

Driver & Team Meeting Notes FR/F4 Barber Race Event July 30th – August 2nd, 2020

From: Race Director: Scott Goodyear
Clerk of Course: John Walsh
Technical Delegate: Buddy Fey

Chairman of Stewards: Brian Till
Event Steward: Wes Cunningham
Event Steward: John Walsh

To: All Drivers & Competitors.

Regulations: Drivers and Competitors are reminded it's their responsibility to read and comply with the 2020 FR/F4 Championship Sporting Regulations and Event Supplemental Regulations.

Driver & Crew Chief Meetings: Attendance is mandatory. All FR/F4 drivers are required to attend their respective meeting. The F4 Driver and Crew Chief meeting is Friday morning at 7:45am. The FR Driver and Crew Chief meeting will follow at 8:30am. All meetings will take place on the second floor of the tower. Any driver who is late or misses a meeting will be assessed a \$250.00 fine. **There will be a Parent and Drivers Coach meeting Friday at 12:00 pm, also on the second floor of the tower.**

Drivers Equipment: Each Driver is responsible for ensuring that his/her equipment is in compliance with Article 49, Appendix 1 of our Sporting Regulations. All equipment will be checked by the Technical Scrutineers. Please note different helmet requirements in each series.

Track Walk: Promoter track walk is Thursday (30th) from 5:45– 6:45pm. No scooters or motorized vehicles of any type allowed. Please remember to take along a track map with you so you can make a note of all the marshal flagging stations and trackside cut outs marked in orange. Also, once you've walked out of the corner, take a moment and turn around and look at the pavement you just came from. Lots can be seen from this view that sometimes gives you more knowledge of your cars handling. **Please take note that Barber has gravel traps which are not user friendly, meaning if you drive into one, you'll be stuck.**

Safety Car Lines: See attached map for safety car lines 1 & 2 and related information.

Timing Line: Start/Finish Line on Front Straight.

Pit Speed Limit: 40 mph

Track Access: Refer to Supplemental Regulations for Pre-Grid Location.

Track Details

Track Length 2.3 Mile Road Course.

Front Straight: 1400 ft.

Back Straight: 1100 ft.

17 Turns, seven left, 10 right.

Elevation Change 80 Ft.

Track Width 45 ft.



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Practice Session Information

First Session: During the first practice session, if conditions and scheduling permit, we may run the first one or two laps of practice under a full course caution format. This will allow all drivers the opportunity to identify the location of the flagging stations around the circuit and to view the pit blend lines. Although some drivers may be familiar with the current track, it may be the first time a new driver has seen the circuit. This procedure will allow all drivers to become more familiar with the track and also help them identify flagging stations. It's also an opportunity for drivers to bring both their car and themselves up to speed.

Practice: During practice sessions leading up to qualifying, we may display either a local yellow flag at a marshal station or put the complete circuit under a full course caution to allow the drivers to experience a yellow flag at this circuit. The goal is to reduce the amount of passing that can occur under a yellow flag situation (and as a result - penalties) because of the infraction. Also, during practice, we may put the circuit under a Red Flag situation to test the drivers understanding of the Red Flag. The goal with both of these scenarios is to allow new drivers to experience these on-track conditions during a practice session environment versus possibly for the first time during a race event. Hopefully these on track programs lead to a reduction or elimination of on track issues and infractions.

Practice Starts: In addition to Friday's on-track practice start in practice session 2, official start lights will be available in pit lane Friday during SCCA Official Practice Sessions. Location of the start lights will be announced during the drivers meeting. Practice starts will be observed and logged by an SCCA Official. F4 rookie drivers are required to complete one successful practice start before the race event. Unless informed, FR drivers are not mandated to perform a practice start. Practice starts are to be completed in the designated area only. No standing starts from your pit box. On track standing start practice count towards your requirement. If you have any questions regarding Friday's on track practice start procedure, please come and see me. Note: Start lights and practice starts will not be available during qualifying.

General Track Notes

Track Cutouts: Barber uses orange markings on the guardrail to denote where drivers can pull their car behind the barrier. These locations are as follows: (T1-DL, T6-DR, T9-DL, T12 DL. Drivers may also pull off in the grass and walk behind the guard rail at the following locations: (T1 DR, T5 DR, T7 DR, T8 DL, T10 DR, T17 DR) Teams, if your team car becomes disabled during the event, please assist your driver over the radio and remind them to look for these openings to park their car in hope that we don't have to go to a full course yellow.

