



Club Track Day SMSP Amaroo Circuit Sunday 25th September 2022

Driver's briefing

Please read this carefully and contact the event secretary if you do not understand any part. A safe day relies on you complying with all of the following information.

Supersprint Format: this is not a race meeting. No mini races.

Groups: Drivers are grouped with drivers of similar times, with a maximum of up to 12 cars in any one group, fastest first. If you feel uncomfortable in your group, please check with the Grid Marshall to be moved to another group for your next run.

Laps: Each session is 6 minutes from when the first car crosses the start/finish line. Each group gets a 1 lap warm-up and a 1 lap cool-down. Cars are sent out at 3 second intervals to reduce overtaking.

Lap Timing: Timing services are provided by Eldee Timing, using a small timing transponder on each car. These transponders are provided to drivers, along with a cable tie. The transponder should be attached to the exterior of the car, below knee height, using the provided cable ties, or in the provided pouch for dual-entered cars. Only the transponder allocated to a driver should be on the car when that driver is on track.

Results will be uploaded live to Natsoft (www.natsoft.com.au). Paper copies of results will not be provided.

Change of car or driver: No change in car or drivers **from the one entered** without permission from the Clerk-of-Course (CofC).

Grid Position: As per the supplied grid sheet, or as advised by Joe. Please let him know if you leave early.

Speed & Safety: Speed inside pit exit and entrance is 40 kph – no excuses (safety is everything)

The maximum speed in pit area and pit lane is 10kmh and no burnouts or reckless driving is allowed. Only one warning will be given which will come from the CofC. Should you re-offend then you will be asked to leave. No spectators are allowed in pit lane.

End of session: At the end of a session the chequered flag is shown at start/finish and at the flag point on drivers left between T5 and T6, and an IN board is shown at T15A. When the chequered flag is displayed to you, please acknowledge to the flag marshal. Don't brake, stop and slow down abruptly as there could be someone behind you. Let your car cool down for the rest of the lap (80% pace), don't dawdle, exit to the pits at T15C.

'Hot' release strategy: We may be using a 'hot' release strategy. Next group released to track after last car has cleared the track. To have this work safely the following is most important:

- With a chequered flag shown at 2 locations plus an IN board shown at T15A, there is no excuse for missing the end of a session. If you do extra lap, the CofC will red flag the session and once you return to the pits, ask you to explain your actions.
- If for some reason you do miss coming into pit lane, continue around the track again. Do not stop on the track, reverse back up the track, or turn around and drive in the wrong direction up the track to get back to the pit entry. If you do, the chat with the CofC will be even more unpleasant.

Flags/Lights This is how we communicate with drivers on the track

- **Yellow Flag/Light:** If a yellow is shown this means that there is a hazard on or near the track. For example, a car has come off at some point or there is debris on the track. Slow down and proceed with caution. until you subsequently pass a flag point displaying a green flag/light. No overtaking is allowed within the zone between a yellow and green flag.
- **Green Flag/Light:** You may resume competition speed.

- **Red Flag/Light:** If a red flag/light is shown there is an accident or incident somewhere on the track. Slow right down and exit the track when you reach the usual point.
- **Chequered Flag:** Your timed laps have been completed. Proceed at competition speed until you pass the stop / start line which is the position of the timing marker and exit the track at the usual exit point.
- **Black Flag in front of control tower:** If the black flag is shown along with the flag marchall pointing at you, there is either a serious problem with your car or your driving. You must exit the track at usual exit point at the next opportunity, and contact the CofC.

Overtaking: Best done on the straights. Both drivers have responsibility for a safe overtake, but the overtaker has main responsibility. Overtakee should maintain their line and allow overtaker to pass on the straight. No desperate passing, or weaving by overtakee.

Unintentionally Leaving the Track or vehicle is immobilised:

If your car is on fire, please get a safe point away from the car as quickly and safely as you can, otherwise should you not be able to resume, stay inside the vehicle with seatbelts fastened and all safety gear still on (ie helmet). Signal to the nearest flag point:

- A 15 second thumbs up to the nearest flag point so we know you are ok.
- Flag tow, or All up lift

Should you be in a safe place you will be recovered on the completion of the timed session, otherwise the session will be red flagged and you will be recovered.

Getting back on the Track: Once you are ready to come back on to the track and you have made sure that it is safe to do so please take as much care as possible to ensure that no loose dirt is brought back on to the track. Cleaning up debris on the track will cause a delay, and no one wants to be responsible for such a delay.

Issues with your car: If you believe you might be dropping fluid from your car (you see smoke, or you're suddenly skating everywhere), pull off the track to a safe place. This may save a lot of time cleaning up the mess. If you have an issue with your car, don't make life difficult for others – get off the racing line, and come into the pits - don't keep circulating. You may risk doing more damage to your car or leaving debris on the circuit.

Accidents/Incidents: In the case of an impact between your car and another car, or with trackside structures, once you have returned to the pits you will be required to undergo a medical assessment.

Refueling: Only in the designated area.

General

- On completion of your timed session you are given a full lap cool down. If your car is still hot you are permitted to drive around the pit area at a safe speed (10kmh). When parking your car after your timed session DO NOT apply the handbrake as this may warp your disks. Leave your car in first gear and turn off the engine.
- MX-5s need to have roof up unless fitted with additional ROP. Exemption only by CofC.
- Bring a red pen to the drivers briefing
- Make sure mag numbers are taped to car doors. At a minimum, tape on top and front edge of the mag number. Lost or damaged mag numbers incurs a \$80 replacement fee.

At the end of the day

- Club numbers returned cleaned and with any tape removed.
- Timing transponders returned to timing contractors observing required social distancing/ face mask.

First-timers and Trainers: Please stay after briefing.

End of drivers briefing