



Driver & Team Meeting Notes
F4/FR Brainerd Race Event
July 16th – 18th, 2021

From: Race Director: Scott Goodyear
Clerk of Course: John Walsh
Event Steward: John Walsh
Technical Delegate: Aaron Coalwell
Technical Delegate Emeritus: Buddy Fey

Chairman of Stewards: Pat diNatale
Event Steward: Wes Cunningham
Series Manager: Sydney Davis Yagel
Chief Scrutineer: Adam Gavalla

To: All Drivers & Competitors.

On behalf of everyone at Parella Motorsport Holdings and SCCA Pro Racing, we welcome you to Brainerd International Raceway. Although Trans Am has been racing here for years, this is a new venue for both F4 & FR cars and our show. Both track management and fans are looking forward to watching us race. We had some terrific racing at Mid-Ohio and we look forward to putting on great show at Brainerd. Remember our message, we're in show business, we just happen to race cars.

Regulations: The Regulations outline what is expected of the driver and crew to compete in the FIA sanctioned series. It's the responsibility of both the driver and crew to read and comply with the 2021 F4/FR Championship Sporting Regulations and Event Supplemental Regulations. The Sporting and Technical Regulations are an overview for the season. The Event Supplemental Regulations come out before each event specific to the circuit we're competing at. Please be sure to read the Supplemental Regulations before each event.

Drivers Meetings: Attendance is mandatory. There will be one combined F4 & FR driver and crew chief meeting at 7:30am Friday morning which will take place at the School Building. As this will be our first visit to Brainerd, I will be arriving early for a site visit and will have further information to share with you about the circuit during that meeting. Although I have raced at Brainerd, it was on the old circuit, so once on site we'll learn more about the new track and facilities. A gentle reminder, any driver who is late or misses a meeting will be assessed a \$250.00 fine. Any team that is not represented at the meeting will be referred to the Stewards. Any additional meetings or details will be provided via WhatsApp.

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. For drivers in need of a new helmet, discounts are available through our partnership with Bell Helmets. Please contact Glen Wheeler at Bell Helmets. Email: gwheeler@bellracing.com



Track Walk: A track walk will be available Thursday starting at 7:00pm. No scooters, motorized vehicles or wheels of any type allowed. Remember to take along a track map with you so you can make a note of all the marshal flagging stations. Also, once you've walked out of the corner, take a moment to turn around and look at the pavement you've just come from. Lots can be seen from this view that sometimes gives you knowledge of your cars handling. *A quick note, Brainerd does not have their barriers cutouts marked in orange, so please make good notes so you can remember where the gaps are in the barriers.*

Safety Car Lines: See attached map for safety car lines 1 & 2 and related information.
Timing Line: Start/Finish Line on Front Straight.
Pole Position: Drivers left.
Pit Speed Limit: 40 mph
Track Access: Refer to Supplemental Regulations for Pre-Grid Location.

Track Details: Track Length 2.5 Mile Road Course. 13 Turns, six left, seven right. Minimal Elevation Change. S/F Front Straight: 800ft. Track turn 13 to turn 1 = 1,290'. Track turn 1 to turn 2 = 1,350'. Track turn 2 to turn 3 = 1,300'. Track turn 3 to turn 4 = 1,200'. Tight 90 degree turn at end of front straight (track turn 12) leading to another tight 90-degree, track turn 13. Track turns 1 & 2 which are 80 degrees are high speed turns. The Carousel turn 7 to 9 is where pit in is located.

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. There is no passing during this time. As many of our drivers have never been to this circuit before, this procedure will allow those drivers to become more familiar with the track and also help them identify flagging stations and pit blend lines. It's also an opportunity for drivers to bring both their car and themselves up to speed on a new circuit.

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 (and as a result – driver penalties) because of the infraction. Also, during practice, we may put the circuit under a Red Flag situation to test 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 infractions.

