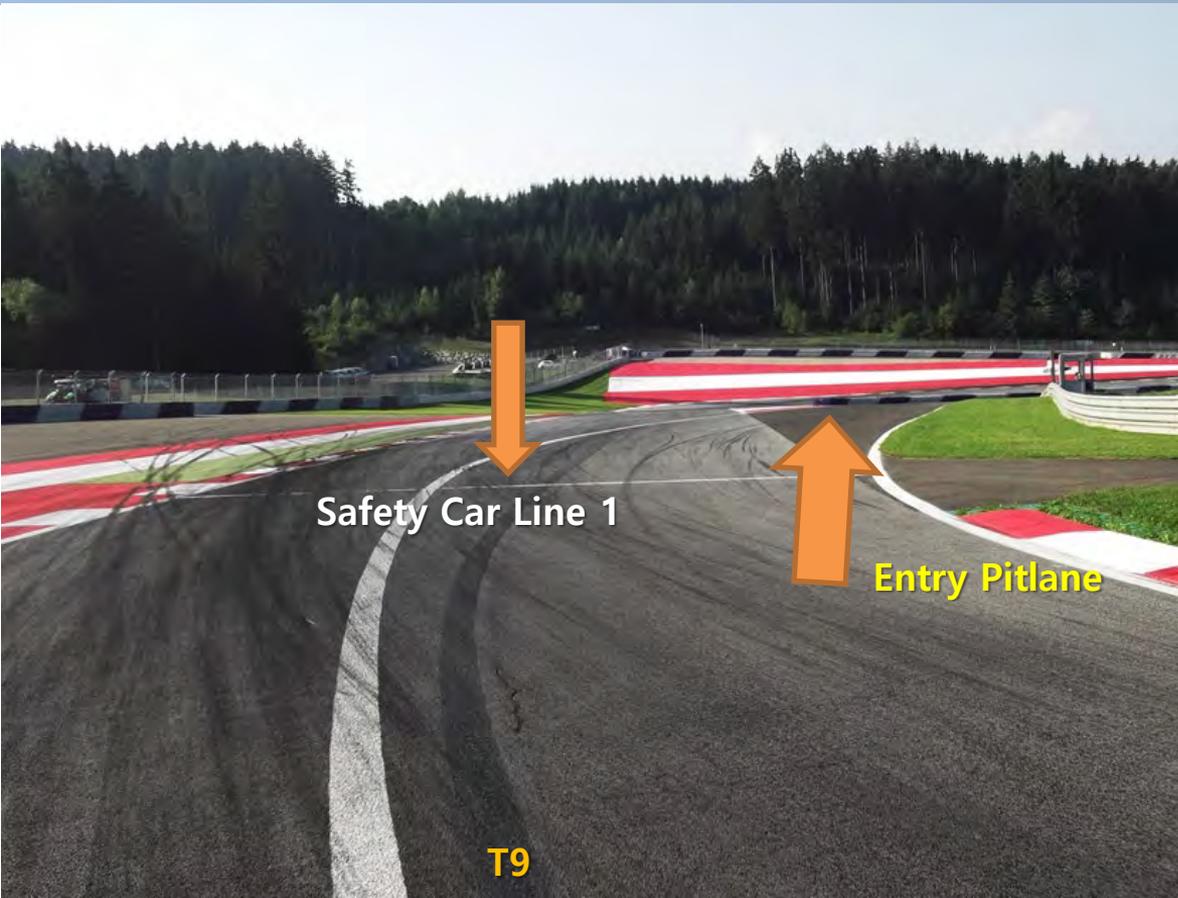


Finish Control Line



DRIVE THROUGH

Pit Entry | Safety Car Line 1



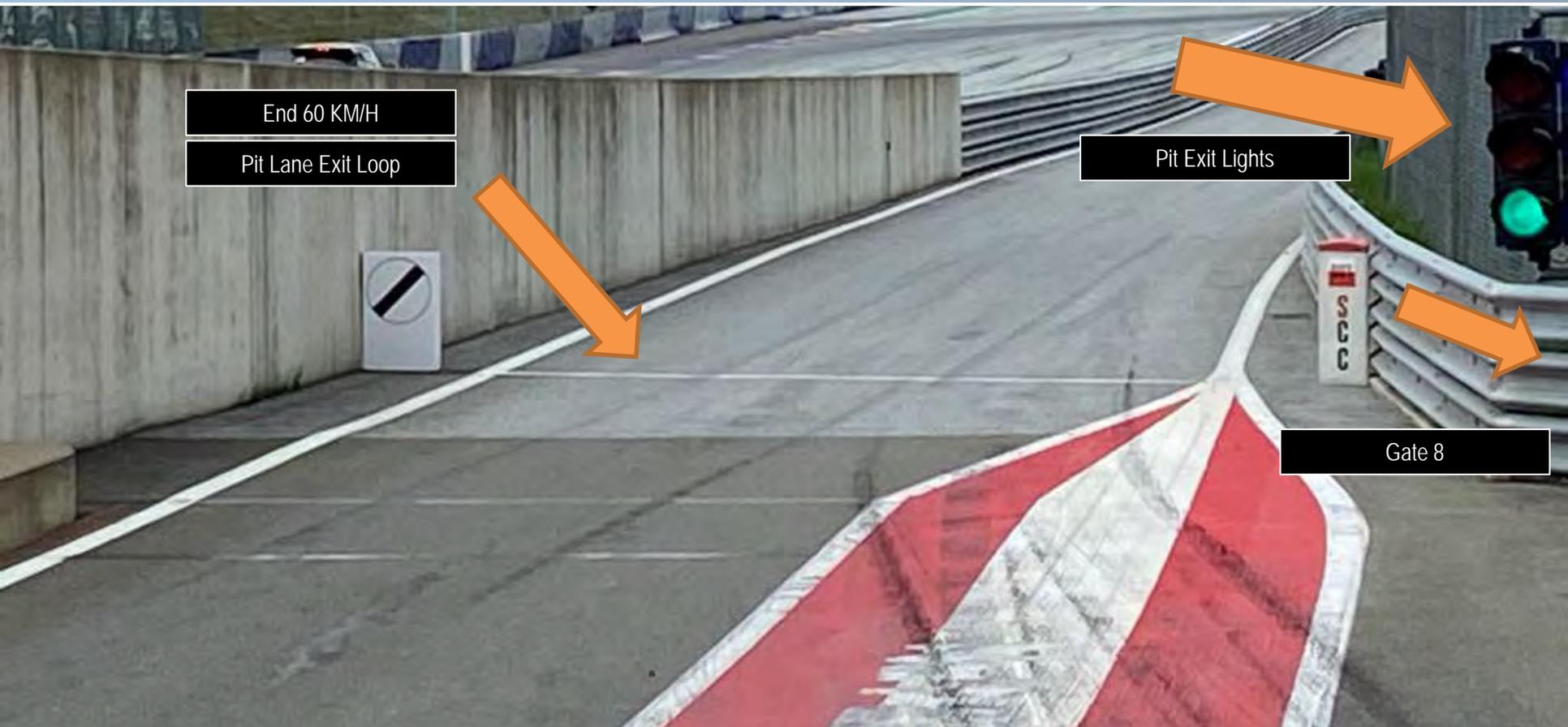
Pit Speed 60 km/h | Start Timing Loop



Pit Lane Entry Loop

Start 60 KM/H

End Pit Speed 60 km/h & Timing Loop



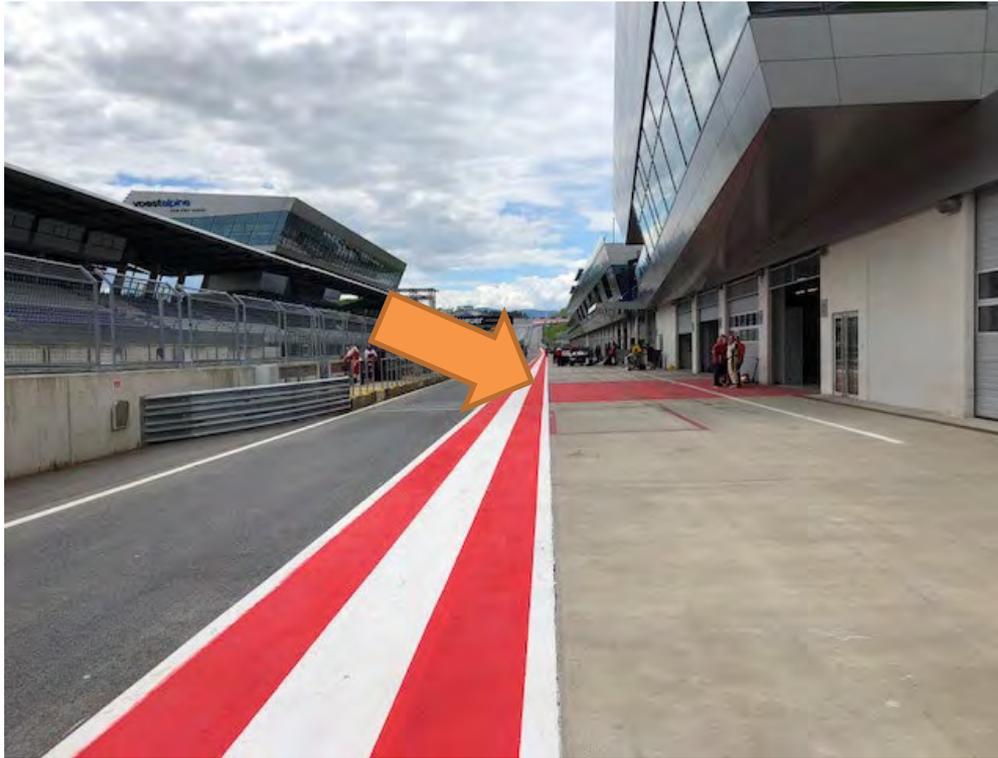
End 60 KM/H

Pit Lane Exit Loop

Pit Exit Lights

Gate 8

Penalty Box



- Technical Flag (Meatball)



- Black Flag



- Warning Flag



White Line Pit Lane Exit



Safety Car Line 2

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**.
