

DRIVERS BRIEFING NOTES

HSRCA SYDNEY CLASSIC, Sydney Motorsport Park, June 11th & 12th 2022

Clerk of the Course: Jessica Nicholson, Deputy Clerk, Simon McMahon

Assistant Clerk of Course Judicial: Terry Buxton & Krystian Jackson (located L 1, Race Control building)

Stewards: **(Chief)** Stuart Allen, Matthew Halpin & Elaine Nikiforoff (located G floor, Race Control building)

Secretary of the Event: Noel Bryen. Deputy Secretary Robyn Bryen (located G floor, Race Control building)

Driving Standards Advisor: Keith McClelland

These notes must be read in conjunction with the NCRs, Circuit Racing Standing Regulations (CRSR's), Supplementary & Further Regulations and Bulletins that have been issued for this meeting.

This meeting is conducted under the venue, and Motorsport Australia's OH&S policy

PLEASE READ ALL OF THESE BRIEFING NOTES

5th Category-Historic Cars Events

1.3 DRIVER BEHAVIOUR:

Compared with contemporary racing, historic racing enjoys several exemptions from vehicle safety standards as apply to modern cars. These exemptions could result in a lower level of driver protection and thus the code of conduct in historic racing must recognise this situation. Drivers of faster cars shall abide by a code of conduct whereby they do not seek to improve their position in the race during the lapping of slower cars. Similarly, drivers of cars being lapped must not seek to improve their position in the race when being lapped.

On-track Incidents:

If you stop on the circuit due to mechanical fault, car to car or car to barrier impact, please attempt to move the car to a safe location off the racing surface. Please try & signal to a trackside marshal, if you are OK.

When you believe it to be safe and you feel comfortable, exit the car & move to the safest possible position behind a barrier without crossing the track.

If you can continue, at the conclusion of the session/race, you may be directed to present your car to the scrutineers and the driver must report to the Medical Centre for permission to continue racing.

Any driver involved in car-to-car contact in any session must report to the assistant clerk of the course (judicial) on the first floor of the race control building, at the completion of the session. You must make initial contact with the secretary of the meeting, or their assistant, on the ground floor of the floor of the race control building where you will be given directions.

Code of Driving Conduct and Driving Standards

All competitors should make themselves familiar with CRSR 6. Code of Driving Conduct.

Particular attention should be paid to *Article, 6.2 OVERTAKING, CAR CONTROL AND TRACK LIMITS*

6.2.11 The following driving standards shall apply

- Careless Driving: Departing from the standard of a competent *Driver*.
- Dangerous Driving: An action by a *Driver* which creates serious risk to others.

Penalties:

Competitors should make themselves familiar with *CRSR, Article 7: Penalties*. Drivers are reminded penalties may be imposed for:

Failing to obey the direction of an official; Failing to comply with Track Control & Flag Signalling; (Flags and lights are both regulatory) Breaches of the Code of Driving Conduct; Breaches of any specific instruction issued by the Clerks of Course; Any breach of rules or unsafe driving will be handled under the Motorsport Australia Infringement Notice process.

Speed Limits:

Pit Lane 40 kmh. All other infield areas 10 kmh.- regardless of any signage indicating a higher speed limit.

Pit Lane:

- Competitors, please note you are responsible for the actions of your crew.
- Only pit crew who are signed on, will be allowed access to Pit Lane. This will be monitored by race officials.
- No person under the age of 16yrs will be permitted in pit lane.
- At race starts, only race officials are permitted at the signalling wall.
- Smoking is not permitted in the pits at any time during the meeting, furthermore NSW Health regulations BAN smoking in all sporting grounds in NSW.

Track Control & Signalling. (Flags/Lights)

Yellow Flags: At this Event the Clerk of the Course has asked for stationary yellow flags to be displayed at the flag point, prior to any waved yellow flags, single or double, prior to an incident. Yellow flags must be respected by drivers - slow down and do not pass any other cars until you pass a green flag.

Under Motorsport Australia regulations, REDRESS has no meaning. If you have passed another car, do not try to correct the error until you have passed a green flag.

Under Yellow Flags, back off and let the officials see that you are under control, so that they can respond to the incident on track.

