



Club Track Day SMSP Amaroo (South) Circuit Sunday 26th February 2023

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 based on lap times, with a maximum of 12 cars in any one group, and typically ordered by lap time within each group. If you feel uncomfortable in your group, please consult with the Grid Marshall about being moved to another group for your next run.

Sessions: 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 approx 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.

Mylaps Safety System: ARDC have mandated this new safety system for use at all SMSP speed events. It is distinct from the Mylaps timing system. Each competition vehicle is required to carry a safety transponder in addition to the usual timing transponder.

Make sure you get a timing transponder from Eldee Timing and a Safety transponder from ARDC, both in race control, and fit each to your car as per their instructions.

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

Grid Position: As per the supplied grid sheet or as advised by the Grid Marshal. Please let the Grid Marshal 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. No o burnouts or reckless driving is allowed anywhere. 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. A group is released to the track while the last cars of the previous group complete their in-lap. To have this work safely the following is most important:

- A chequered flag shown at 2 locations plus an IN board shown at T15A, so 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 to get back to pit entry. If you do any of these, the chat with the CofC will be even more unpleasant, for you!

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 marshal 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.

Flag Point Display Panels: TBA at briefing

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 if necessary, reduce speed to allow overtaker to pass on the straight. No desperate passing by overtaker, or weaving by overtakee.

Unintentionally Leaving the Track or vehicle is immobilised:

If your car is on fire, please get to 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 (eg helmet).

Signal to the nearest flag point:

- A 15 second thumbs up to the nearest flag point so we know you are ok.
- Flat 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 track-side structures, once you have returned to the pits you will be required to undergo a medical assessment and for the car to be checked by the scrutineer before you can resume competition.

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 must have the roof up unless fitted with additional roll over protection. Exemption only by CofC.
- 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 incur a \$80 replacement fee.

At the end of the day

- Club numbers must be returned clean and with any tape removed.
- Timing transponder to be returned to timing contractor.
- Safety transponder to be returned to ARDC representative.

First-timers and Trainers: Please stay after briefing.

End of drivers briefing