

HRC, Season Finale 18th & 19th May 2024, Hampton Downs

WRITTEN DRIVERS BRIEFING:

This briefing is issued to assist in the running and management of this Event. If you have any inquiries regarding this Event your first point of approach is a Competitor Relations Officer (CRO). The CROs will be wearing their fluro vests, and located in the office next to the scrutineering bay.

DRIVERS BRIEFING:

This will be held at 8:20am on Saturday 18th May 2024 in pit lane near the tunnel.

A second Drivers Briefing will be held at 8:20am on Sunday 19th May 2024 in pit lane near the tunnel for Classic Trial drivers.

NEW DRIVERS BRIEFING:

Any driver(s) who have not previously competed at the Hampton Downs Motorsport Park or who have not competed at 3 race meetings must attend New Drivers briefing.

This briefing will be held straight after drivers briefing outside the media office in Pit Lane and will take priority over any series briefing.

For any Sunday Only new drivers a separate New Drivers Briefing will be held straight after drivers briefing on Sunday morning outside the media office in Pit Lane and will take priority over any series briefing.

WITHDRAWAL:

Should you need to withdraw from the Event, please notify the Secretariat.

CONTROL LINES:

The white **Safety Car Control Line** is situated just after the **exit of Turn 10**.

The **Red Flag Control line** is situated at **Grid 13/14**

RED FLAG PROCEDURE:

Should it be necessary to display the Red Flag and suspend a session, Drivers will immediately reduce speed and travel around the Circuit with maximum caution. The marshal point prior to the incident will display appropriate flags. During Practice / Qualifying please return to Pitlane. During Racing, please line up single file at the red flag control line.

CIRCUIT LIMITS:

As per Schedule Z 13.2:

- (1) Drivers must use the Circuit at all times. For the avoidance of doubt, the white lines defining the Circuit edges are considered to be part of the Circuit, but the kerbs are not.
- (2) A Driver will be judged to have left the Circuit if: (i) all four (4) tyres of the vehicle are outside the white lines defining the Circuit edges, or (ii) if any one (1) tyre entirely exceeds the outer edge of any kerb. Should a vehicle leave the Circuit the Driver may re-join, however this may only be done when it is safe to do so and without gaining an advantage or interfering with any other Competitor. A Driver may not deliberately leave the Circuit without justifiable reason.
- (3) (3) If by leaving the Circuit or taking a shortcut from the Circuit a Competitor gains an advantage by overtaking one (1) or more Competitors, that Competitor must redress the advantage gained by allowing that one (1) or more Competitors to repass within one(1) lap of the point of the incident

CIRCUIT SPECIFIC REQUIREMENTS:

FHR – Forward Head Restraints are mandatory at Hampton Downs.

SAFETY CAR PROCEDURE:

Once the Safety Car has been deployed, **Race Control will sort to** the highest placed vehicle on the circuit at the time of deployment. Should the lead car pit, no further repositioning will occur.

END OF SAFETY CAR PROCEDURE:

When Race Control decides to restart the race.

Typically, at the exit of Turn 9, the Safety Car will turn off its flashing lights and accelerate away from the field and return to Pitlane.

All Flag Marshal points will withdraw their physical flags and boards.

The lead vehicle will maintain the speed set by the Safety Car prior to turning off its flashing lights until the signal to restart is given.

All weaving must stop and no erratic acceleration or braking, or any other manoeuvre likely to impede other competitors is permitted.

Drivers must remain in single file behind the lead vehicle.

The Race will recommence when the signal to restart (green light or flag) is displayed.

When the signal to restart is given:

- All flag points lights will immediately go green.
- Drivers must maintain single file, line astern until their vehicle has crossed the Safety Car Control Line.
- Once their vehicle has crossed the Safety Car Control Line, overtaking is permitted.

MECHANICAL FAILURE:

Should this occur, move off the Racing Line and park as far off the Circuit as possible. You must obey all instructions given by Circuit Marshals. In the event or concern of a fire, attempt to park close to a flag point if possible.

FUEL AND WASTE OIL:

Competitors are reminded of MSNZ requirements for the storage and handling of Fuel and for Fire Extinguishers in the Paddock Areas and when in the Pit Lane.

<https://motorsport.org.nz/technical/fuel/>. – **updated December 2023**

From the information referenced above please note the following specific items:

Pit Area - A pit area is the area occupied by one competing vehicle either in a permanent garage, temporary garaging or in the open. If two or more competing vehicles are occupying a common space the pit area refers to the space immediately surrounding **each vehicle**.

Fuelling / Defueling - There must be two people involved in the refueling /defueling; one doing the refueling and the other responsible for the fire extinguisher.

The fire extinguisher person must not be involved in the refueling. Those involved in the refueling /defueling should be wearing the appropriate PPE as outlined in Schedule A, Article 4.3(1Z) Line "C" as a minimum.

Fire Extinguishers - All competitors must keep at least one 60B rated 4.5 kg dry powder fire extinguisher in their pit area.

If more than one vehicle is sharing a pit garage or similar one 4.5 kg extinguisher is required for each vehicle. The fire extinguisher fitted to the motorsport vehicle is not included in this requirement. The fire extinguisher must be clearly visible and accessible in an emergency.

There are Waste Oil containers located on drivers' rights of the dummy grid areas, behind the pit garages outside marked "WASTE OIL", a reminder that car parts or waste oil is not to be dumped into the rubbish bins.

Issued by:



Ben Aro,

Clerk of Course 10/05/2024