Disabled on Track: If you become disabled somewhere around the circuit either from a mechanical issue or an on-track incident, unless the car is on fire, stay in your car with your belts on and wait for instruction from a marshal. If you're having a mechanical issue where you're putting fluid on the track, please drive off the racing line at your earliest opportunity and park off the track surface in a safe spot away from the racing line. Fire extinguishers are located at each corner station. **DO NOT STOP ON THE TRACK SURFACE, PULL OFF THE CIRCUIT IF YOU HAVE AN ISSUE.**

Circuit Characteristics: Barber is a difficult circuit with many blind turns which require a high level of concentration, smoothness and precision to consistently hit your marks. The track has 80 feet of elevation change and is noted for not only the downhill run at turn 1, but also the elevation drop into the esses at turn 8 & 9. Barber has installed ski style pylon poles to help you locate the corners. Turns 8, 10 & 12 are high risk-reward ratio turns, meaning that if you have not completed your pass before the turn, there is a good chance that either you or your competitor, or both may not make it through the turn.

Safety Car: The safety car, if deployed during the race event, will be dispatched from pit out. It will enter the track with its lights illuminated and pick up the leader of the race or as directed by the Clerk of the Course. All competing cars must reduce speed and form up in line behind the safety car running approximately three car lengths apart. The leader shall stay within 10 cars lengths of the Safety Car. Under certain circumstances the Clerk of the Course may instruct the safety car to use the pit lane. In these cases, and provided the safety car lights remain illuminated, all cars must follow the Safety Car into the pit lane without overtaking.

Blend Lines: It is strictly forbidden to cross the lines at pit entry or pit exit with any part of the car when entering or leaving the pit lane. Leaving the pit lane and re-joining the track must be done without endangering or hindering other participants. Any driver crossing the white line at the pit entry or pit exit during practice, qualifying or the race event, will be given a penalty under Article 15.3.

Track Competition Reminders

Exiting Pit Lane: It's the drivers' responsibility to blend into traffic safely when exiting the pit lane and merging with other cars on the track coming out of turn 1. Keep to your left entering turn two, don't drive directly up into the racing line. Teams, please communicate with your driver and alert them of any traffic entering turn one that may meet your driver as they exit the pit lane heading to turn 2.

Entering Pit Lane: When preparing to enter pit lane, once you've exited turn 15 keep your car to the left to signal to other competitors that you are entering pit lane. This also leaves the racing line to those drivers who are staying on the track.

Practice Runs – Drivers new to Barber & Rookies: To all drivers new to Barber, Rookies and returning drivers who are looking to become more comfortable with either their car or the track, Barber is a challenging circuit and we recommend that you build your speed throughout the sessions as you learn the track. If you slide off the circuit and are unable to continue, not only have you've lost valuable track time but possibly used up some of your racing budget repairing your car.

On Track Congestion: Teams and drivers, during practice and qualifying, if your caught up in a large group of cars on the track and wish to separate yourself from the group, you may enter pit lane and continue through at 40mph and re-enter the racetrack at pit out to find clear opening on the track.

Mirrors: It's the drivers' responsibility to know where other cars are around them at all times, this is known as situational awareness. Drivers, please use your mirrors so you don't cause contact with another competitor. Proper use of mirrors includes when leaving the pit lane, prior to initiating a pass (note - you may have cars on both sides of you), when exiting a corner, entering the pit lane and generally checking your mirrors often to know where other cars are around you. Good drivers get into a rhythm of checking their mirrors so they're informed of the cars behind them. Mirrors are not to be used as a tool for blocking a competitor.

On Track Driver Etiquette: All drivers are expected to respect their fellow drivers both on and off the track. Each driver is responsible for his/her action on the circuit at all times during the event. Earn the respect and trust of your fellow drivers. Be predictable! Drivers who change direction without the awareness of where cars are around them generally cause other cars to make contact with each other often resulting in a yellow flag situation.

Weekend Goals: Complete every session without incident by not making contact with other cars or driving off course. Drive within the limits of your car and yourself. Focus on being consistent, hit your marks and work on smoothness. Be aware of changing track conditions throughout the session and also how your car changes during your run.

Track Limits: Please be advised that we will be monitoring track limits throughout the weekend, Article 19.3. Drivers should make every effort to stay on the track and not exceed the track limits. If you drive off track, it's the driver's responsibility to rejoin the racing surface in a safe manner.

Gravel Traps: Barber utilizes gravel traps around the circuit. If you drive off course and end up in a gravel trap, unfortunately you won't get out.

