

Drivers Meeting Notes

2019 F3 Americas Round 1

Barber Motorsports Park | April 4th – 7th, 2019

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

To: All Drivers & Competitors.

Regulations:

Drivers and Competitors are reminded it's their responsibility to read and comply with the 2019 F3 Americas Championship Sporting Regulations and Event Supplemental Regulations.

Driver's Meetings: Attendance is mandatory.

There will be a short track briefing with all drivers on Thursday @ 7:30am at the SCCA Trailer. The main Driver & Crew Chief Meeting will be Thursday @ 3:30pm, again at the SCCA Trailer. I have scheduled a meeting for Saturday @ 2:30pm after our first race to discuss Race #1, also at the SCCA Trailer.

Drivers Equipment: Each Driver is responsible for ensuring that his/her equipment is in compliance with FIA Regulations per Appendix L, Chapter III, Articles 1 through 5 of the International Sporting Code. Equipment will be checked by the Technical Scrutineers.

Track Walk: Promoter Track Walk, Thursday 4:30 - 5:30pm. No scooters or motorized vehicles of any type allowed. Take along a track map so you can mark all the marshal flagging stations and barrier openings marked by orange placards. Once you've walked out of the corner, turn around and look at the pavement behind you. Lots can be seen from this view that sometimes can give you knowledge of your cars handling.

Autograph Session: Attendance is mandatory.

The autograph session will take place in the Midway from 2:30-3:30 p.m. Drivers will need to meet at the series trailer no later than 2:05 p.m. so we can shuttle you over. Please wear your suit and bring your own hero cards. We will have event posters for everyone to sign as well.

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.



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Track Details

Track Length 2.3 Miles Road Course.
17 Turns, seven left, 10 right.
Front Straight 1,400 Feet.
Back Straight 1,100 Feet.
Elevation Change 80 Feet.
Track Width 45 Feet.

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. 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 we may put the complete circuit under a full course caution to allow the driver to experience a yellow flag at this circuit. The goal is to reduce the amount of passing that occurred last season under a yellow flag, (and as a result – penalties) because of the infraction. Also, during the first day of 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 infractions.

Practice Starts.

Start lights will be available in pit lane during SCCA Official F3 Americas Practice Sessions on Friday. Location of the start lights will be announced during the drivers meeting. Each driver will be required to complete two successful practice starts before the race event. Practice starts will be observed and logged by an SCCA Official. Practice starts are to be completed in designated area only.

Note: Start lights and practice starts will not be available during qualifying.



General Track Notes

Track Cutouts:

Barber Motorsport Park uses orange placards 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)

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. Each Marshal post has a cold fire bottle at their location. Firetrucks are located at Pit Out and on drivers left at Turn 9.

DO NOT STOP ON THE TRACK SURFACE, PULL OFF THE CIRCUIT IF YOU HAVE AN ISSUE.

Circuit Characteristics

Barber Motorsport Park is a combination of slow, medium and high-speed corners. The track has 80 feet of elevation change complete with many blind turns. Turns 8 and 9 have ski style pylon poles to help you locate the corners as you approach those turns. 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 may not make it through the corner.

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

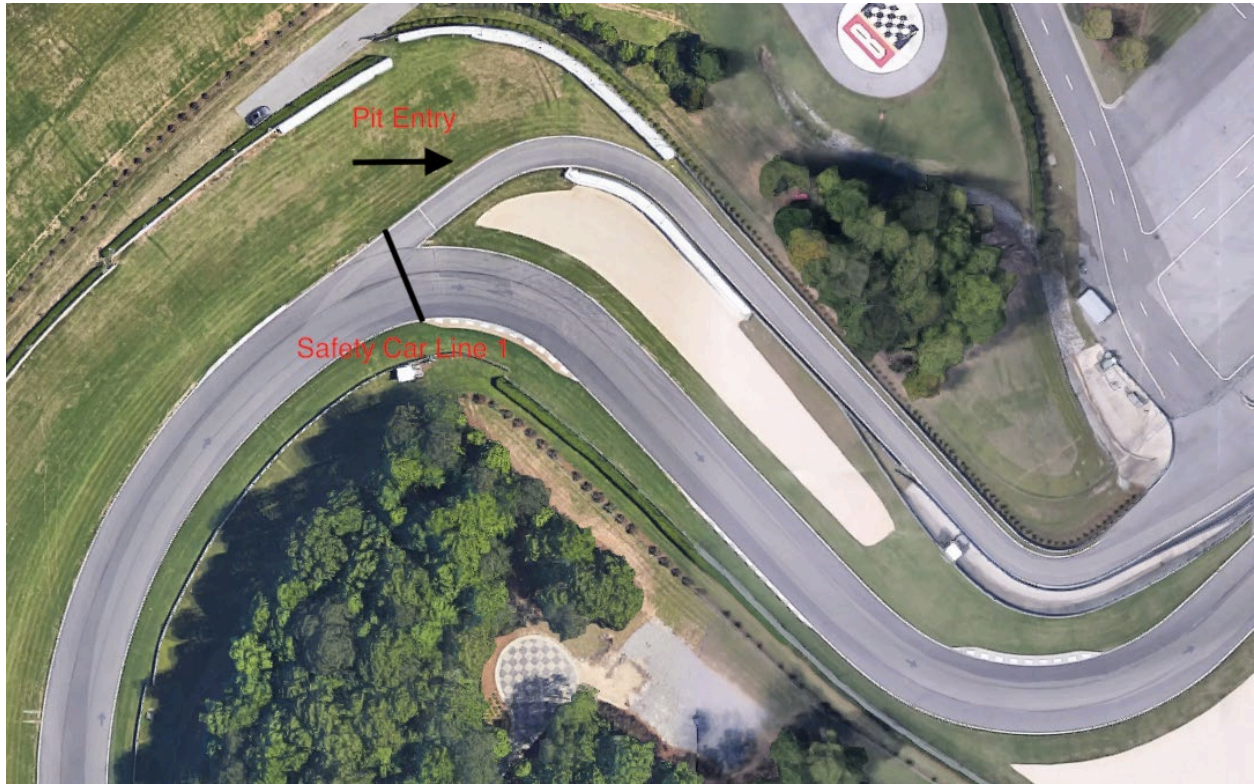
It is strictly forbidden to cross the white line at pit entry or pit exit with any part of the car when entering or leaving the pit lane. Leaving the pit lane and re-joining the track must be done without endangering or hindering other participants. Any driver crossing the white line at the pit entry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



