



Driver & Team Meeting Notes

NOLA F4/FR Race Event

March 9th – 12th, 2023

Race Director: Scott Goodyear
Clerk of Course: Robert Clark
Event Steward: Kyle Colbey
Technical Director: Aaron Coalwell

Chairman of Stewards: John Walsh
Event Steward: Wes Cunningham
Event Steward: John Walsh
Chief Scrutineer: Lowell Huston

To: All Drivers & Teams,

On behalf of Parella Motorsports and SCCA Pro Racing, welcome to NOLA Motorsports Park. We look forward to a weekend of great racing to kick off the 2023 season. NOLA offers a bit of everything in a racetrack. A long front straight with a heavy braking area into turn 1, a very technical section turns 2 through 7, high speed esses turns 8 to 13, and an important complex turns 14 to 16 as it leads onto the longest straight on the circuit. Having a well-balanced car at this circuit is very import. Smoothness and momentum will bring you a quick lap time.

Regulations:

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 2023 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 thoroughly before each event.

Drivers Meetings: *Attendance is mandatory.*

The following meetings are mandatory. All meetings will be held in the Speed Shop Building.

- 1/ The test-day drivers briefing at 7:30am Thursday morning – Speed Shop Building.
 - 2/ The driver and crew chief race meeting will be Friday at 4:15pm, also at Speed Shop Building.
- All drivers and a crew chief from each team are required to attend. Attendance is taken at all meetings throughout the year. 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 meeting details will be provided via WhatsApp.





Drivers Equipment: Each Driver is responsible for ensuring that his/her equipment follows 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 or drivers gear, discounts are available through our partnership with Bell Helmets and OMP Racing products. Racing Force USA owns both Bell Helmets & OMP Racing. For Bell Helmet products & service, please contact Glenn Wheeler at Racing Force. Glenn's email: glenn.wheeler@racingforce.com
For OMP race suits and drivers gear, please contact Mike Magree at Racing Force. Mike's email: mike.magree@racingforce.com

Track Details

Track Length 2.75 Mile Road Course.

16 Turns, five left, 11 right.

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 right.
Pit Speed Limit: 40 mph
Track Access: Refer to Supplemental Regulations for Pre-Grid Location
Race Control: Second Floor Race Control Tower
Stewards Office: SCCA Pro Racing Trailer
Timing/Scoring: Second Floor Race Control Tower

Track Walk:

There are two track walks scheduled, Thursday at 5:00pm and Friday at 5:15pm. Please listen to the Track PA system for confirmation of start times.

FIA Flag Rules:

Both F4 and FR operate under FIA rules. All drivers are required to know the meaning of the FIA flags, which differ from North American flagging rules. There is a FIA flag chart included at the end of this document for your reference.

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 (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:

As this is the first race of the season, we will have on track practice starts for both classes end of day Thursday. This will be the same format as race day complete with safety car departing from the grid to allow new drivers to experience the process. Details will be provided during the test day drivers meeting Thursday morning. Official start lights will also be available in pit lane during practice on Friday. Practice starts will not be available during qualifying. Location of the pit lane start lights will be announced during the drivers meeting. 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.

All new F4 drivers are required to participate in the on-track practice start session Thursday.

General Track Notes

Track Cutouts:

NOLA uses orange markings at the end of the guard rails to mark where drivers can pull their car behind the barrier. Please take note of the locations during your track walk. 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:

NOLA is a fast circuit with a long front straight leading into a heavy braking area at turn 1. Turn 2 to 7 area is difficult because of the flat nature of the track and the long turns. Being precise on turn in and especially with your line - apex out - so you don't find yourself running off the road on the exit of the turns. It's easy to do at this circuit. The high speed esses turn 8 to 13 requires a high level of concentration, smoothness and precision to consistently hit your marks. The turn 14 to 16 complex is easy to overdrive, but as turn 16 leads onto the longest straight on the track, being smooth through this section will reward you with a good exit speed out of turn 16. Please note, the long front straight at NOLA can produce many cars trying to pass at the same time going into T1. Please be aware of this and constantly check your mirrors before initiating a move so you don't contact other cars.

