

DRIVERS BRIEFING NOTES HSRCA SUMMER FESTIVAL, Sydney Motorsport Park, June 7th & 8th 2025.

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

Stewards: **(Chief)** Wayne Richards, Glenn Pincott & Gary Peterson (located G floor, Race Control)

Clerk of the Course: Jessica Nicholson, **Deputy Clerk** Nick Goring

Assistant Clerks of the Course: Matthew McNicol & Rohan Thatcher & Tayla Flannery (Located L1, Race Control)

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.

1. MEETING INFORMATION

- a) The weekend schedule is busy, and all competitors are reminded that the onus is on them to present themselves to the marshalling area/pit lane. Listen for and respond promptly to PA Calls. All drivers must stay in their cars when arriving at the marshalling area.
- b) We are running on the GP Circuit – Make yourself familiar with the track layout. You cannot retire from the session or from the race at Turn 4.
- c) The start procedure for all races will be as per circuit race standing regulations. The one-minute board will be shown in the marshalling area.
- d) There will be one warm up lap from the marshalling area to the grid and form up in your allocated position.
- e) Practice starts are NOT permitted on the formation lap and NOT permitted when leaving Pit Exit.
- f) Passing is only permitted to maintain grid position.
- g) Any car that encounters a problem during the warmup lap, is late leaving the marshalling area, unable to keep up or is unable to take its place on the grid. Must start rear of grid or can be driven into pit lane instead of proceeding to the grid. The car may then start from pit exit, but only at the direction of an official.
- h) Cars must not weave as they come onto the grid
- i) **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 signal 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).
- j) **Rolling Starts: C&A Group and Q&R group** - cars will leave the Marshalling Area for their Formation Lap/s behind the Safety Car. Cars are to be in their two-by-two grid positions, aligned from the pole car maintaining 80kms as they approach the starting grid before the start signal (Extinguishing of the red light). Missing grid spots are not to be made up.
- k) Race finish: The chequered flag will be shown at the Start/Finish Control line, and you must proceed to the **Gate at Turn 4 to return to the paddock or pit lane garages.**
- l) **SAFETY CAR will be used as per CRSR 5.13. The safety car is being used for this meeting due to the change of regulation CRSR 5.12.10.**
- m) **The nominal location for the "Safety Car" lights out will be entry to Turn 10/T16. All vehicles must cease weaving once the "Safety Car" lights are out and maintain the speed set by the Safety Car (80kph).**
- n) **Regularity and Super Sprint Sessions** - 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/T16, 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, and you must proceed to the Gate at Turn 4 to return to the paddock or pit lane garages.

2. PIT LANE

- a) Competitors, please note you are responsible for the actions of your crew.
- b) Only pit crew should sign on to be allowed access to Pit Lane.
- c) Any person entering the pits must be attired in accordance with Motorsport Australia Manual.
- d) No person under the age of 16yrs will be permitted in pit lane.
- e) During the start of the warm-up lap and the first lap of the race, only race officials are permitted at the signalling wall.

- f) A speed limit of 40km/h will apply in pit lane at all times. If this limit is exceeded during the meeting, the Clerk of Course may apply a penalty in accordance with the CIRCUIT RACE STANDING REGULATION and the driver may be referred to the Stewards of the Meeting.
- g) Smoking is not permitted in the pits at any time
- h) No Reverse direction allowed on the circuit or in pit lane unless directed to do so by an official.

3. ON TRACK

- a) **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.
- b) **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.
- c) **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 and proceed into Pit Lane to await further instructions. Be aware there may be emergency vehicles and officials on the track. Do not pass another competing car unless it has stopped.

If you break down on the circuit – Please try and find the nearest flag post to stop off the circuit for your car – if it is safe to do so, leave the vehicle and retired to a safe position. Do not attempt to fix the vehicle.

- a) If the safest position is in the car – please remain wearing all safety equipment and stay strapped in the car.
- b) In all situation's, please indicate to the closest flag point or official that you are OK- with a thumbs up.
- c) **Any driver involved in car-to-car contact in any session must report to the Assistant clerk of the course (judicial) on the 1st floor of the race control building, at the completion of the session. You can make initial contact with the Driving Standards Advisor Keith McClelland.**
- d) 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 if they have had any car-to-car contact or car to barrier contact during any session.

5th Category-Historic Cars Sporting Regulations – Should be read. 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.

PENALTIES Any breach of rules or inappropriate driving will be handled under the Motorsport Australia Infringement Notice process.

