**DRIVERS’ BRIEFING**

**SDMA ONE LAP HILLCLIMB - SUNDAY 01 AUGUST 2021**

**Authorised by the Clerk of Course**

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Welcome to **FAIRBAIRN PARK,** home of the **CANBERRA HILLCLIMB** and the Southern District Motorsports Association (SDMA), affiliated with Motorsport Australia.

1. Officials for today are
* Clerk of Course: Chris Hardy
* MA Stewards: Helen Nichols, Mick Nichols
* Medical Support: First Aid Services Australia
* Fire and recovery support: SDMA Fire and Recovery officials

Motorsport Australia and SDMAarecommitted to providing a structured, safe and healthy environment for all competitors, officials and spectators.

1. **SAFETY IN GENERAL**

In the COVID context, safety means not just ’traditional’ driver, spectator, officials and vehicle physical safety. It also means establishing and maintaining a COVID-19 safe environment for every person on site. Please follow the COVID-19 protocols displayed around the circuit.

Specifically, when you arrive at the hillclimb you must register using the ACT Government *Check In CBR* app. You must maintain social distancing of 1.5 metres in all areas of the track, including the pits; do not attempt physical interaction with others such as handshakes. Observe good hand hygiene by using hand sanitiser frequently and plentifully and thoroughly clean and sanitise any equipment you use. If you want to wear a face mask, feel free to do so.

A COVID-19 Checker will be on duty: if you have concerns relating to COVID-19 issues please raise them with the COVID-19 checker.

Motorsport Australia (MA) and SDMA strive to minimise risks to the health and safety of everyone involved in events sanctioned by MA and conducted by SDMA.

It is the responsibility of everyone involved with the event (that means ALL drivers and ALL officials) to ensure a duty of care is maintained. All stakeholders are required to comply with MA Safety Policies and relevant OH&S Legislation. If you have concerns about a safety issue, talk to the Clerk of Course.

In particular, take EXTREME CARE when refuelling. Ensure the area around your vehicle is completely clear and make sure no-one can be splashed with fuel.

The Canberra HillClimb is a NON-SMOKING environment. If you wish to smoke use the designated smoking area, which is at the entrance from the spectator car park.

Cameras, GPS units or other data gathering devices that are NOT an integral part of the vehicle must be scrutineered in the car and have Clerk of Course’s permission before starting a run.

1. **SAFETY ON THE CIRCUIT IS CRITICAL**

If you have a problem of any kind, *stop and assistance will be sent to you*. The next competitor will not be allowed to start until you are safely off the circuit.

* **RED FLAG** - A run will be red flagged by the on-track flag marshals if there is a problem. This is usually caused by kangaroos or other wildlife. You will get a re-run if there is a red flag for reasons outside of your control.
* The **RED LIGHTS** *positioned after Turn One* are used if you have a jump start or in conjunction with the Red Flag. If the red lights are on or flashing, STOP and await instructions. *Do not enter the main loop of the circuit*.
* **RE-RUNS** - If you are given a rerun, there will be at least five vehicles between your previous run position and your replacement run.
* **RUNNING ORDER** - This is in **NUMBER ORDER**. It’s the driver’s responsibility to be aware of where the run is up to and ensure you are ready. If you miss your run for mechanical reasons, discuss this with the Clerk of Course and you may be able to make up the run.
* When **QUEUING UP** on the dummy gridin pit lane, stay on the right hand side to allow emergency vehicles to pass to the left**.**
* **CURB HOPPING** - You may drive on the ripple strips, but not over them. If too many drivers drag material onto the track by cutting corners, cones will be placed at the affected areas and drivers advised over the PA of the location(s). Once cones are in place, hitting them may lead to time penalties or, in the case of repeated offences, exclusion from the event.
* The track has a straight section after the finish line, joining turns 3 and turn 5. This is the braking area after you have completed your run.

* + On your first pass after leaving the starting pad, you must go through the esses, not through the straight section.
	+ After you have crossed the finish line at the end of your lap, go straight ahead onto the braking area, slow down and leave the track.
	+ **I**f youuse the straight section on your timed lap, your run won’t count.
* When **EXITING THE TRACK**, use the return road and proceed **SLOWLY** (i.e. walking pace) to the bottom of the paddock area, not through the marshalling area.
* **PIT LANE SPEED** - When leaving the race circuit, drop to walking pace before entering the pit area.
1. **STARTING PROCEDURE**

Tyre warming‘**burnouts’** are only to be done on the old concrete section of the start pad. Indicate to the start line marshal (‘the chock’) if you plan to do a burnout.

When called up by the chock:

1. Check that the traffic light (on the driver’s right) is **RED.**
2. Drive forward slowly onto the start pad until the traffic light switches to **ORANGE,** then stop – the car is now **positioned** for staging.
3. The start line marshal will chock the rear wheel; you can now release the brakes and allow the car to settle on the chock.
4. **ENSURE THE CAR IS IN NEUTRAL OR A FORWARD GEAR – NOT REVERSE**. Leaving the car in reverse is potentially dangerous for the chock: if you do start in reverse, the run will be disqualified.
5. The car is now **STAGED.**
6. When the competitor running ahead of you has finished their run and the track has been declared **CLEAR,** the traffic light will switch to **GREEN** to indicate the track is empty and you are cleared to run.
7. Timing starts when you drive forward, breaking the timing beam – no reaction time is involved.
8. Should the car ‘misbehave’ at the moment of starting and you can stop **before** the rear wheels have crossed the start line, you will be permitted to re-stage.

**Operational note:** If youdoa tyre warming burnout, after you have done the burnout you must reverse slowly back to the start area, onto the old concrete pad, and then move forward slowly and stage as described above.

**For newcomers:** The start line official will assist you with this procedure if required and will inform you of track hold-ups, etc. Don’t hesitate to ask if you are uncertain about anything. Well before your run (that is, to give yourself time to get back to your car and get in line) you might want to walk up to the start line area and watch a few cars go through the start procedure.

**To reiterate**: **Once you are chocked, ensure you are in NEUTRAL or a FORWARD GEAR. If you start in reverse, the run will not count: you will not be given a re-run.**

**Important Note** Competition vehicles must not leave the circuit without the express prior permission of the Clerk of Course. If permission is granted, the vehicle must be presented to the Chief Scrutineer for re-scrutiny immediately upon return to the circuit and before its next run.

**Good luck and have a great day!-**