



Introductory Information Sheet

Briefing to Drivers using Race Circuit for the First Time

Your Car & Your Attire

Your car should be in good condition with attention to having fully **serviceable brakes & tyres, and seatbelts in good condition**. For road cars, tyre pressures should be higher than recommended for country driving. Enquire at the office for advice if you are unsure.

You must also remove all loose items from the passenger space and the boot of the car.

The minimum dress standard is **non-flammable clothing covering from wrist and throat to ankle**. Suitable footwear is in the form of shoes which cover the whole foot, plus a **modern crash helmet in good condition** (no big chips or scratches) that complies with **AS 1698**. Race overalls are highly recommended.

Track Control

Announcements regarding the day's activities will be made over the PA system.

Today's activities are controlled from the starter's rostrum on driver's LHS at the Start/Finish Line which is virtually in front of the Tuning Day Office. If track activities need to be stopped, a red flag /red lights will be displayed from here. If it is, you must complete the lap you are just starting at a **much slower pace**, and then enter the pit lane. When the track is re-opened, a green flag is displayed.

Please remember that Tuning Days are controlled from the pit lane only. If you see a breakdown, serious incident, or debris on the circuit it is **up to you** to promptly advise those in charge/render initial assistance. If, for whatever reason, you stop on the circuit, pull your car **clear of the track**.

If there is sufficient demand, specific sessions for Formula Ford, Formula Vee and open Sports Cars will be run.

Entering/ Leaving the Circuit

When entering the circuit, proceed to pit lane via the South ramp, making sure that you do not encounter any cars coming off the track. Proceed then through pit lane to the end of the striped kerb along the acceleration lane (keeping **to the left of the kerb**) and blend in with the traffic on the circuit. Check your mirror and **give way** to cars on the circuit. Try to avoid stopping at the end of the acceleration lane as this is a very dangerous area.

Upon leaving the circuit, signal your intentions with **hand signal** and/or **LH indicator**, move to the LHS of the track before the final turn, stay **on the left** through the turn and enter the pit entry lane to the **left** of the striped kerb.

Driving in the Paddock

Please ensure to follow the direction of the arrows at all times. The paddock direction is clockwise with a speed limit of 15KM. Always be aware of cars reversing and people on foot in this area.

Driving on the Circuit

Be aware that today is not a race meeting.

Feel free to drive as fast as is comfortable, but **do not race other cars**. The Club has directed the Official in Charge of the track to ensure all cars are driven in a safe manner, and he has absolute authority to direct a member to stop using the circuit if he considers that member to be racing other cars or driving dangerously.

Do not drive in the middle of the road on the straights; **keep to the left**.

Watch out for faster cars and wave them through whenever possible but **do not risk losing control to get out of their way**. Most of the fast competition cars are driven by experienced racing drivers who will pass you with safety, as long as you do not drive erratically.

Here are a few general rules that especially apply to drivers in road cars who are not experienced in driving on the circuit –

- 1) **Circuit work is very hard on brakes, tyres, and the driver**. Do not run more than 10 hard laps in one session. **Do a slow lap to let your brakes cool down** and then take a break of 10 or 15 minutes before going out again. When stopped in the pits, do not put the handbrake on, leave the car in gear.
- 2) Always brake in a straight line and select the right gear for the corner before turning into the corner.
- 3) **Keep a proper lookout ahead**. Constantly scan the next 200m of track to get early warning of any possible obstructions or changed track conditions.
- 4) If you go into a corner too fast and the car begins to slide excessively, or you are uncomfortable with your position on the track, straighten up the steering wheel, come smoothly off the power and let the car run wide, even if this means going off the track. **So long as you leave the track with the car and front wheels pointed straight ahead, then slow right down and check when it is safe to rejoin, you should come to no harm**. If your car is bogged, leave the vehicle, and move away from the track to a position of safety. A tow vehicle will come and rescue you.

When in doubt, give up early! Many inexperienced drivers get into dangerous situations by fighting to stay on the track when they have already lost control.

- 5) If you unexpectedly lose control and find your car spinning, **get on to the brakes very, very hard, hold the steering wheel firmly and stay on the brakes until the car has come to a complete halt**.