Starting Procedure:

- All drivers should be familiar with the Starting Procedure in Article 36.
- It's the driver's responsibility to know which side of the grid he will start from.
- It's the team's responsibility to guide their driver to his start box.
- No part of the car is allowed to be over the start box line.
- If the driver needs assistance once the light sequence has started, he must raise his arm to signal to the officials he has an issue. If possible, the start light sequence will stop and the yellow abort lights will flash indicating an aborted start.
- The race will now be started with a rolling start noted by the green lights indicating cars to begin the formation of a pace lap behind the safety car which will be dispatched from pit lane.

Start Lights

Start Light Sequence

- **Green** Lights – Grid is Full
- (5) **Red** Lights Illuminate in (1) Second Intervals
- **Red** Lights Out – Start of Race
- **Yellow** Abort Lights – Do Not Move

Abort Lights

- Abort Lights – 3 **Yellow** Lights
- If Abort Lights Come On – Do Not Move
- Race Clock Starts
- Safety Car Moves on Track
- **Green** Lights – Follow Pace Car
- Race Will Now Be A Rolling Start

Crew Chief Notes

Driver's Radio: All drivers must be able to hear the "Driver All Call Channel" from Race Control. Please confirm your driver's car radio is programmed correctly. As the Race Control channel is used in emergency situations only, the driver's radio should be set up that the R/C channel overrides the team channel. For frequency information and assistance, contact Evan Olson at Speedcom Communications. Contact information is as follows;

Telephone: (386) 760-7110. Email: evan@speedcomracing.com

Team Radio: All teams must monitor Race Control during all on track activities throughout the weekend. As per above, please contact Evan at Speedcom for information and assistance.

Crew Members over the wall: For any pit stop during a race event, there will be a maximum of 3 crew members permitted over the wall at any given time. All of them may work on the car but one shall be responsible for the car's safe entry and release. Per the FIA regulations, a race event covers all practice, qualifying and race(s) throughout the event.

Pit Lane Attire: With the expected high heat at Barber Motorsports Park, crew members are permitted to wear shorts on pit lane.

Tire Scanning: Tires declared by teams must be scanned by SCCA Pro Racing technical personnel prior to use. Scanning will only take place at the garages under the race control tower, next to the scales. There will be no tire scanning at Hankook or team trailers in 2020. Tires do not have to be mounted to be scanned for an event.

FR Tow In: Teams, please alert your driver to make certain the safety team doesn't hook up the tow strap to the Halo. Previously we've had a driver motion to the safety crew to use the Halo to tow the car. We meet with the safety team at each venue to go over protocols to tow and lift our style of cars and explain not to use the Halo.

Drivers Meetings: Driver and crew chief meetings are listed on the schedule and covered in this document on page one. Please make sure that both driver and a crew chief attend all meetings. Drivers who are late or miss a meeting will be assessed a \$250.00 fine. Teams who are late or miss a meeting will be referred to the Stewards office. Please wear your credential to the meeting as we are now using the bar code on your credential for sign in.