Practice Starts: The official start lights will be available in pit lane Friday and also Saturday morning during practice sessions. Practice starts are not available during qualifying. Location of the pit lane start lights will be announced during the drivers meeting. Drivers required to perform a practice start will be notified by series officials. Practice starts will be observed and logged by an SCCA Official. Practice starts are to be completed in the designated pit lane start box only. Practice starts are not to be done while leaving your pit box on pit lane or anywhere on the circuit. Note: Start lights and practice starts will not be available during qualifying.





General Track Notes

Track Cutouts: Brainerd currently **doesn't** have orange markings to alert drivers where barrier openings are located. As mentioned, please take good notes during your track walk and memorize locations where you can pull your car behind the barrier. Teams, if your team car becomes disabled during the event, please assist your driver over the radio and guide them to the openings to park their car in hope 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: Brainerd has a combination of very tight turns along with quick sections and long straights. This circuit rewards drivers who is smooth and precise with hitting their marks. One key element when you come to a track like this which has high speed sections is to look as far down the road as possible which can alert you to an issue. When there's an incident on a high-speed circuit like Brainerd, you'll come upon the issue quickly.

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. An example would be if the front straight was blocked because of an accident on track. In these cases, and provided the safety car lights remain illuminated, all cars must follow the Safety Car to pit lane without overtaking.

Track Competition Reminders

Cockpit Yellow Caution Light: We will continue to utilize the driver yellow cockpit light system that's been used both at Road America and Mid-Ohio. The yellow light serves two functions, first to alert the driver of a full course caution, and second, to assist the Stewards to confirm from your on-board camera when the circuit went to a full course caution allowing them to make an immediate decision on whether cars passed under an FCC. Yellow flags will still be displayed at corner stations and Race Control will still call FCC over the driver all call channel. It's the driver's responsibility to respond to the first indicator he/she sees for a yellow.





Practice Runs: Brainerd will be new track for both drivers and teams. It's recommended that you drive at your own pace and build your speed throughout the sessions as you learn the track as some learn tracks faster than others. Keeping the car balanced with the throttle through the high-speed turns is especially important. Any sudden big lifts of the throttle mid turn will cause the back of the car to become nervous and light and may cause a spin. 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. If you go off course during a session your car will be removed and depending on the situation, you may not be brought back to the paddock until the end of the session, meaning you've lost valuable practice time.

On Track Congestion – F4: Often times in practice and qualifying with our F4 class, we'll have many cars running together on track. As everyone is new to this track and a couple of drivers are new to F4 racing this weekend, its highly recommended for the first session that you find your own space on the track so you can learn the circuit without being concerned with other cars around you. Discuss with your team and plan a practice and qualifying strategy that works best for you. Work on building your speed at your experience level and don't be so concerned about lap times until you are comfortable with the track.

Blend Lines: You may not cross the blend line 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 blend line at pit entry or exit in practice, qualifying or the race event, will be given a penalty under Article 15.3.

Exiting Pit Lane: It's the drivers' responsibility to blend into traffic safely when exiting the pit lane and merging with other cars heading to turn 13, (recall the track corner numbering system). Keep to your left when leaving pit lane. Be aware that the racing line going under the bridge for turn 13 is the same line cars leaving the pit lane will be on. Consideration and respect will be required to get through this section. Teams, please communicate with your driver and alert them of any traffic coming along the front straight and turn 12 that may meet your driver as they exit the pit lane and head to turn 13.

Entering Pit Lane: When preparing to enter pit lane, keep to the left going around the carousel after turn 8 to signal to other drivers your intent to enter pit lane. This also leaves the racing line to those drivers who are staying on track. The pit entry lane from the track to the pit lane itself is long with a couple of turns. Please be aware the pit lane surface usually doesn't have the same grip as the track, and although you'll be tempted to carry a lot of speed to the pit lane entry point, you'll need to make sure you don't have a moment and end up in the grass. We don't have fuel stops in our races, so there's no need to push the issue in this area. Please drive accordingly. Please note where the 40-mph speed limit starts indicated by our green pit speed limit signs.