Blue Flags: At this Event the Clerk of the Course has asked for stationary blue flags to be displayed at the flag point prior to any waved blue flags, in all sessions.

When a blue flag is shown to you, use your mirrors, and if you are able, and it is safe to do so, indicate to the driver of the following car which side the driver should overtake you.

Red Flag: Acknowledge the flag Slow to 40 Km/h when passing the scene of an incident and be prepared to stop if necessary. At all other times maintain a speed of 60-80 Km/h. Be aware there may be emergency vehicles and officials on the track. Do not pass another competing car unless it has stopped.

During Qualifying and Racing, if a Red Flag/lights are displayed, return to pit lane using pit entry, ensuring the fast lane is kept clear for emergency vehicles.

Any race restarts required after a red flag or lights will be conducted, as appropriate in accordance with the NCRs and CRSR.

If a race is red flagged, and not recommenced and the leader has completed fewer than 2 laps it is deemed "No Race".

Flag Relay Point: Black flag, Mechanical black flag & bad sportsmanship flag will be shown at the flag point at FP 8.3, as well as the start line. Each has the same authority.

Commencement of all Sessions

With 30 races, over 200 laps, across the weekend, all sessions are time critical.

Competitors are reminded to be aware of the start times for each of your sessions. Listen for and respond promptly to all P.A. announcements. Competition vehicles must go to the marshalling area and be in position 15 minutes prior to the commencement of each of their sessions. All drivers must stay in their cars when arriving at marshalling area.

If all competitors are present in the Marshalling area, a session may be commenced 'early'.

Event/Race Starts:

In simple terms, don't dawdle on your formation lap; do not allow a gap between your car and the car in front.

Weaving is not permitted after turn 9.

No car may stop and break traction at any time except at the pit exit and only at the start of any formation lap.

Regularity and Super Sprint

From Marshalling, automobiles will proceed and stay in single file, leaving a minimum 2 or 3 car lengths between automobiles. If the Starter is satisfied, a Full Course Green light/Flag will be displayed as the leader approaches Turn 10, this will give you time to get to your desired speed prior to the Start/Finish line.

The session will be finished by the Chequered flag being displayed at the Control line on the main straight

The race start procedure will be:

- Practice & qualifying will commence as soon as cars are released from pit exit. Do not stop on the grid.
- The start procedure shall be as per circuit race standing regulations a Non-Championship Standing Start.
- The one-minute board will be shown in the marshalling area and there will be one formation lap from the marshalling area to the grid. There are NO FILL-UP GRIDS.

During the formation lap:

- Each Automobile must maintain its starting order led by the pole position Automobile;
- Passing is only permitted in order to maintain formation; and
- Any Automobile out of their grid position at T 10 **must enter the Pit Lane** and may start from the Pit Lane under the direction of an official after the field has passed. (This is amended from the CRSR's for safety reasons)

Standing Starts: When the starter is satisfied with the grid, they will indicate 5 seconds and the standard light start will apply. You must be on the grid or in pit lane at the 5 second signals to come under starter's orders. The position of the front wheels in relation to the grid line will be a determining factor in respect to a false start – Cars must be stationary with the front wheels on or behind the grid line at the time of the start signal (Extinguishing of the red light).

The minimum penalty for a start breach is 5 Seconds.

Rolling Start: A separate briefing will follow.

Finish Procedures:

The chequered flag will be shown at the Start/Finish line. For all track sessions all vehicles (unless otherwise directed) must proceed around the track to Turn 4 (drivers left) where they will leave the track and return to the paddock area via the return road.

On leaving the track, Drivers must be prepared to go to SCRUTINEERING as required/directed.

Judicial Process/Stewards Hearings: If a competitor or driver is involved in an incident or has received a summons, or notice of inquiry, he/she must not leave the circuit without the agreement of the Stewards

If you have problems, the Secretary of the Event is located on the ground floor of the Control Tower and shall assist you.

On behalf of the HSRCA, we thank you for your attendance at the 2022 Sydney Classic. Our primary aim, this weekend is to conduct a safe and enjoyable event, for all competitors and officials involved. Good conduct and positive attitude will help us to achieve that.

Jessica Nicholson
Clerk of the Course

Simon McMahon
Deputy Clerk of the Course