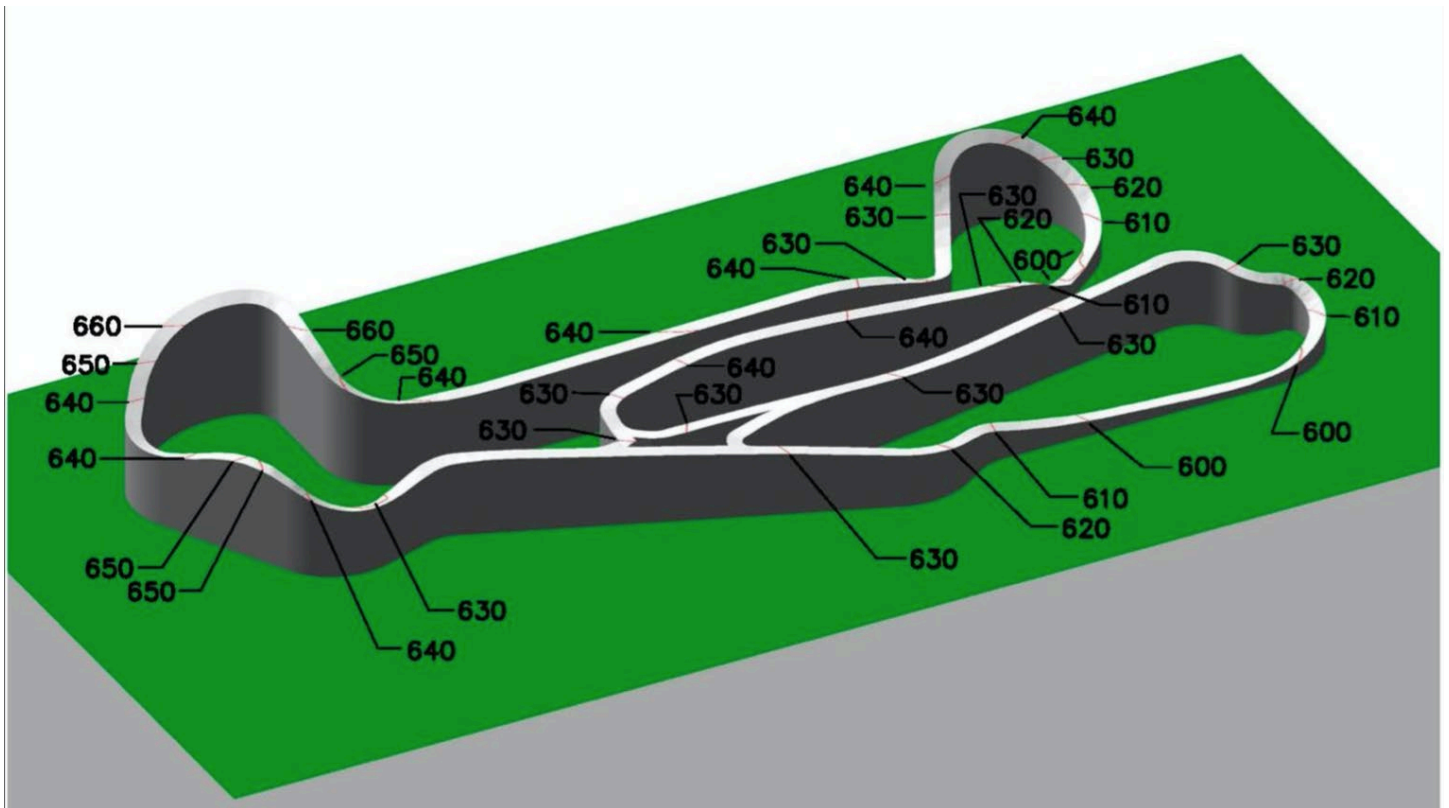
Livery: All team cars, crew uniforms and driver suits must comply with the Sporting Regulations and display Championship specific logos as specified in the Sporting Regulations at all times during the event. Please be certain your car, crew uniforms and driver's suit is up-to-date.



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Barber Course Track Layout



Safety Car Line 1 & Pit In Blend Line

Safety Car Line 1 is located at pit in. Blend Line: Do not cross any part of the pit in blend line (yellow) while entering pit lane. When you exit turn 15, keep to the left to signal to other competitors that your entering pit lane and allowing the racing line to those cars that are staying on track. All four wheels should be within the pit entry lane to avoid a penalty. Pit lane speed limit is 40 mph. We will have our bright green cones with the 40mph sign on pit lane marking the pit speed zone. A gentle reminder to continue proper use of the high speed and transfer lanes throughout the weekend. Teams, please be aware of the cars that are stationed around your pit box and make sure you do not release your car in front of incoming traffic.

Leader Restart Zone

Safety Car lights will go out on back straight heading towards turn 12. This is the time to pack up and line up in a single file. Once the Safety Car has accelerated away from the field the leader must maintain Safety Car speed. We will check car data if we feel the leader has reduced his speed. The leader may accelerate at any point within the restart zone. All drivers are required to maintain pace with the leader and accelerate only once the leader has accelerated. **On a restart, passing is not permitted until you cross the start/finish line.**



Safety Car Line 2 & Pit Out Blend Line

Safety Car Line 2 is located at pit out. Please note location. Pit exit bend line (yellow) do not cross the pit exit blend line when re-entering the racetrack. It's the drivers' responsibility to blend safely into traffic when exiting pit lane and merging with other cars on the track. Pit exit at Barber can be difficult as you are trying to blend into traffic that is coming out of turn 1 and needing to take up the same lane on the racetrack as you in turn 2. Drivers leaving pit lane need to be aware that there may be cars running side by side passing each other going into turn 2. When you exit pit lane, keep to your left and merge into the racing line. Drivers on track need to be considerate to cars exiting pit lane. Teams, please communicate with your driver and alert them of any traffic coming along the front straight that may meet your driver as they exit pit lane.



On behalf of everyone at SCCA Pro Racing, we wish you a safe and successful weekend.

Scott Goodyear