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.

Cockpit Yellow Caution Light:

We will continue to utilize the driver cockpit yellow light system. 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:

To all drivers new to NOLA and returning drivers who are looking to become more comfortable with either their car or the track, NOLA is a challenging circuit and we recommend that you drive at your own pace and 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. If you go off course during a session, depending on the circumstance, you may not be brought back to the paddock until the end of the session. Your car will be removed and parked in a safe spot so we can restart the session (practice or qualifying) meaning you've lost valuable track time.



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 pit exit in practice, qualifying or the race event, will be given a penalty under Article 15.3. As pit exit at NOLA is in the middle of the front straight, both cars on track and cars exiting pit lane need to be aware of the speed difference of the cars leaving pit lane and cars on track.

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 1. Keep to your left when leaving pit lane. Do not cross over the solid white pit exit line. You are entering the race track on the front straight where cars will already be at a high rate of speed. Do not drive directly out onto the racing line. Cars on track need to be aware of cars leaving pit lane. Cars on track – do not cross the solid white pit exit line. 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.

Entering Pit Lane:

When preparing to enter pit lane, once you've exited turn 14, keep to the left 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. Please note where the 40-mph speed limit starts indicated by our pit speed limit cones.

Pit Lane Usage:

Each pit road is divided up into three lanes. Here at NOLA your pit box (on left) where you'll 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. An example of entering the pits to stop in your pit box would be; once you've arrived at pit in, be certain you are not exceeding 40mph, keep to the right side of pit road in the high speed lane, 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.

NOTE: If you go off course on the exit of Turn 14, DO NOT drive across the track and enter pit lane. You must re-enter the racetrack on the inside of turns 15-16 and continue around the track. You may enter the pit lane at the end of that lap if you wish.



On Track Congestion:

Often times in practice and qualifying with our F4 class, we'll have many cars running together on the track. As many F4 drivers are new not only to car racing, and to this track, its highly recommended 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.

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 road, prior to initiating a pass (note - you may have cars on both sides of you especially with the long straight here at NOLA) when exiting a corner, entering pit road 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 behind them.

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 contact each other usually resulting in a yellow flag situation.

Car Delayed Leaving Pre-Grid:

If a driver does not leave the pre-grid in the assigned position, the driver must enter the pit lane at the end of the formation lap and continue down pit lane and stop at pit out and wait for instructions from the pit out official. Once the race start has taken place, the official will release the car onto the circuit.

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 enter pit lane and continue down pit lane and stop at pit out and wait for instructions from the official. Once the on-track start has taken place, the official will release the car onto the circuit.

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 varies from track to track - so please take note. The restart passing line at NOLA is the Start/Finish Line. With the long front straight at this track cars will carry a lot of speed entering turn 1. It can be easy to drive too deep into the turn and initiate contact with other cars. Please be aware of this issue and look far enough ahead to understand what the traffic is doing in front of you. Drivers who make contact with other cars will be referred to the Stewards.

Track Limits – Turn 5:

Please be advised that we will be monitoring track limits throughout the weekend, per Article 19.3. As we did here last year, any driver exceeding track limits in qualifying at turn 5 will have that lap removed from timing & scoring.





Track Limits – Turn 16:

Any car exceeding track limits in turn 16 during qualifying will have that lap deleted, and you will also lose the following lap as you are gaining an advantage going onto the long straight.



Qualifying – Red Flag:

Per the Regulations, a driver who causes a **Red Flag** during qualifying will have their fastest lap removed from scoring and may be assessed further penalties.

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 13.
- 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.
- If a car is missing from the grid, do not fill that spot. Start in your assigned position.
- Pole position at NOLA is on drivers right.



