



Club Track Day Pheasant Wood Circuit
Sunday 13th August 2023
Motorsport Australia Permit No. 223/1308/02

Note: No documentation or forms etc will be available on the day. All forms and documents can be downloaded from the Mazda MX-5 Club of NSW Web site

Pre-event requirements by now you should have completed the following

1. Prepare your car for competition as per **Scrutineering Reference Sheet Appendix 1**.
2. Each Driver submitted the online form *Risk Warning, Disclaimer, Indemnity & Statement of Vehicle Compliance*. Please [Click here](#) to go to **Mazda MX-5 Club of NSW Web site** to complete and submit your online form if you have not already done so.

What You Need :

- A helmet that complies with AS/NZ 1698, European ECE 022 with 04 or 05 amendments, or other acceptable standards as allowed in Motorsport Australia driver apparel requirements and must carry markings to that effect. Helmets must be in good condition and must not have any perforations to the outer surface. Recording devices cannot be attached to helmets.
- Non-synthetic clothing – neck-wrist-ankle (check what your clothing is made from)
- Non-synthetic footwear, which completely cover the feet, made entirely of leather or other flame resistant materials. Shoes that contain any synthetic materials such as nylon are forbidden

Documents you need to have with you on the day in printed or electronic format, to refer to.

1. This information sheet Driver's briefing notes:
2. Supplementary Regulations Parts 2
3. Grid sheet
4. Competition License or evidence of a current competition license (if an official requests to view it)
5. Car log book (If your car has a Motorsport Aust log book)

Arrival at Pheasant Wood Note: Gates will open approximately **7:00am**.

After entering Pheasant Wood

Drive directly to the pit area observing traffic flow signs.

If trailering, unload your car without delay and relocate your tow vehicle and trailer to the park-up area.

Important: Please arrive in plenty of time to prepare your car and yourself before the call up for your first run.

Activity	Where	Time
Arrival at track	Entry to Pheasant Wood	7.00 – 9.00
Preparation	(In your pit area)	7:30 – 9.00 am
Scrutineering / document collection		7.30 to 9.00 am
Collection of timing transponders	At the tower base	7.30 am to
Briefing for drivers	Base of the tower	Approx 8.30 am
Sighting laps 3 of untimed	On the track	9.00am – 9.10am
Timed Laps	On the track	9:10am – 4:00 pm
Lunch Break (if time allows)	Catering Van on site	Approx 12:30 – 1:00 pm
Presentation of trophies	Cafeteria Building	4.00 - 4.30 pm
Load up and exit Pheasant Wood site	(In your pit area)	4:30 – 5:00 pm

Garages / Carports: There are limited carports available supplied “free of charge” by Pheasant Wood Race Circuit on first come first served basis. Each carport is able to accommodate three MX-5s so please take only the space you need and leave the remainder for another competitor.

Magnetic Numbers: The Club will provide magnetic numbers for the event from 1 to 60. Any entrant requesting a number above 60 will be expected to supply their own numbers. At the end of the day, please wipe the magnetic numbers clean with sanitizer before returning them to the control tower. Lost, damaged, or non returned numbers will incur a \$40 replacement fee.

Scrutineering

After you arrive at the circuit, and after you prepare your car for competition including fixing any club provided magnetic numbers to your car, drive through the scrutineering bay, where:

- The scrutineering sticker will be applied
- You will receive a wrist band for your right wrist.
- Your car and helmet will be visually checked
- You will be directed to present your car and drivers to the scrutineers if your car has been selected for targeted scrutineering.

Dummy grid (First timed run of the day)

When your group number is displayed, please be prompt getting to the dummy grid entrance so we can check your car stickers and wrist band. *Stay in your car.*

Food Van

Please obtain your food and exit the van area in a prompt manner so avoid congestion.

Petrol:

We suggest at least half tank of fuel per driver. The closest petrol station is at Marulan. You must use the dedicated refueling area if refueling from containers on site.

Compliance

All attendees to this event must abide by the requirements in this document and other documents available for download from the **Mazda MX-5 Club of NSW Web site**. Failure to comply may result in you being reported to the Chief Steward.