- The Distance between the **Pit Entry Loop** and **Pit Exit Loop** should be **345m**. Driving at 60KMH this can be executed within **20,7 Sec**
- 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

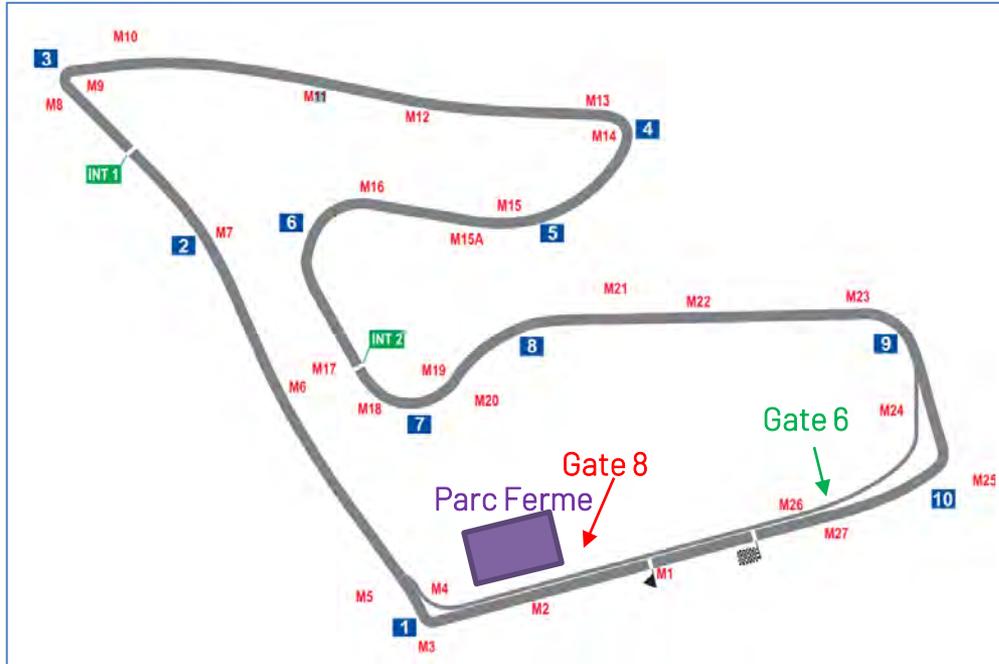
- Maximum 4 Mechanics
- Maximum 1 Driver Helper (if the driver helper is not working on the car then he/she/it will not be considered as working on the car.
- Maximum 1 Car Controller (Lollypop man). He may stand in front of the car, may oversee the operation but may not touch the car in any way