Pit Lane Usage: Each pit lane is divided up into three lanes. Here at Brainerd your pit box (on left) where you will stop to have your team attend to your car. The transfer lane (center) which is the middle lane, and the high-speed lane (right) which is the lane closest to the racetrack. Although called the high-speed lane (from the day when there wasn't a pit speed limit) the speed limit in the pit lane is 40mph. An example of entering pit lane to stop in your pit box at Brainerd would be; once you've arrived at pit in, be certain you are not exceeding 40mph, keep to the right side of pit lane which is the high-speed lane (40mph), continue along the high-speed lane until your about 3 to 4 pit boxes away from your team pit box, then smoothly move over to the middle lane (transfer lane) and drive in this lane until your about to pull into your pit box. When you leave your pit box, once in the middle lane check your mirror to make sure you can safely move into the high-speed lane, then use high speed lane (40 mph) until pit exit.

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, 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 at each track of checking their mirrors so they're informed of cars around them. Note: Here you may have cars on both sides of you especially with the long straights between track turn 1 to turn 2, and to turn 3. **Mirrors are not to be used as a tool for blocking another driver.**

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 both on and off 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 usually resulting in a yellow flag situation.

Car Delayed Leaving Pre-Grid: If you are delayed leaving pre-grid, you must be back in your qualifying position by S/C line 1. If not, you must enter pit lane and stop at pit out and wait for instructions from the official. Once the start has taken place, you will be released from pit lane onto the race track.

Car Off Track During Formation Lap: If a car leaves the racetrack or loses control and falls out of position during the formation lap, the driver is required to enter the pit lane and may not start the race on track. The driver must start the race from pit lane once the on-track start has taken place. Once in pit lane, the driver should continue down pit lane and stop at pit out and wait for instructions from the official.

Car Off Track During Safety Car Period: If a car leaves the racetrack or loses control and falls out of position during a full course yellow safety car period, that driver is required to go the rear of the field for the restart. Drivers not adhering to this rule will be referred to the Stewards.



Restart Pass Line: The restart passing line at Brainerd is the Start/Finish Line. The restart passing line varies from track to track - so please take note. Brainerd has a tight turn 1, turn 2 complex so it's important to give each other room both on the initial start and restarts. Often cars accelerate too early only to find they have to apply the brakes to avoid hitting the car in front - which causes an accordion effect. Please be aware of this issue and look far enough ahead to understand what the traffic is doing in front of you.

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.

Qualifying – Red Flag: Any driver who causes a **Red Flag** during qualifying will have their fastest lap removed from scoring.

Standing Start Overview

Safety Car Procedure:

- All cars will line up on the pre-grid in their qualifying grid position.
- Cars will follow the safety car out of pit lane in qualifying order onto the track for the formation lap. Cars are permitted to warm up their tires during the formation lap up to turn 10.
- The first two cars will line up in their start boxes with guidance from SCCA Pro staff.
- All other drivers are to proceed to the start box with guidance from your team. Know your starting position and which side of the grid you're on.
- Pole position at Brainerd is on drivers left.
- Because of the short front straight at this track, the starting grid will fill most of the front straight.

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/she will start from.
- It's the team's responsibility to guide their driver to their start box.
- No part of the car is allowed to be over the start box line.
- It's recommended that you place your car 6" behind the start box line to allow for error.
- If a car is unable to take their starting spot, that spot will remain open. Do not move up and fill the spot. You will be penalized.
- If the driver needs assistance once the light sequence has started, you must raise your arm to signal to the official that you have 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.



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 Two-by-Two Rolling Start



Crew Chief Notes

Driver Car 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 only if there is a full course yellow or red flag, the driver’s car radio should be set up that the Race Control channel overrides the team channel. For frequency information and assistance, contact Evan Olson at Speedcom Communications. Speedcom 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 event, this includes during all practice sessions (Promoter test days & Official sessions), qualifying and race events. As above, please contact Evan at Speedcom for information and assistance.

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 Championship trailer during designated times as noted on the official schedule.

Pit Lane Attire: All crew members must wear long pants and a team shirt with the appropriate logos anytime they’re in the pits.

Crew Members over the wall: For any pit stop during a race event, there will be a maximum of three (3) crew members permitted over the wall at any given time. All of them may work on the car, and one of them 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.