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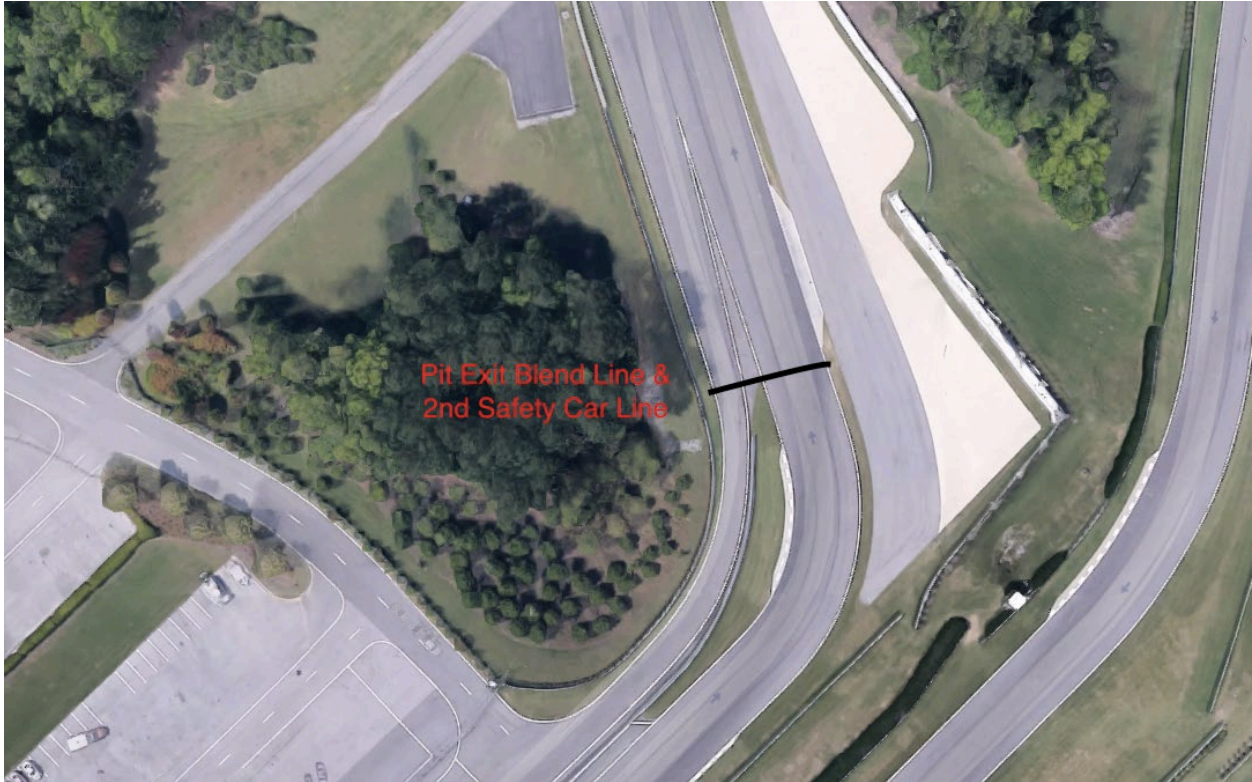
Pit entry and Safety Car Line 1.

Once you have committed to the pit lane, you cannot decide to rejoin the track and drive across the white line and/or chevrons or any part of the grass.



Pit Exit and 2nd Safety Car Line.

When leaving the pits, drivers must not cross over any part of the white line and/or chevrons while rejoining the racing surface.



Safety Car Lights Out & Safety Car Accelerate Location.

The Safety Car lights will be turned off exiting turn 11.

The Safety Car will accelerate away at turn 12.

Leader acceleration point – Turn 14.



F3 drivers, work with your teams to plan for a successful weekend. Championship winning drivers have excellent situational awareness to keep themselves out of trouble, plus they possess good on track predictability meaning they don't make erratic moves that could cause a collision. Consistency leads to speed and helps your engineer read both you and your cars handling characteristics.

Have a great weekend,

Scott Goodyear