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

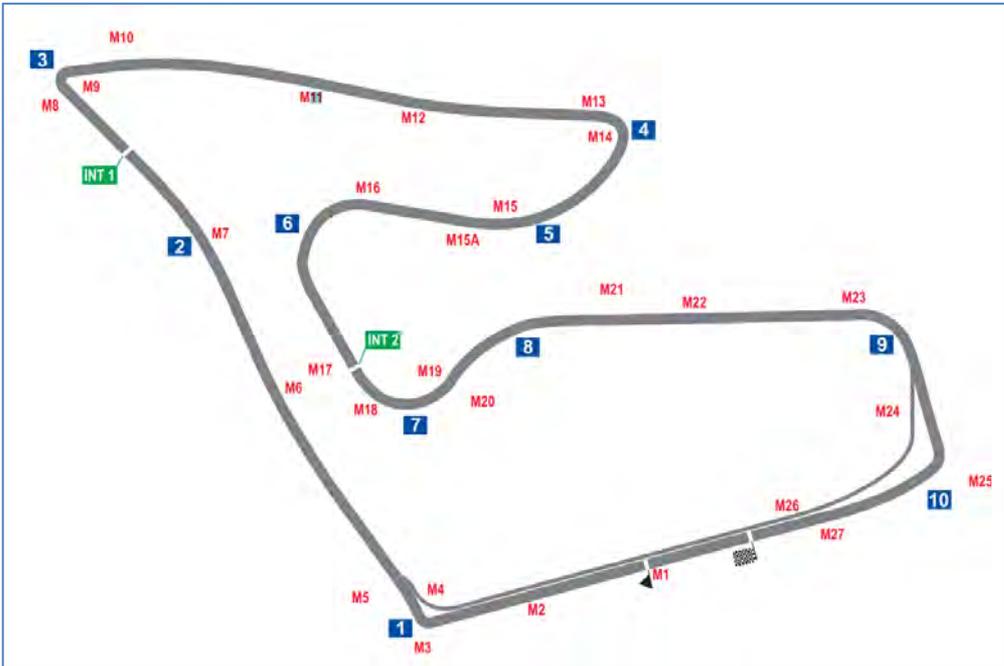




- Pre-Assembly Area is at Gate 6 for cars who are located in Paddock.
Cars in Pit Garages may start directly from their Garage
- All Sessions will be started from the pitlane.
- At the end of Free Practice, all cars will leave the track using the Pit Lane Entry. Cars who have their awning on the paddock can leave the pitlane using the Gate 8 near the Pit Lane Exit
- At the end of Qualifying and Races, all cars will leave the track using the Pit Lane Entry and leave at Gate 8 towards the Parc Ferme.

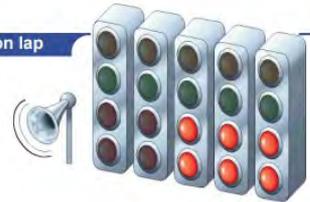


Logistics – Starting Procedure



Three minutes to the start of the formation lap

One more pair of red start lights is extinguished and the horn is activated.



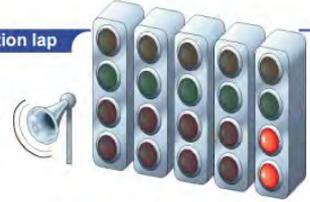
One minute to the start of the formation lap

One more pair of red start lights is extinguished and the horn is activated.



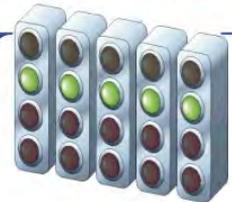
Fifteen seconds to the start of the formation lap

One more pair of red start lights is extinguished and the horn is activated.