Driver’s Meetings: Driver and crew chief meetings are listed on the schedule and covered in this document on page one. Please make sure that both the driver and a crew chief attend all meetings. Any driver who is late or misses a meeting will be assessed a \$250.00 fine. Any team who is late or misses a meeting will be referred to the Stewards office. Please wear your credential to all meetings.

On Board Camera: The car on board camera must be positioned so the camera can see the yellow caution light on top the steering wheel. Please check your camera with the driver in the car.

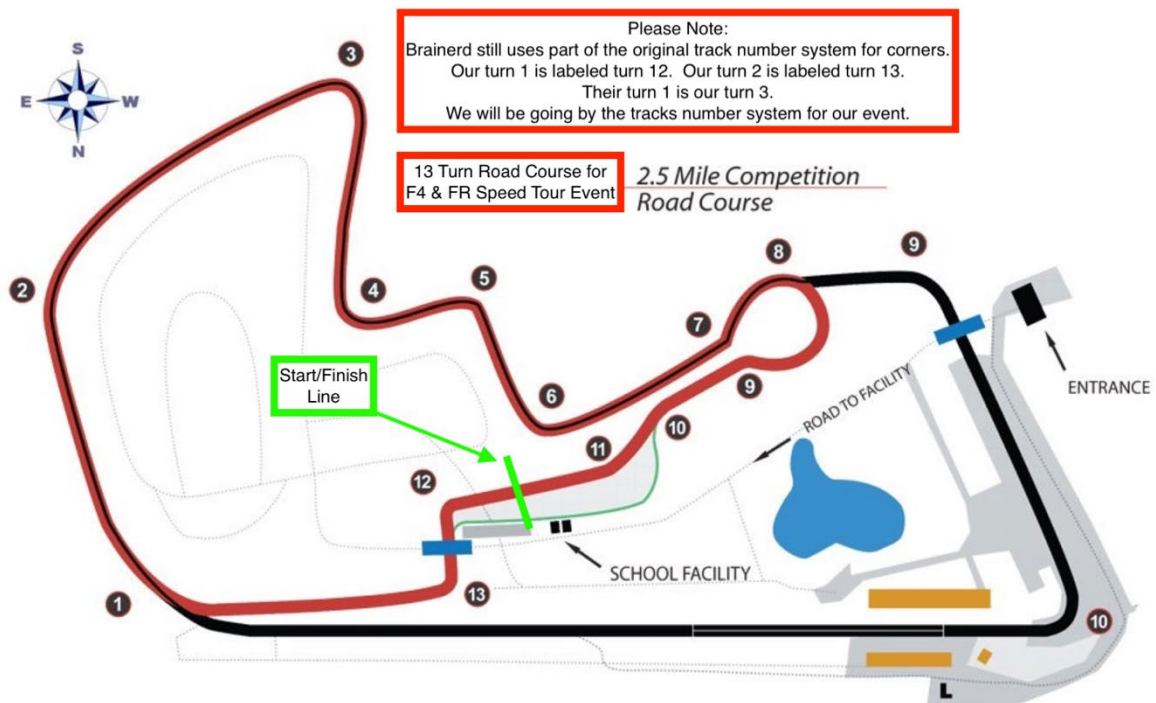
Video Cards: Teams, although Mid-Ohio was better with respect to content on video cards, we need to take the next step at Brainerd. Please continue to make this a priority. We will continue to take a strong stance on teams who do not have a working camera or content on video cards. Without content on a video card, it effects the Stewards ability to collect the information needed to officiate the event in a timely manner. Please see the Competitor Regulation Bulletin (CRB) that went out on June 2, 2021 regarding video cards and new return policy. Due to previous issues, Stewards will be serving escalating fines for teams not in compliance.



Brainerd Layout

We will be using the 2.5 mile – 13 Turn Competition Road Course which is outlined in Red.

As noted, please be aware that Brainerd uses the old road course cornering numbering system blended into the new Competition Circuit. Teams, if possible, place a small track map on your drivers steering wheel showing the corner numbers as used by Brainerd.