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 Start Is Now A Two-by-Two Rolling Start

Rolling two-by-two start:

If the standing start is aborted indicated by three yellow lights on the light panel, once drivers see the green lights, they should proceed off the grid and follow in behind the safety car for another formation lap. The safety car will lead the field around the circuit and turn off its lights going into turn 9. The safety car will enter the pit lane. The pole car should maintain safety car speed and lead the field onto the front straight. The leader is free to accelerate once he/she reaches the start zone indicated by the "Start Sign" on the front straight. All drivers are required to maintain pace with the pole car and accelerate only once that driver has accelerated.



Crew Chief Notes

Tire Scanning:

Only tires used for qualifying and race sessions will be scanned by the Championship Technical personnel. Used tires must still be used during official F4 practice sessions. FR drivers may choose to run a new set of tires for official practice. For both Championships, practice tires will not be scanned, but their used condition will be verified on the grid. Tires will be scanned at the team's trailer/paddock during annual inspection and pre-tech, hence, teams must pick up their tires before pre-tech so they can be scanned. Team failing to do so will have to bring their tires to the series trailer to be scanned. Tires do not need to be mounted to be scanned.

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 Jack Ivester at Speedcom Communications. Email: jack@speedcomracing.com
Telephone: (386) 760-7110.

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. Race control will feed teams information about any on track issues, it's the team's responsibility to relay this information to their driver. As above, for radio assistance, please contact Jack Ivester at Speedcom for information and assistance.

Pit Lane Attire:

All crew members must wear team gear with the appropriate logos anytime they're in the pits. Shorts will be allowed on pit lane for this event.

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 & crew chief meetings are listed on the schedule and covered in this document on page one. Please make sure that both driver and crew chief attend the required 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 to ensure visibility.

Livery:

A gentle reminder that all team cars, crew uniforms and driver suits must comply with the Sporting Regulations and display Championship specific logos as specified. Please check to make sure your car, crew uniforms and the drivers race suit is up to date. No competing series logos or identification are permitted.

Video Cards:

In 2023, we will continue to take a strong stance on teams who do not have a working camera or content on video cards. This past season we found many video cards without any content which created a problem for the Stewards to do their work in a timely fashion. Without content on a video card, it effects the Stewards ability to collect the information needed to officiate the event. Stewards will be serving escalating fines for teams not in compliance.

Engine Seals:

Engine deal declaration forms must be submitted before qualifying. Cars that haven't submitted a form before qualifying will not be released from Qualifying Parc Ferme until the form is submitted.

Timing Transponder:

Starting in 2023, all cars must have an operating timing transponder mounted in the required location for all test and practice sessions - including any promoter test days. Cars without a transponder will be black flagged from the session.

Car Numbers:

Cars must have their proper number on the car for all sessions, including promoter test days. Cars not in compliance will be back flagged from the session.