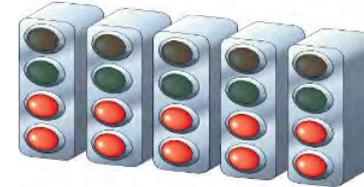
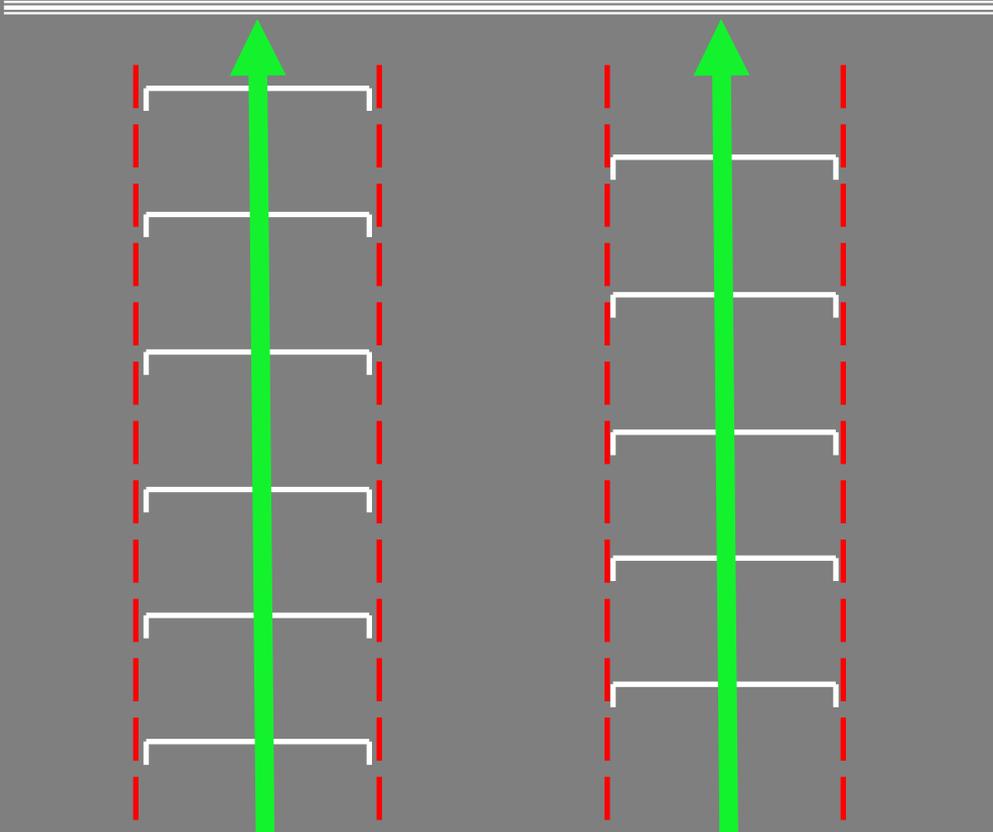


Start of the formation lap

One more pair of red start lights is extinguished and the green start lights are illuminated.



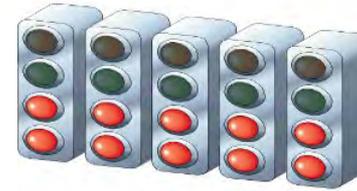
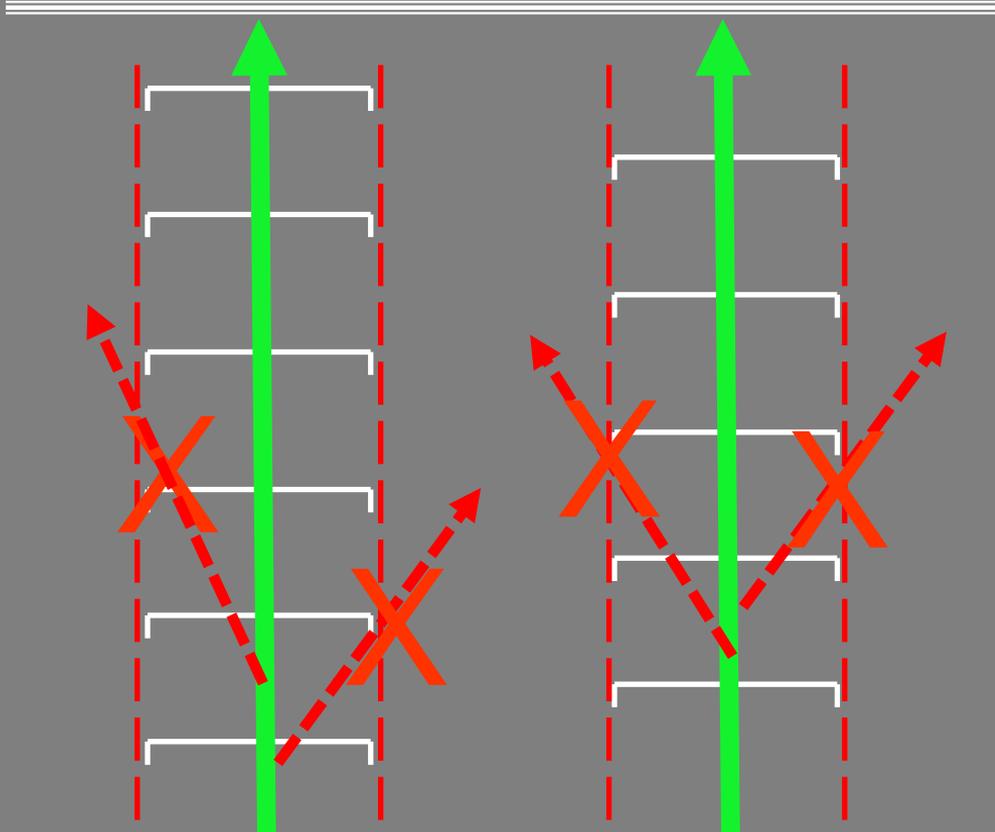
Start Procedure



