

## PCNSW Drivers Briefing Notes

These notes must be read in conjunction with the Supplementary Regulations and any Further Regulations issued for the meeting. The meeting is conducted under the CAMS and Circuit WHS and policies.

All competitors and drivers must comply with the general requirements for Speed events as published in the current CAMS Manual of Motorsport.

### Check In and Scrutineering

Check in will be in the scrutineering bay (or as otherwise announced over the PA) and we will be ready to check you in from 7:00am. It will be busy, so come prepared with your CAMS licence and Club Membership card. We will have the paperwork ready for you to sign. We have car numbers available for purchase as well as the blue battery indicator triangles. Don't forget to collect your timing device.

Get your paperwork sorted and then join the scrutineering queue. For those cars being supported by the PR Technology, Buchanan Automotive and Autohaus Hamilton teams, they can be scrutineered in the team area. Each team has a authorised scrutineer.

Cars must be presented to scrutineering in a ready to run configuration. If there is a chance of wet weather, any cars running on slicks must also have their wet weather tyres/rims checked as well. Bring your helmet for inspection as well.

Please do not turn up at 8:00am and expect to be processed in 10 minutes - plan to arrive at the track no later than 7:30am

### Drivers Briefing

The drivers briefing will be held at the base of the tower (or as otherwise announced over the PA). Please be on time as we aim to start it at 8:30 sharp. Come promptly when the PA announcement is made. Scrutineering will be suspended while the drivers briefing is under way.

Just to make it clear and to avoid lots of questions in the briefing:

- We will be running timed length sessions, not lap counts - normally 8 minutes per session - this means that with 6 groups you should be out on the track every hour.
- Passing is permitted only on the straights - no passing going into or through the corners and absolutely no diving up the inside as you start to enter a corner.
- Supersprinting is not racing - so if someone is clearly catching you, let them go past you on the straight even if you need to back off a bit to let them do it. You are going to get lots of laps during the day. The car in front should stay on the racing line and it is the duty of the car passing to do it safely.
  - *A guide to tell if the car behind you is faster – if it is closer to you this lap than it was last lap, the car behind is faster. Pretty simple stuff. Don't hold them up or block them.*
- Watch for the Checked Flag or the Black flag as you go past the start/finish each lap.
- Cars can run with windows up or down BUT at no time can anything protrude outside the car (like an elbow).

- No-one is permitted to stand at the pit wall unless you are an official such as a flaggie.
- If you want to change your run order within your group, talk to the other drivers to swap places and then tell the grid marshal. if you want to change groups come and see the Club Captain (Mark Bloxham) or Event Secretary (Tim Bickford) to confirm it first.

Remember that days like these run smoothest when people are ready to go when called. The track will be run live at all times, sending the next group out when the previous one is coming in. As such, we will not be waiting for stragglers when your group is sent out.

## Groups and Ranking of Drivers

All the drivers have been ranked based on their nominated lap times at time of entry, adjusted for history at this circuit, past comparative performance at other circuits and a wild arse guess by the Event Secretary for those who have not competed before. You are all then broken into groups with a run order within those groups.

The information about which group you are in and the order within that group will be written on the scrutineering sticker you are issued at check-in. These are the groups for the morning - at lunch time we re-rate everyone based on the mornings performance, and these groups will be posted on the notice board on the wall of the tower at lunchtime.

The running format of the day means that one of the run groups (normally group 6p) will be reserved for those who wish to learn the circuit without the pressure of being timed and may run with an instructor if they wish - ideal for those people trying Super Sprints for the first time. Once someone is comfortable running by themselves and wishes to start recording times, we move them out into the other groups.

## The Start

When your group is called, assemble in the Marshalling Area (aka dummy grid) and line up in your allocated order within your group. There are numbered parking slots – use them.

Be ready to go with seatbelts fastened and helmet on etc. At approximately 1 minute to go you will be given the signal by the Grid Marshal to start your engines.

When your group is released onto the track you will be released from the Marshalling Area in order from fastest to slowest.

Drivers are released in pairs with a short pause between each pair.

Drivers should not overtake on the out lap as others may be using this period to warm up their tires and brakes. Remain in your release order.

As you reach the following points, drivers should immediately come up to full sprint speed:

- Wakefield - coming onto back straight
- SMP GP or North Circuit – start of back straight
- SMP South - immediately after passing footbridge at rear of corporate hill bridge

Overtaking with care is permitted after passing these points.

Timing begins at the start/finish line.

Any car that encounters a problem during the start, is unable to keep up or begin the timed session may be driven into pit lane. Provided the issue is fixed quickly, it may re-enter the track from pit exit at the direction of an official. Speed limit in Pit Lane is 40kph and is strictly enforced.

## **Slow Drivers**

Use your mirrors and wave though faster drivers so they know you have seen them.

Leave passing room if a faster car is near, but you are entitled to maintain your line. It is the responsibility of the car overtaking to do so in a safe manner.

On straight sections of the track and exiting corners, move close to the track edge. Avoid exiting corners mid-track as that baulks the car behind. If however you wish them to pass on the outside, leave them sufficient room.

Trust the driver behind no matter what side of the track he/she is on and if you are following the advice above, let them decide what to do rather than move your car out of the way.

It can assist greatly if you point to the side you want the overtaking car to use.

## **Faster Drivers**

Leave slower cars a lot of space and room to make mistakes – some are new and learning and may not be sure what to do when you come upon them at speed.

The slower drivers are entitled to their line. It is your responsibility to pass safely.

Only overtake on straights or exits of turns. No overtaking on corner entry unless waived through or have obviously been seen by the other driver, for reasons of safety and respect.

If a car you wish to overtake has encountered another slower car in front of them, let them deal with their overtaking before you seek to overtake.

## **Flag Signals**

Observe the flag signals as shown from the Flag points around the circuit.

Red Flag = a whole track warning used when there is an incident on the circuit or the circuit becomes unsafe.

When displayed, all cars are to immediately come off pace and proceed with caution to the pit lane, line up in the order you exited the track and await further instructions from officials.

Yellow flag = a local warning that there is something ahead which you need to be aware of - perhaps a car has spun out. No Passing other cars until the next clear flag point or Green flag

Black Flag = there is either something wrong with your car or with the way you have been driving. Come to the pits and the Clerk of Course will help explain what the issue is.

Checked Flag = end of timed session, return to pits and brag about your ability to anyone who will listen.

## **The Finish**

After you have been shown the chequered flag proceed at reduced but brisk pace to the following exit points:

- Wakefield – return to paddock at beginning of the main straight
- SMP GP or North Circuit – exit track at turn 4
- SMP South – return to paddock at beginning of front straight

A reminder that the speed limit in the paddock area is walking pace.

## **Losing Control**

If you become unstable, slide or spin out take a moment to gather your thoughts before getting back into it. You have already ruined a good time for that lap and drivers can do silly things when they are flustered. If you have left the circuit proper, you may re-enter the circuit but do so in a safe manner and check for approaching cars.

## **Break Down or Contact on Circuit**

If you break down or make contact on the circuit, attempt to find a safe position off the track for your car. If it is safe to do so you may leave the vehicle and retire to a safe position. However if the car remains on the track or if the safest position is to remain in the car, continue to wear all safety equipment and stay strapped in your seat. In all situations, please indicate to the closest flag point if you are OK. If you are involved in an accident involving contact, you are required to be cleared by the Medical attendants before you can compete in any further sessions.

## **End of Day or Leaving Early**

Don't forget to return your timing device to the tower before you leave. Leave your pit area clean and tidy.

And please make a point to thank at least one of the volunteer officials – we can't sprint without them