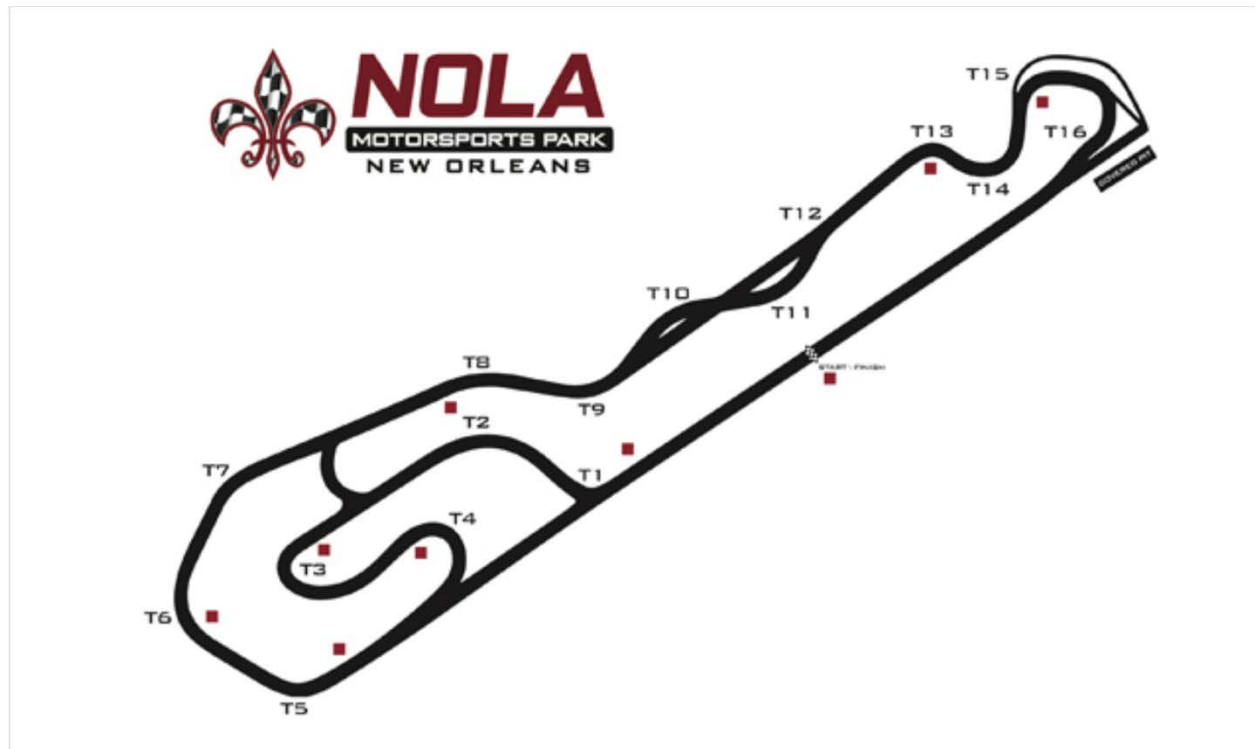




NOLA Motor Sport Park

Track Layout

TRACK DISTANCE 2.75 MILES, 16 TURNS.