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



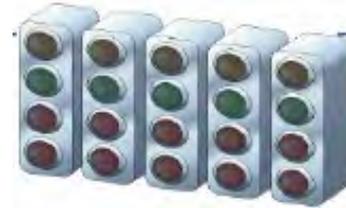
Start Procedure



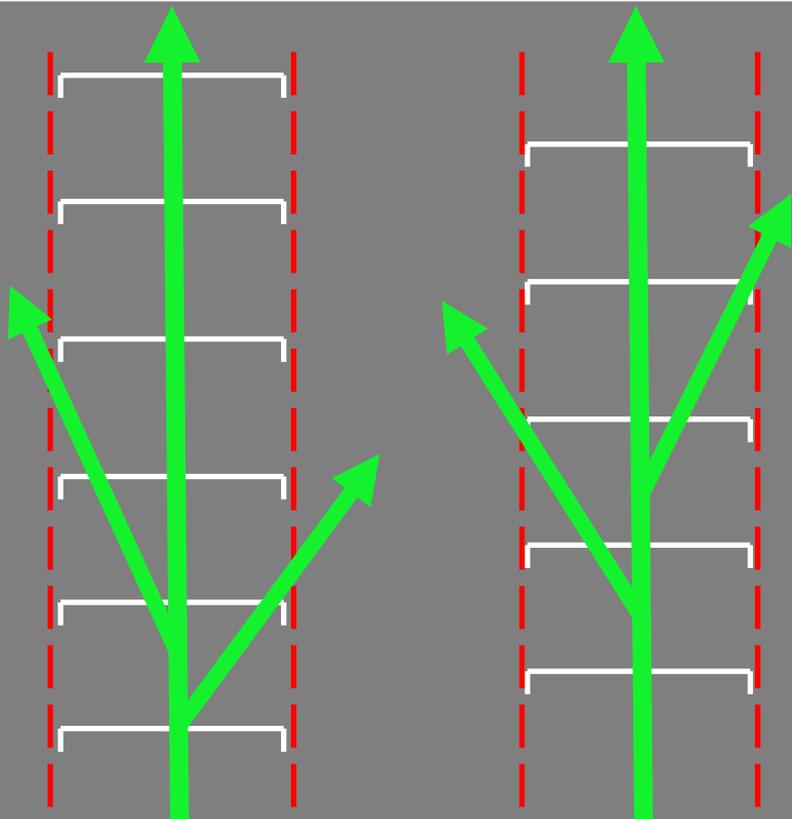
Pushing on or slowing down as well as leaving the respective starting corridor is forbidden before the starting signal is given.



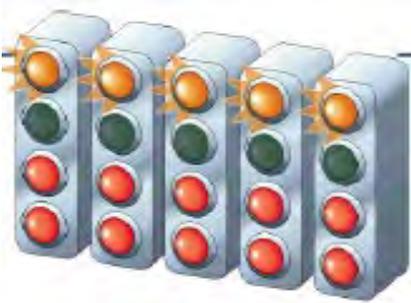
Start Procedure



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.



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.



Track Limits

Limit:

- Accepted: 1, 2 or 3 wheels off track
- Not Accepted: 4 wheels off track
 - *Note: Please see exceptions made at T1 & T9*

Penalty:

- Free Practice and Qualifying: **Current laptime Disallowed**
 - (Infringements at T9 also next lap will be disallowed)
- During the race: 3rd Offence = Warning Flag
- During the race: 5th offence, 5 seconds timepenalty added to total race time per occurrence.

