NSW Supersprint Championship
Drivers Briefing Notes

These Notes are to be read by all competitors prior to the Event. A compulsory in-person Drivers Briefing recognising Covid restrictions may also be held at the Event addressing any competitor questions as well as the key issues for the day.

Motorsport is dangerous and competitors should exercise safety at all times

Motorsport Australia event OH&S and Covid-19 Return to Race policies will be enforced

Competitors must adhere to the Drivers Code of Conduct contained in the Sporting Regulations.

All Drivers lined up on the dummy grid are to be correctly attired with an approved helmet on and clothed in NON-SYNTHETIC wrist-to-neck-to-ankle clothes and footwear

If the first session is going to be a Familiarisation session, the format will be explained at the in-person Briefing on the day.

The Event start/finish times and other Event details are listed in Part 2 of the Supplementary Regulations.

Cars will start from the Dummy Grid, one group at a time. Group and grid position are advised before the event and will be printed on the vehicle's scrutineering sticker.

Cars will be started in a single file in grid position sequence and the lead car is to quickly get up to a reasonably quick speed that allows temperatures to build prior to crossing the Start control line.

There is to be no overtaking on the Out lap until your car has crossed the control line.

Cars are to keep up with the lead car on the Out lap. No dawdling. Keep just a few car lengths between cars and no more. This is to minimise the chance of back markers being caught by the lead cars within the session.

Dual entered cars have at least one session between them. Competitors are to change race numbers and transponders as quickly as possible so that they can bring their car to the Dummy Grid when their group is called.

Groups will be called to the Dummy Grid over the circuits PA system. Please keep attuned to what is happening so that you don't miss your session.

Flag signals will be as per the attachment to these Notes. Track lights may be used to supplement flag signals and that will be covered in the in-person Briefing.

Overtaking must be done in a safe manner, preferably on the straight. Absolutely no "dive bombing" into corners. The passing driver has the responsibility to overtake safely. The driver being passed should maintain the "racing" line so the passing driver can predict on what side to overtake. The driver about to be passed must not use their indicators as this can create confusion and danger.

Drivers must use their rear-view mirrors religiously, and be aware of vehicles approaching from behind.

Do not baulk cars that are attempting to pass. Weaving, blocking or obstructing faster cars will be a black flag offence with likely exclusion from the event.

"Racing" is not permitted. Let faster cars through without challenging them. If they have caught you, they are faster and must not be impeded.

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Closed cars without window nets must compete with the Driver's window closed. Other windows may be opened for ventilation.

No spectators or event crew will be allowed in Pit Lane.

Maximum speed in the paddock area is to be walking pace (ie 10kph)

Smoking is only permitted in designated areas

Refuelling can only take place in the area specifically designated for refuelling, near the fuel bowsers.

No alcohol may be consumed at any time during the event

If the circuit is declared 'wet' no slick tyres are to be used, and the cars lights will need to be on.

The format for re-runs, (eg. straight into pit lane, wait to be called up etc) will be explained at the in-person Briefing.

Lap timing is electronic with the transponder in your car sending signals to Timing each time it crosses the control line. Make sure that your transponder is mounted securely and correctly. Times may be seen on the screen at the base of the Control Tower and will be circulated to competitors within 3 days of the event.

The Chequered flag will be shown once the group's elapsed time has been completed. Once you receive the chequered flag you must exit the track at the Track Exit point at the first opportunity. Do not proceed to do any additional laps as this will hold the entire event up and is greatly frowned upon.

If your car comes off the track during a run and is not immobilised it must re-join the track in a safe manner. The car's time is done for that lap so there is no advantage in re-joining the track aggressively. Make sure the track is clear enough for you to join safely and DO NOT spin your wheels to cause debris to fly onto the track as that can create a significant hazard in itself.

If your vehicle becomes immobilised, get it into the safest place off the track as possible. If there is a safety barrier close by, get behind that barrier and wait for the recovery vehicle. If there is no safety barrier close by, remain in your vehicle with your helmet on. Indicate by hand signals to the closest flag post if you need medical attention and what type of recovery you require - ie a flat tow or an all up lift on a tilt tray. Hand signals are shown at the end of these Notes.

Do not exceed the track limits, in particular at turns 5 and 15 at SMSP. This means don't let all four wheels exceed the unbroken line that defines the edge of the track. Loss of your lap time for that run of that session may result.

Any incidents and other issues like "oil-down" may reduce the number of Runs. Safe driving will minimise the number of incidents and thereby maximise available track time.

If your car starts to smoke, lose oil pressure or you smell oil smoke please immediately get your car off the track to minimise track contamination if it is leaking oil. Its better to be safe than sorry as oil on the track can take quite a time to clean, and the competitor risks getting charged for the clean-up.

Do NOT to suddenly back off when crossing finish line with speeding cars behind you, and not to dawdle on the way back in off the circuit.

A noise meter will be monitoring all vehicles. One chance will be given to rectify before exclusion from the event.

Similarly, if the car is leaking fluids, it will have one chance to rectify before being excluded from the event.

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Drivers may only run the car that they have entered and if they want to change to another car it can only be done with the approval of the Clerk of the Course and may not then be eligible to earn Championship points.

All cars must display a scrutineering sticker on their cars before being permitted to go onto the track.

Cars/drivers may be subject to random checks by scrutineering though the day.

Flag Signals:

Yellow (Held stationary)
Hazard beside or partly on the track
(for example a car is off the circuit that has not resumed) This could be in any of the upcoming corners.
A stationary yellow flag may also warn of a waved yellow flag ahead.
Cars are to proceed with caution, reduce speed, not overtake and be prepared to avoid something.

Yellow (Waved)
Hazard wholly or partly blocking the track
(for example a car blocking the circuit that has not resumed)
Cars are to apply caution, greatly reduce speed, not overtake and be prepared to avoid danger or stop.

NO PASSING is allowed under either the stationary or waved yellow flags. Once a driver has reached a manned flag post which is not displaying a flag they can continue their session as normal and begin overtaking again.

Yellow & Red Striped (Held stationary)
Fluid or Debris on the track
(Shown when there is reduced adhesion on the track)
Cars are to apply caution.

Red (Waved)
Session Stopped
(All Points will wave concurrently)
Cars are to cease competition immediately. They are to return to pits slowly, are not to overtake and be prepared to stop.

Special Flag Signals used at Start / Finish Only:

Black & White Chequered (Waved)
The Session has completed
Cars are to cease competing after crossing the Finish Line.

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Black (Waved)

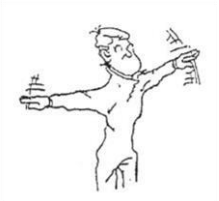
Waved and pointed at Driver.

Used if there is a problem with a car or demonstrable reckless driving. Car is to return to pits safely and off race line to talk with officials.

Hand Signals:

(a) “thumbs up” to indicate driver is OK;

(b) Arms crossed across drivers chest / over his head indicates medical help is needed;

(c) Arms stretched out means a flat tow is required, or

(d) Arms outstretched but raised means that tilt tray is required.