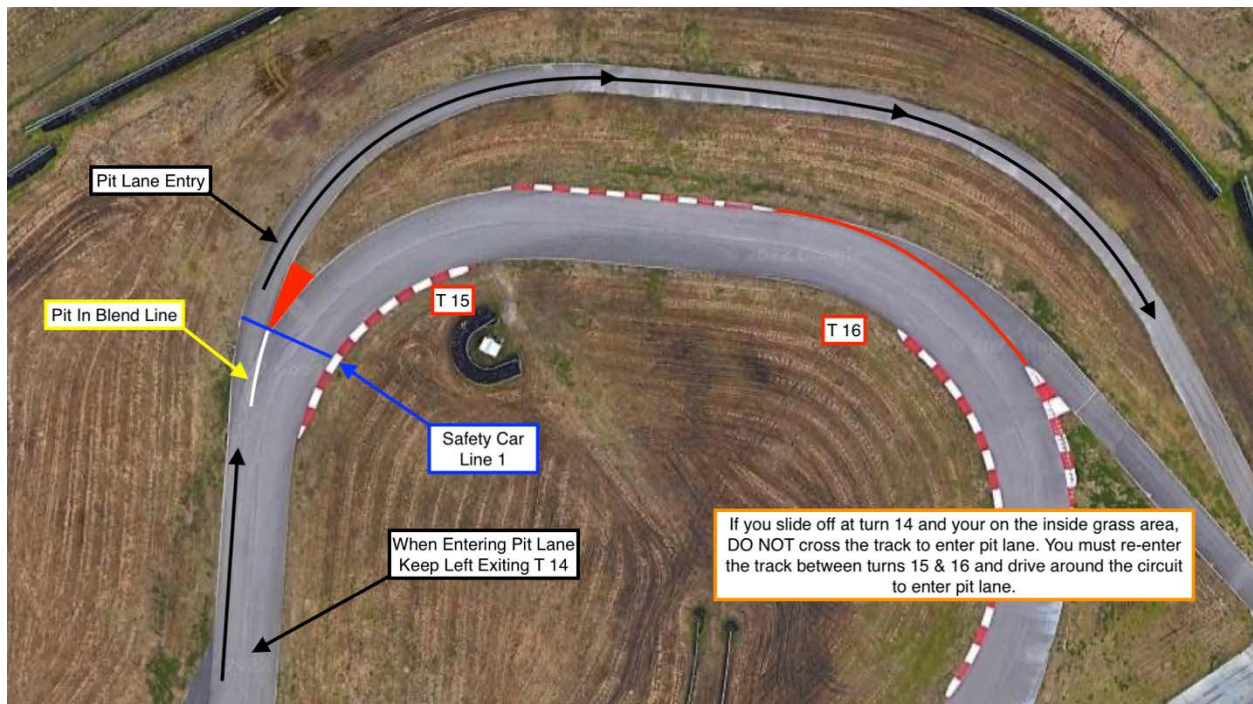
Safety Car Line 1 & Pit In Blend Line

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

Do not cross any part of the pit in blend line while entering the pit lane.

When coming to pit lane, keep to your left when you exit turn 14 to signal to other competitors that you're coming into the pits. 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.

Please observe the 40 mph pit speed limit throughout the entire length of the pit lane as indicated by our speed limit cones. Also, ensure you enter the pit lane in the correct lane utilizing the high speed and transfer lanes when appropriate.





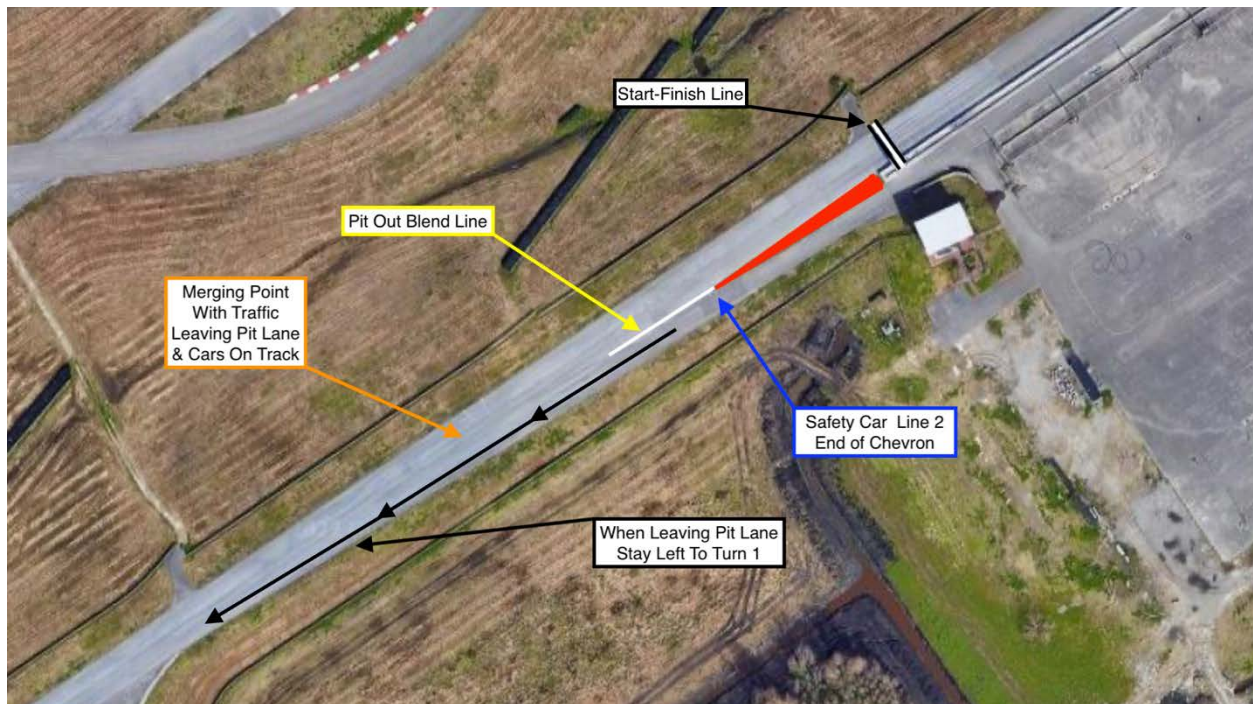
Safety Car Line 2 & Pit Out Blend Line

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

Do not cross the pit exit blend line when re-entering the circuit.