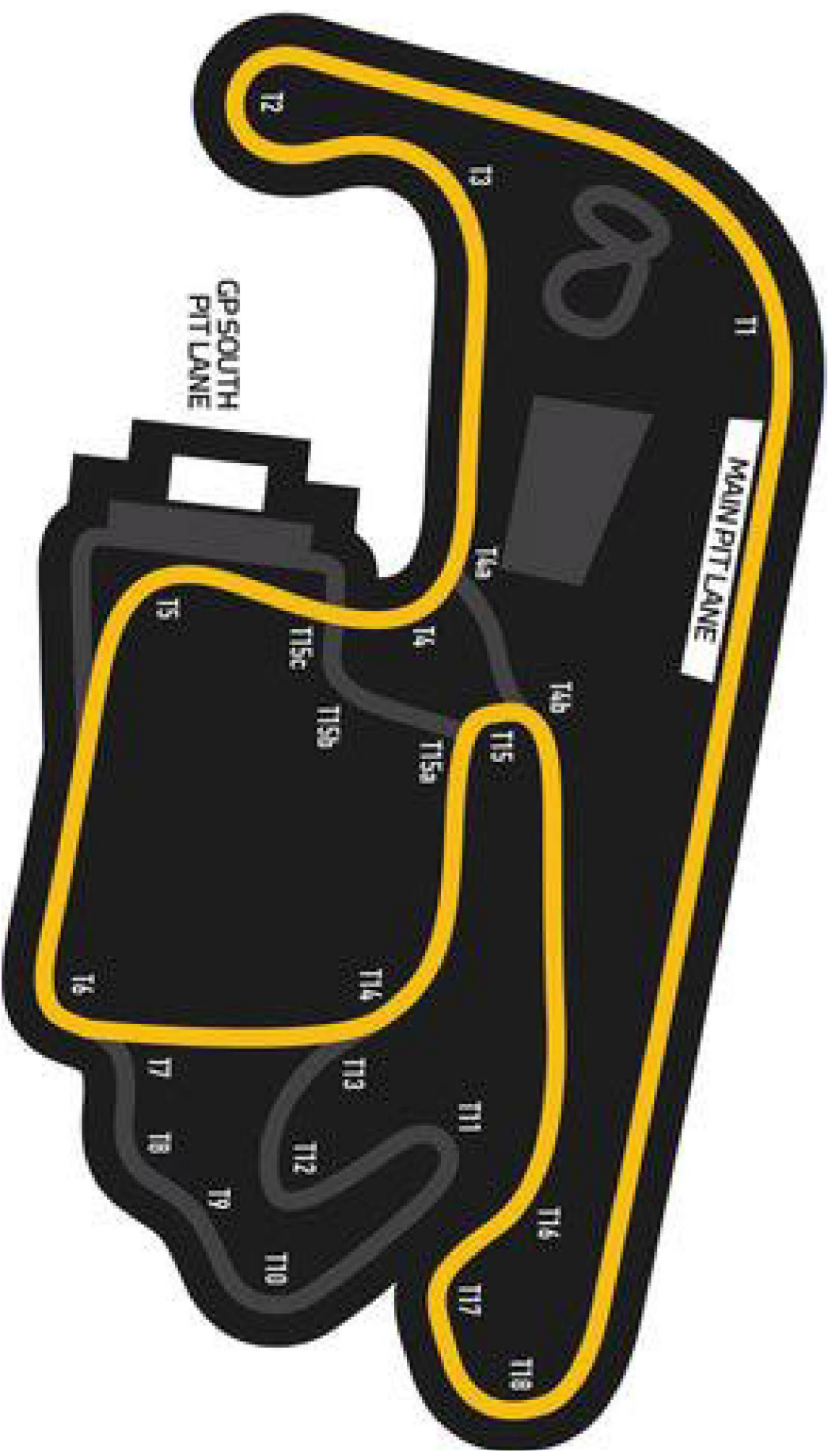
- a) Failing to obey the direction of an official
- b) Failing to comply with Track Control & Flag Signalling (NB - Flags and lights take equal precedence.)
- c) Breaches of the Code of Driving Conduct
- e) Breaches of any specific instruction issued by the Clerk of Course

All stakeholders are required to comply with all Motorsport Australia Safety Policies. Anyone with any issues should speak to the Event Secretary, or the Stewards.

If you require a licence signature – please hand your logbook into the Secretary of the Meeting when you sign on for the event or hand it into Race Control on Saturday Morning after the drivers briefing.

Have an enjoyable & safe weekend. Drivers Briefing password is: CLEVER

Jessica Nicholson - Clerk of the Course



GRAND PRIX CIRCUIT