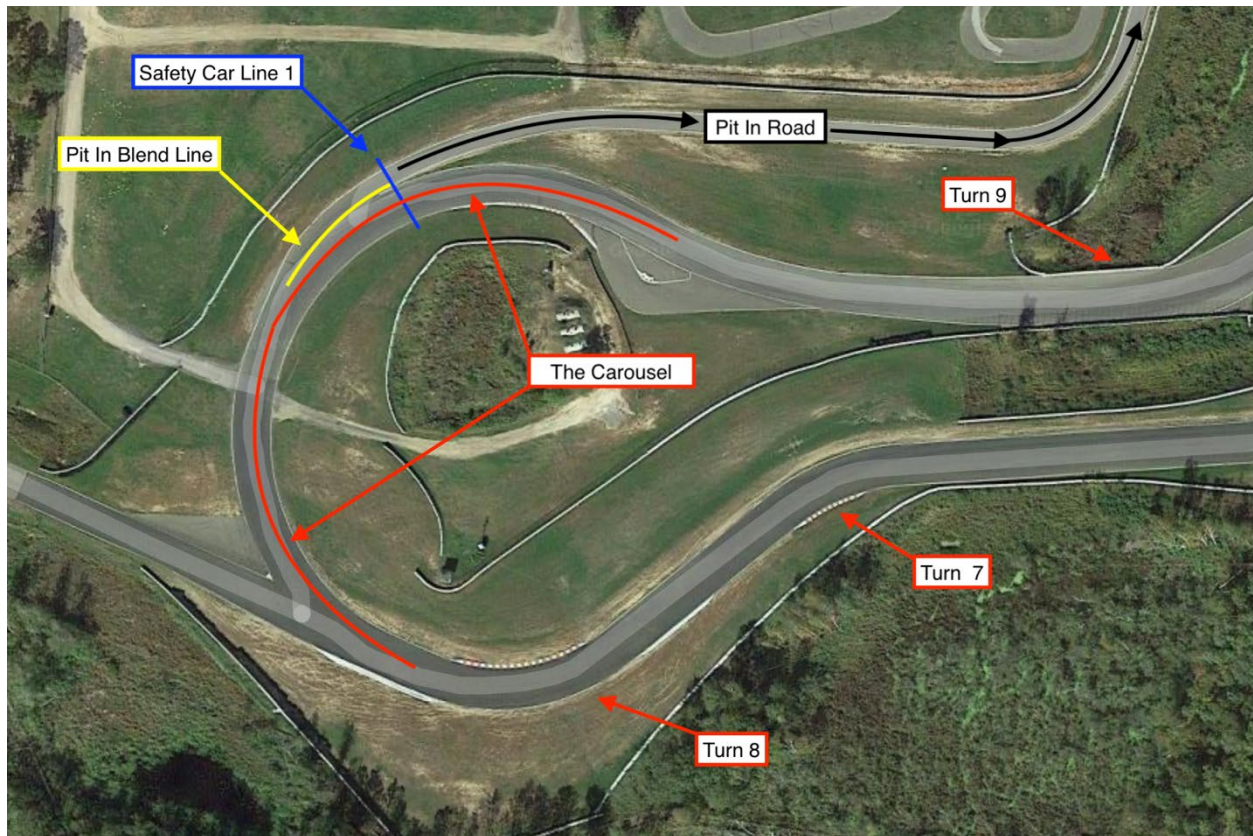




Safety Car Line 1 & Pit In Blend Line

Safety Car Line 1 located at pit in. Please note location.

Pit In Blend Line: Do not cross any part of the pit in blend line while entering the pit lane. When you exit turn 8 keep to the left going through the carousel to signal to other competitors that you're entering the pit lane. This also allows the racing line to the cars staying on the track. All four wheels should be within the pit entry lane to avoid a penalty.