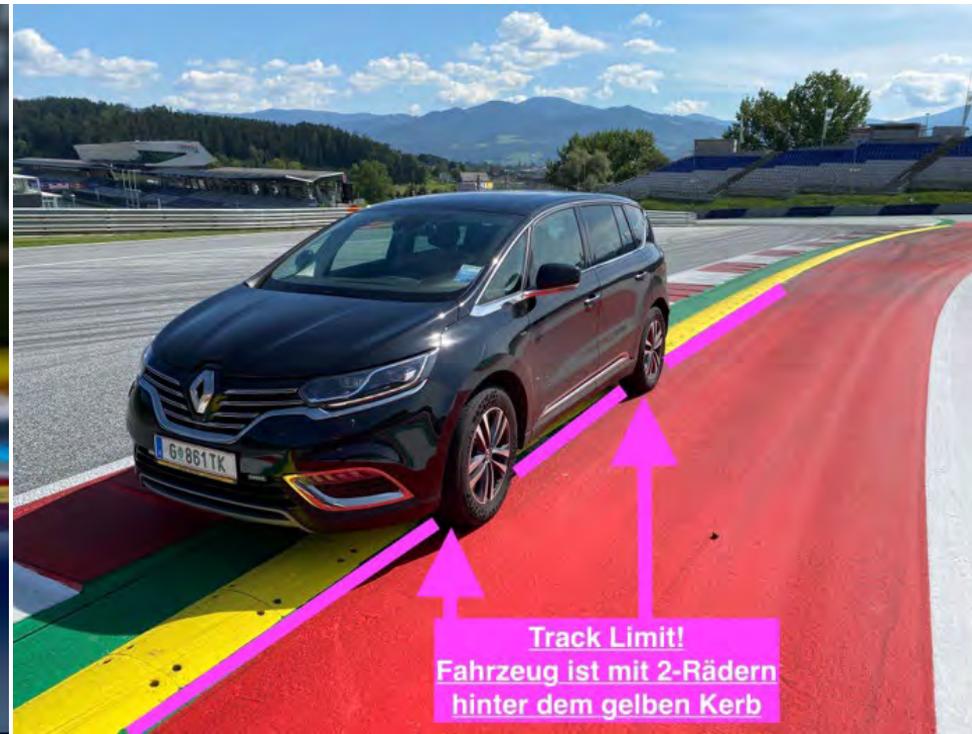


Track Limits T1 Exception

OK



NOT OK



Track Limits T9 Exception



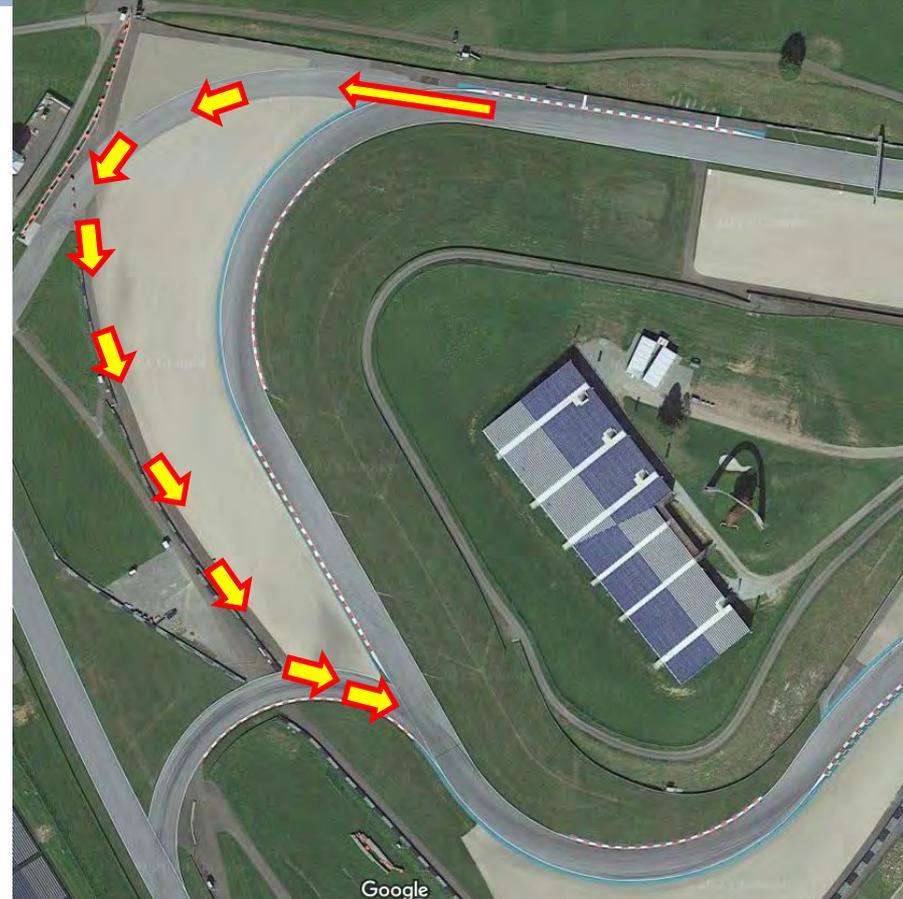
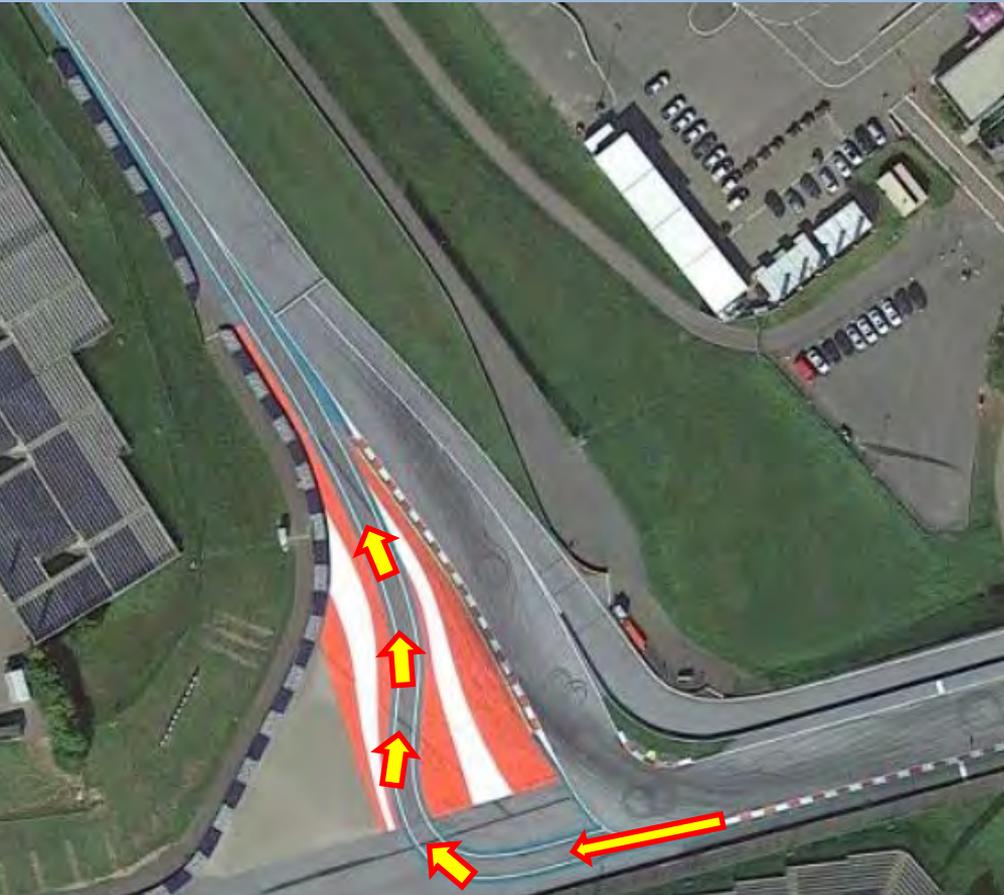
Safety – Stopping on Track



- An orange armco means an opening in the guardrail.
- It's a safe place to park your car after a technical defect



Runoff T1 and T6



| | | |
|-------------------------------|----|--|
| 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 Gate 6 at Pit Exit) |
| Starting procedure | -> | Rolling Start (Red Lights Switched ON -> OFF) |
| After Qualifying and Races | -> | All cars to Parc Ferme |
| No Laptime set during Qualify | -> | Written Report to the Stewards for permission to start |
| Podium | -> | |
| Mandatory Pitstop | -> | Between 25 th and 35 th 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: 460.887500 MHz

TEST 10 MINUTES BEFORE EACH SESSION

ANSWER WITH 'OK + CAR NUMBER' Towards Ivo



Facts when reviewing an incident on track:

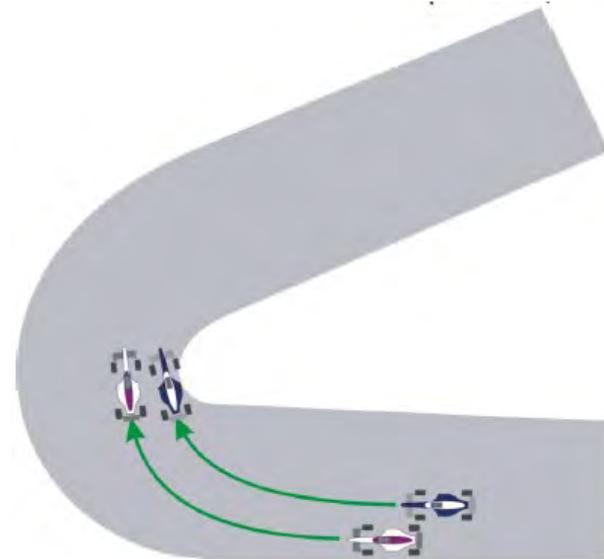
1. Relative position of the cars to each other at the:
 - Entry of the Turn
 - Apex of the Turn
2. Speed and the driven line of both cars between the
 - Entry and Apex of the Turn
 - Apex and Exit of the Turn
3. If position of cars has changed as the result of an incident (e.g. forcing the other car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

