

## **DRIVERS' BRIEFING**

- **Welcome** - Fun day in a Supersprint format. If a car holds you up so be it! Plenty of sessions throughout the day. Times are not as important as safe driving and having fun out there.
- **Senior Officials:** Ron Adlam (Clerk of the Course), Phil Boyd (Deputy CoC), Joan Vaughan (Event Secretary), Ian Williams (Chief Scrutineer), Joe Kovacic (Chief Grid Marshall), (Stewards). Richard Setchfield, Stephen O'Reilly, Dave Anderson.
- **Safety** - all Drivers lined up on the dummy grid are to be correctly attired with helmet on and clothed in NON-SYNTHETIC wrist-to-neck-to-ankle clothes. All loose articles out of the car.
- **No spectators, drivers or crew** are allowed in Pit Lane or on the wall
- **Event format** - Event starts at 10:00am, Finish 4:00pm. Hot Track Format. Each group will be sent out in a conga line straight from the Dummy Grid fastest to slowest. No deliberate wheelspinning. Don't exceed speed limit until you pass the derestricted sign. No overtaking until you hit the main straight. Cars will be let out onto the circuit while the previous group is still on the track.
- **Sessions duration** – 6 mins timed from first car started. May be varied depending on delays or group consolidation to get the minimum 5 planned sessions in the day.
- **Groups** – 1 through 7 and will be run in that order. These groups are fastest to slowest, and may be combined later on in the day.
- **Calling up groups** - by PA system – please listen!
- **Double Entries** - have one group in between and a quick change is required. We will not hold a group up for a late starter.
- **Late starters** – Once the group has been released onto the track that session will be closed to stragglers. Be on time or miss out on your session.
- **Retirements** – As we are gridding individual cars it is important to let the Grid Marshal know if you have retired your car so he won't be chasing you up!
- **Flag signals** – Flags: Green at Start, Chequered end of session and Black shown at Start/Finish. Red and Yellow flags will be shown at flag points and will be used in conjunction with the track lights.
- **End of Run** – chequered flag at S/F line will be shown after the session time elapses then all cars receive the chequered flag, allowing for a cool down. Red flag will be shown at Turn 10 after last car has passed.
- **Track Lights** - Slow flashing yellow – incident caution, fast flashing yellow – incident caution with part track blocked & red – end of session come in immediately. No overtaking permitted under any yellow or red light/flag condition.

- **Overtaking** - The overtaking vehicle has the major responsibility for a safe pass. Slower vehicle to let faster ones through and remain on the race line. Look in mirrors, no blocking, no desperate passing.
- **Dangerous Driving** – You all rely on us to provide a safe track for you to run on. We will be watching and will issue one warning only for dangerous driving. A second warning will end your day.
- **Do not dawdle** - on the warm-up & cool-down as it causes delay. Go out and come in quickly.
- **If circuit is declared 'wet'** - No slick tyres to be used and timing will be halted.
- **Re-runs after a Red Flag** – If the Grid Marshall indicates, continue straight along pit lane in **single file keeping to the right** and wait to be called up. Don't turn left off pit lane, and keep the left lane clear for emergency vehicles.
- **Oil problems** - Watch oil lights, own smoke etc. - get off racing line and off the track quickly
- **Re-joining the track** - If a vehicle 'comes off' the track during a run and is not immobilised, re-enter the track with care and don't spin wheels and throw dirt onto the track when re-joining.
- **If Vehicle is immobilised** – Exit car safely and quickly get behind a barrier. Wait for recovery.
- **Hand signals** – Medical Required (Arms crossed in front of chest), Flat Tow required (Arms held out from your side forming a “T”), All Up Lift required (Arms held out as per Flat Tow but moved in an upwards motion instead of being held still), Driver OK (Thumbs Up).
- **Don't overshoot the Circuit Exit** - At the end of your session turn into the pit entry lane at Turn 10 and don't commence another lap. The following session will have already been let out onto the track and a “runner” will cause a Red Flag and a session restart.
- **Timing** – Screen located just inside the Control Tower Office. Only one competitor is allowed in that room at a time. Google “Natsoft” for full results.
- **Timing Transponders** - don't forget to return them!
- **Lunch Break** – No break for competitors, so get your lunch between your runs. Please let officials in orange vests jump the canteen queue, so that they can get back to their positions with minimal delay
- **Maximum speeds** - Are pit lane 40KPH and in the paddock or pedestrian areas 10kph.
- **Smoking & alcohol** - Consumption is not permitted in Pit Lane, garages or near fuel bowsers.
- **Drive Safely** – Consider others in your group. Objective to go home with straight cars and big smiles. Wakefield Park is a great circuit and pretty safe but take it easy for the first few sessions.