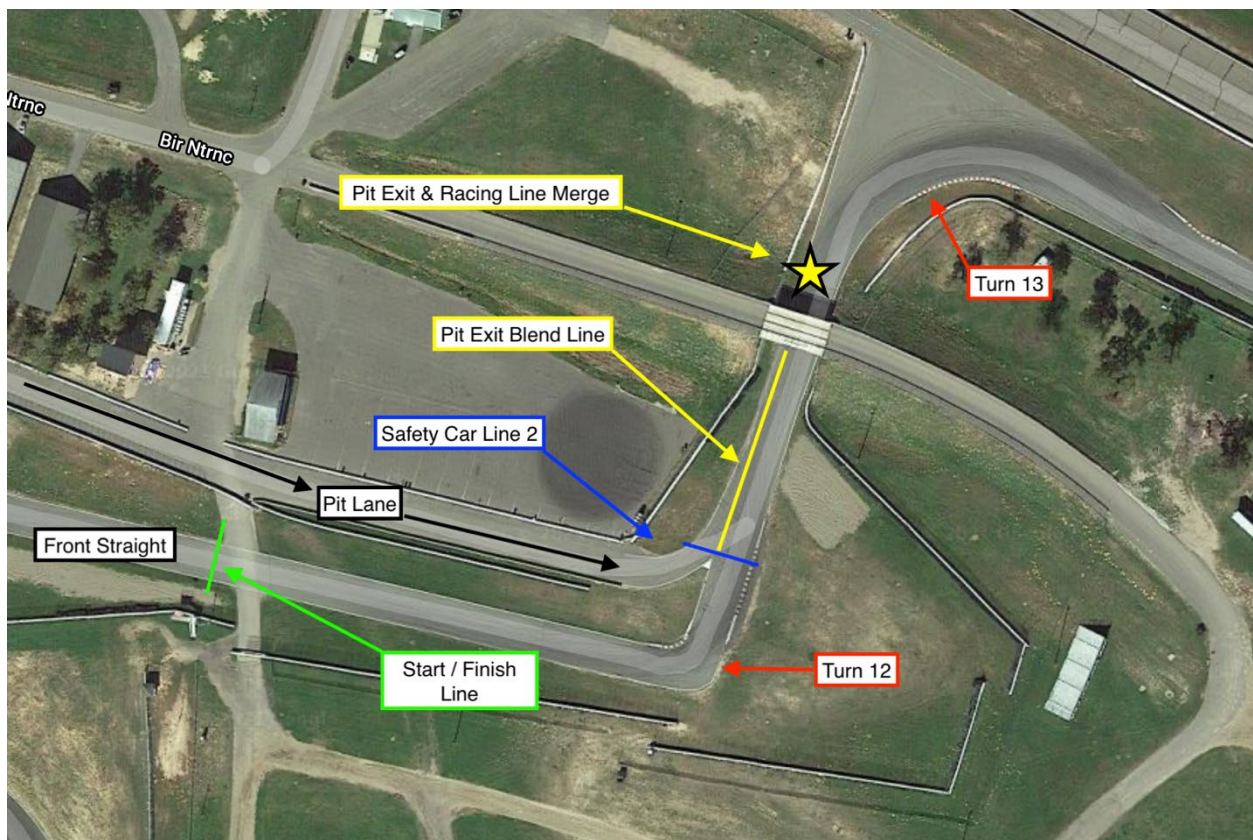


Safety Car Line 2 & Pit Out Blend Line

Safety Car Line 2 located at Pit Out. Please note location.

Pit Exit Blend Line: Do not cross the pit exit blend line when re-entering the race track. It's the drivers' responsibility to blend into traffic safely when exiting the pit lane and merging with other cars on the track heading to turn 13. Teams, please communicate with your driver and alert them of any traffic coming along the front straight and exiting turn 12 that may meet your driver as they exit pit lane. Recall that both the racing line and the pit exit lane converge under the bridge going to turn 13.

Note: Consideration and respect will be required from all drivers to get through this section.





Safety Car Lights Out & Acceleration Points

Leader Restart Acceleration Point: Leader may accelerate once he/she reaches turn 11. All competitors are required to maintain pace with the leader and accelerate only once the leader has accelerated. No passing until you pass the Start/Finish Line. Drivers take into consideration that you may need to leave space especially through the tight turn 12/13 complex to ensure your able to complete another lap.



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.

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

Good Luck,

Scott Goodyear