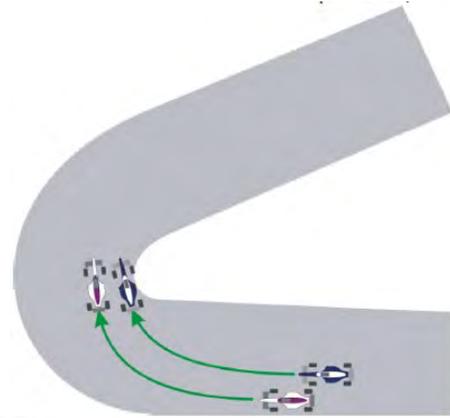
The Outside Car must leave at least one car width space inside, allowing the attempt to pass



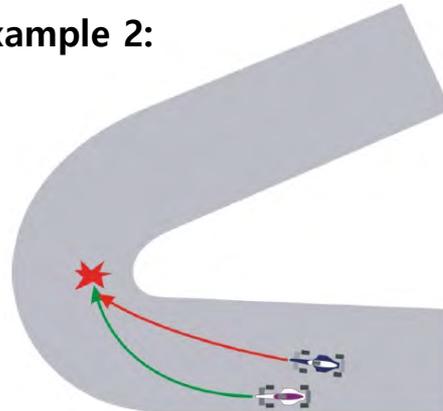
A penalty may be applied if (causing a collision)

- 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)

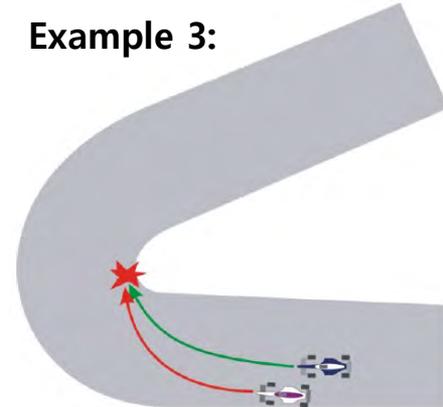
Example 1:



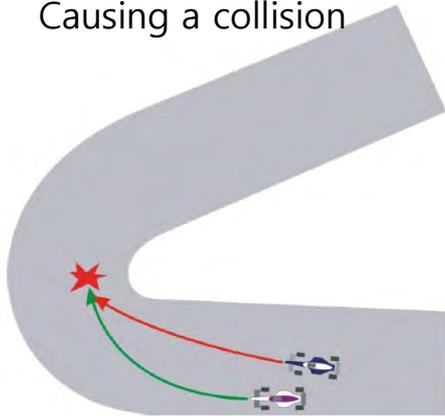
Example 2:



Example 3:



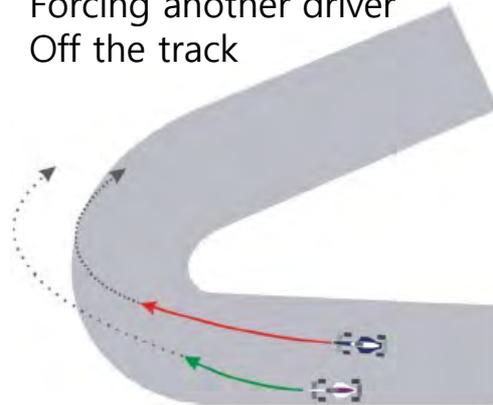
Example 2: Causing a collision



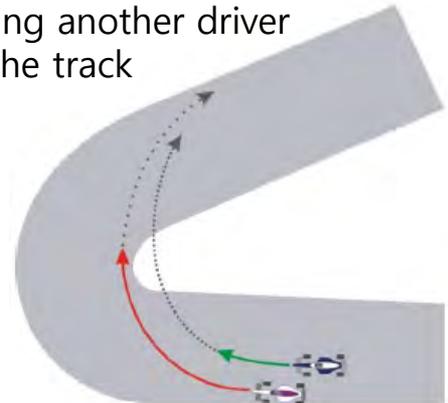
A penalty may be applied if (Forcing another driver off the track)

- (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 4: Forcing another driver Off the track



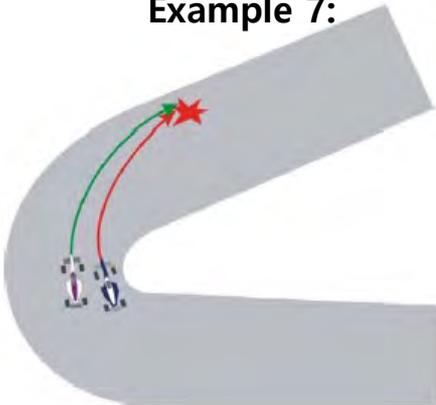
Example 5: Forcing another driver Off the track



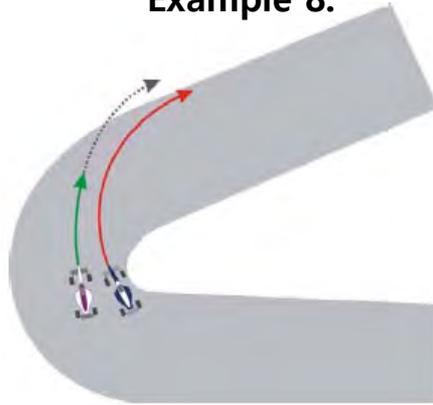
If the car on the outside is still in front, after the apex