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 1. It is suggested you keep to the left side of the track when you exit pit lane not to interfere with cars on track. By doing so, you are positioned in the correct position for turn 1. 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.

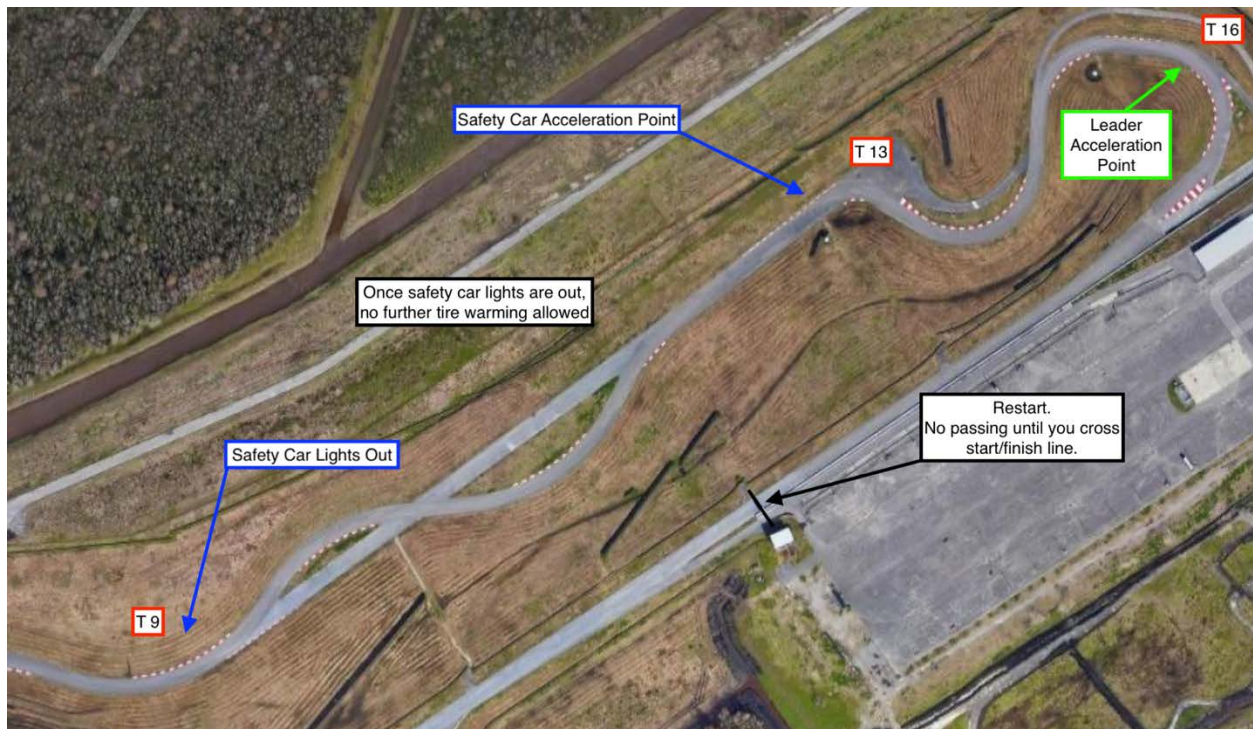
Drivers, when leaving pit lane and blending onto the circuit, please be aware that cars coming along the front straight will be at high-speed heading towards turn 1. Please be aware of the speed difference. Also, when you check your mirrors you may only see one car, but be aware there could a car directly behind that car which is about to pull out of the draft to make a pass.