Pheasant Wood – 2023 Benchmark Times

Category	Model	Class				
		1 Standard	2 Clubman	3 Super Clubman	4 Modified	5 Open
A	NA6	64.2	62.9	62.0	60.7	-----
B	NA8 NB8A, NB8B, NB8C, NB8D	63.5	62.3	61.3	60.0	-----
C	ND15A, ND15B	63.2	61.9	60.9	59.7	-----
D	NB SE	63.0	61.7	60.8	59.5	-----
E	NC RC	62.8	61.5	60.6	59.3	-----
F	NC, NDRFA	62.5	61.2	60.3	59.0	-----
G	ND20A, NC 2.5L	62.1	60.9	59.9	58.7	-----
H	NDRFB	61.7	60.4	59.5	58.3	-----
J	NB SP	61.7	60.5	59.6	58.3	-----
K	ND20B	61.4	60.2	59.3	58.1	-----
N	NA (Normally Aspirated)	-----	-----	-----	-----	57.6
T	FI (Forced Induction)	-----	-----	-----	-----	56.8

Appendix 2 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 10 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 group is on the track for 10 minutes plus a 1 lap warm-up and a 1 lap cool-down. Cars are sent out at 5 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. The front grill or number plate area is recommended. Drivers of dual-entered cars will be provided with 2 transponders and a pouch they can attach to their car, allowing the transponders to be swapped. Only the transponder allocated to the driver should be on the car when that driver is on track.

Timing results: Timing 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 on the entry form** without permission from CoC or grid marshal.

Speed: 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 Clerk of the Course. Should you re-offend then you will be asked to leave.

Checker Flag in front of Control Tower: Please acknowledge receipt of Checker Flag signals the end of your session. When you get the checker flag, back off the pace a bit not too much. Don't brake, stop and slow down abruptly there could be someone behind you. Let your car cool down for the rest of the lap (80% pace), but don't dawdle and exit to the pits in the exit lane.

'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:

- No 'runners'. If you do extra lap, Cof C will red flag the session and you will be asked to explain.
- 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, that chat with the C of C will be much more unpleasant.

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

- **Yellow Flag / Lights:** 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. Once past the affected area you may resume competition speed.
- **Red Flag / Lights:** If a red is shown there is an accident or incident somewhere on the track. Slow right down and exit the track at the usual exit point. **Do not continue for another lap around the track.**
- **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 pit exit.

- **Black Flag in front of control tower:** If the black is shown there is a serious problem with your car or you have disobeyed the rules of the course. You must immediately proceed to the track exit and exit straight away and contact the Clerk of Course.

Overtaking: If someone should catch up to you on the track and you can see that they are clearly faster than you, signal them by pointing your finger in the direction that you wish them to overtake. No diving underneath cars on corners, use straights to pass safely.

Unintentionally Leaving the Track:

The track surface at Pheasant Wood is very wide and very grippy. As a result, loss of control is much less likely than at Wakefield Park for example. At Pheasant Wood, it is important to stay on the tarmac as there is limited run-off area available, and in many places the track surface extends up to a concrete wall. The best advice is, if you do feel like you are about to lose control then let the car spin on the tarmac – the surface is very wide, and this will slow you down the fastest. Should you not be able to resume competition, stay inside the vehicle with seatbelts still fastened and all safety gear still on (ie helmet) as this is the safest place. Give us a 15 second thumbs up so we know you are ok. If we don't see this signal, we may consider you have had a medical emergency and so red flag the session and send out the ambulance. Should you be in a safe place you will be recovered on the completion of the timed session.

If you are in a dangerous position the session will be red flagged and you will be recovered straight away.

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. The rule is the person who puts the debris on the track sweeps the track. However, this takes some time and can hold up the day's proceedings.

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 in a safe place. Might save a lot of time cleaning up your mess. If you have an issue when your car, don't make life difficult for others – get off the racing line, and come into the pits – don't keep circulating you will be doing more damage to your car.

Accidents/Incidents (Major): If anyone is involved in a major accident/incident turn the car off and stay in the car. Should the car catch fire, get out of the car and move away when safe to do so. Leave your helmet on and wait for the medical/recovery crew to arrive.

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 ROP. Exemption only by C of C.
- 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 returned clean. Please remove all tape from numbers, pain to get off afterwards.
- Timing transponders returned to timing contractors observing required social distancing/ face mask.

Sighting laps, 3 of : (for entrants who have not previously participated at Pheasant Wood)

- In the first run of the day, entrants will go out with, if they choose, an experienced entrant as observer / instructor in their car to gain some familiarization with the circuit and to learn line and braking points.

End of drivers briefing

Appendix 3 Pheasant Wood map

