

NSW Supersprint Championship

Drivers Briefing Notes



Round Number: 2023 Round 3

Event Date: Sunday 18th June 2023

Circuit: Pheasant Wood Circuit (PWC)

CofC: David Lawler

These Notes are to be read by all competitors prior to the Event.

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

There will be a familiarisation session for those who have not competed at PWC previously. That session will be 3 laps behind a course car, with a max speed 100 km/h, no overtaking, and no dramatic speed variations (brake/accelerate). You can take another entrant as a tutor to show lines, braking etc, if you have suitable passenger accommodation in your car. Passenger accommodation and driver & passenger wristbands will be checked on dummy grid. Every driver and tutor must both be in full competition attire. Stationary yellow flags will be shown at all manned flag points during the session to allow drivers to identify the locations of those flag points.

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.

The lead car should assume the role of a Control Car and should travel at 1/2 pace until turn 5 to allow all cars in the Group to get onto the track and not be strung out right from the start. The lead car should then continue at 3/4 pace until the last corner before the main straight at which time all cars in the Group can accelerate to Race Pace. It's important that cars in the Group remain fairly well bunched before the main straight so that the lead cars don't catch the tail enders before the end of their session. That affects the lap times of all involved.

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.

There is no permanent PA system at PWC. To call groups to the dummy grid a hand-held megaphone will be used and also a magnetic sign with the group number will be displayed on the side of the control tower.

Flag signals will be as per the attachment to these Notes.

Flags will be displayed at 4 manned flag points: Start/Finish, Turn 4, Turn 6 & Turn 9. If a session is stopped, both red flags and red lights will be shown. An IN board will be shown at Turn 9 at the completion of a session.

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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.

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 are allowed in pit lane, other than when crossing between the pits and the control tower or adjacent spectator area.

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 bowzers.~~

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.

When a session is ended by a red flag, all the cars will exit the circuit and proceed up pit lane, staying in single file. As the first car approaches the top of pit lane, an official will indicate whether the car should stop and wait for a re-run, or proceed to turn left after the ambulance hut and return to the pits. All cars should be prepared to stop, and must follow the directions of the official.

This process is only for a session terminated under red. For a session that finishes normally with a Chequered Flag the cars should return to the pits via the pit lane gate.

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 **at Start/Finish 6 minutes after the first car in a session cross the control line to complete their out lap.** 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.

In the case of a re-run, the time until the Chequered Flag is shown for the session re-run will be the time that was remaining in the terminated session when the red flags were displayed.

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.

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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. The recommendation at PWC is to proceed through turn 1 at competition speed before backing off.

Do not dawdle on your in lap.

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.

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.

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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.

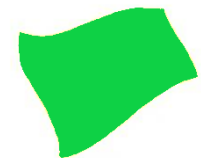
NO PASSING is allowed under either the stationary or waved yellow flags.



Green (Waved)

Resume competition

Once a driver has reached a flag post displaying a green 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.



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.



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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.