Safety Car Lights Out & Acceleration Point

Restart Acceleration Point: Leader may accelerate once he/she reaches turn 16. All drivers are required to maintain pace with the leader and accelerate only once the leader has accelerated. During a restart you are not allowed to pass another car until after the Start/Finish Line. All drivers, please be aware of your surroundings during restarts and don't make any abrupt moves that will cause contact with another cars. Drivers take into consideration that you may need to leave space to ensure you make it through the turn and your able to complete another lap. Learn to read the traffic situation in front of you so you can finish the event and take the checkered flag.



Weekend Goals:

Complete every session without incident by not contacting 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. On behalf of everyone at PMH & SCCA Pro Racing, we wish you a safe and successful weekend.
Good Luck.

Scott Goodyear





Flags may be replaced or supplemented by lights and/or reflective panels, which shall have the same meaning as the flags. As we are an FIA Certified series, we use FIA flagging rules.

FLAG	COMMUNICATION
	GREEN: When displayed by the starter, signals the beginning or resumption of a session. Also shown following a yellow caution area to indicate passing may resume when beyond the green flag.
	BLACK/WHITE DIAGONAL: Competitor warning displayed with number board. Flag is shown at Start/Finish area and is used as a warning for unsportsmanlike behavior.
	BLACK: Summons competitor to pit lane for consultation and/or penalty. Shown with number board from start/finish and designated station(s) on the circuit. The summoned driver may cross the S/F line no more than twice before entering pit lane. Once on pit lane, driver must report to his pit box.
	BLACK/ORANGE CIRCLE: Informs competitor of a mechanical problem that may endanger the driver or other competitors. Shown with number board. Competitors must stop at their pit on the next approach to pit entry. Once on pit lane, driver must report to his pit box.
	SINGLE WAVED YELLOW: Reduce your speed, do not overtake, and be prepared to change direction. There is a hazard beside or partly on the track. It must be evident that a driver has reduced speed; this means a driver is expected to have braked earlier and/or noticeably reduced speed in that sector. No passing from the station displaying yellow until after you have reached the station displaying a green flag.
	CODE 40: All cars immediately reduce speed to 3500 rpm in second gear (40 mph/pit speed) and circulate in position single file, using additional caution through the incident. Do not pass, do not improve your position on track. Displayed around circuit, at S/F and pit out. Obey on sight. When the incident is resolved, purple flags will be replaced by green. This green may be obeyed on sight.
	DOUBLE WAVED YELLOW: Reduce your speed significantly, do not overtake, and be prepared to change direction or stop. There is a hazard wholly or partly blocking the track and/or marshals working on or beside the track. During free practice and qualifying, it must be evident that a driver has not attempted to set a meaningful lap time; this means the driver should abandon the lap (this does not mean he has to pit as the track could well be clear the following lap). No passing from the station displaying yellow until after you have reached the station displaying a green flag.
	RED: The session has been stopped. Use caution, reduce speed, and proceed immediately to pit lane. Overtaking is not permitted. During a race, no work may be performed on vehicles unless authorized by the Race Director or Technical Delegate.
	SOLID BLUE OR BLUE/YELLOW DIAGONAL: Warns that faster cars are approaching or a following car may be in a competitor's blind spot. Use caution and sportsmanship – allow racing room.
	YELLOW/RED STRIPES: Caution – the racing surface may be affected by fluids or debris.
	STATIONARY WHITE AROUND CIRCUIT: Caution, slow moving vehicle ahead.
	WAVED WHITE AT START/FINISH: Indicates the last lap of a competition.
	WHITE/RED DIAGONAL AT START/FINISH: Emergency vehicles are on course.
	BLACK/WHITE CHECKERED: Shown at the completion of practice, qualifying, or race. All cars shall exit the course once they have received the checkered flag and passed start/finish.
	FCY BOARD: Show at all marshal posts. The entire circuit is now under a speed limit of 40 mph/pit speed. Reduce your speed safely, do not overtake, and be prepared to change direction or stop in a corner or corners displaying double waving yellow flags.
	SC BOARD: Shown at all marshals' posts to indicate the Safety Car is on the circuit.

Please return this reference sheet, along with the signal boards, to SCCA Pro Racing at the end of the weekend.