- 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)

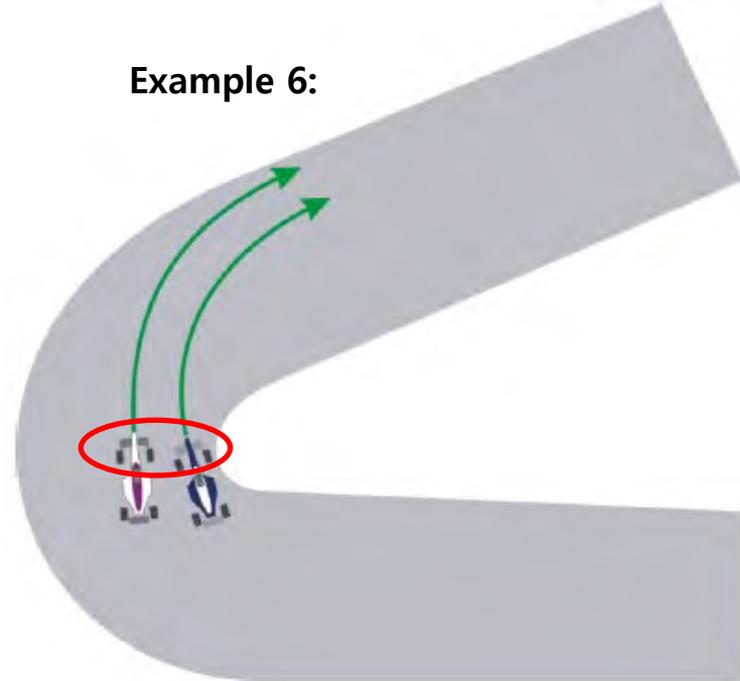
Example 7:



Example 8:



Example 6:



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.

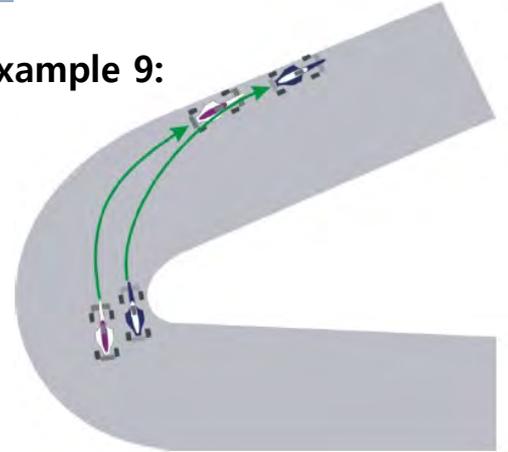
The Car on the Outside must give way for the car on the inside (Example 9).

Penalty if:

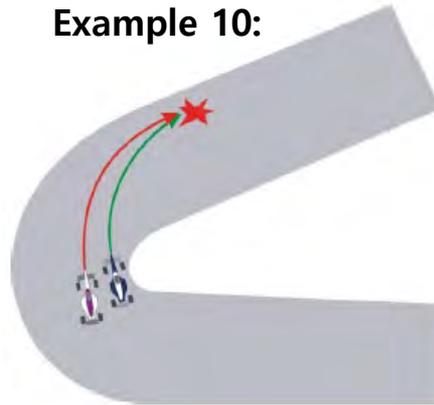
The car on the outside does not lift off and causes a collision (Example 10).

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

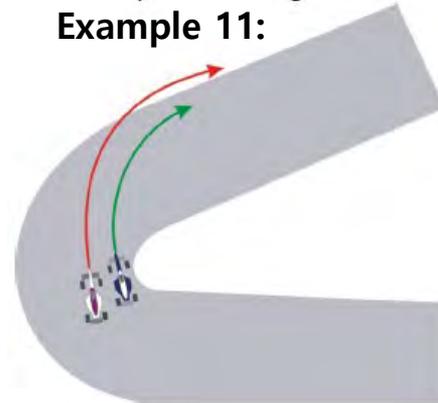
Example 9:



Example 10:

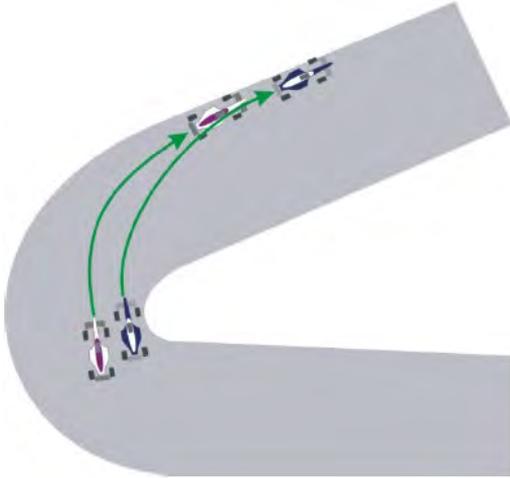


Example 11:

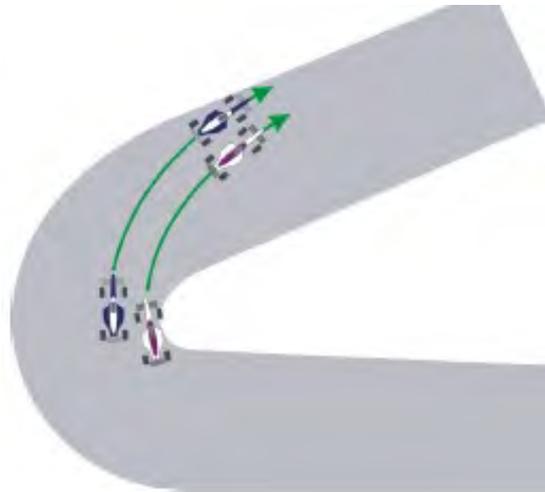


If you compare Example 9 with Example 12 you will notice that should the car on the outside being faster then the car on the inside should leave at least 1 car width

Example 9:



Example 12:





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Safety & Respect