

Driver & Team Meeting Notes 2020 FR/F4 Sebring Race Event September 25th – 27th, 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.

Drivers & Crew Chief Meetings: *Attendance is mandatory.* The F4 driver/crew chief meeting will be Friday at 7:30am at the SCCA Trailer. The FR driver/crew chief meeting will be Friday at 8:10am, also at the SCCA Trailer. **Do not be late.** Any driver who is late for either a meeting or an autograph session will be assessed a \$250.00 fine.

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 afternoon 5:45 – 6:45pm. No scooters, or wheeled vehicles permitted. 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. Also, once you've walked out of the corner, take a moment and turn around and look at the pavement that you just came from. Lots can be seen from this view that sometimes can give you knowledge of your cars handling.

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 & Traffic Flow Map.

Track Details

Track Length 3.74 Mile Road Course
17 Turns, six left, 11 right
No Elevation Change
Bumps Everywhere



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 - 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 infractions.

Practice Starts: In addition to Friday's afternoon F4 on-track practice starts, 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 Rookies, (first time racing in F4 this season) are required to complete two successful practice starts.** Practice starts are to be completed in the designated area only. Practice starts on not to be performed from your pit box. If you have any questions regarding Friday's on track practice start procedure, please feel free to ask me during the drivers meeting. Any on-track practice start counts towards your total. There isn't a mandate for practice starts for FR drivers. Note: Start lights and practice starts will not be available during qualifying.

General Track Notes

Track Cutouts: Sebring uses orange markings on the guardrail/walls to denote where drivers can pull their car behind the barrier. Drivers and Teams please take good notes during the track walk to locate the openings. Teams, if your driver becomes disabled, please assist your driver over the radio letting them know the location of the openings to park their car in hope that we don't have to go down for 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: Sebring, (one of America's oldest circuits) is a very demanding circuit both mentally and physically. The track is known for its bumps and many changes in track surface. Because of the bumps it's very easy to overdrive the limit of the car's adhesion. Many drivers spend a fair amount of time looking for the optimum line to place their car (line with the least amount of bumps.) It's important to remember that when your racing into the corner and you cannot be on your optimum line, you will probably have less braking ability going over the bumps. Please be cognizant of this and don't hit your competitor because you didn't judge your speed and braking capability correctly.

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 blend 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 that are proceeding through turn 1. When you leave pit lane at Sebring you are blending into traffic with cars running on the racing line. Keep to your right when exiting pit lane and blend in with the traffic as your driving towards turn 2. 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.

Entering Pit Lane: When preparing to enter pit lane, keep your car to the right through turn 17 to indicate 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 Sebring & Rookies: To all drivers new to Sebring and returning drivers who are looking to become more comfortable with either their car or the track, Sebring because of the track surface is a challenging circuit and we recommend that you build your speed throughout the sessions as you learn the track. Keeping on track and utilizing the time in each session is very important. If you slide off the circuit and are unable to continue, not only have you've lost valuable track time, but you may have 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 driver's 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 actions 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 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 do drive off track, it's the driver's responsibility to rejoin the racing surface in a safe manner. Any short cuts between turn 15 and turn 16 will be reported and investigated by the Stewards.

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.
- Its recommended you place your car 6" behind the start box line to allow for error.
- If a car is unable to take his starting spot, that spot remains open. Do not move up into the open spot.
- If the driver needs assistance once the light sequence has started, he must raise his arm to signal to the official 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.

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

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 SCCA trailer. There will be no tire scanning at Hankook or team trailers in 2020. As noted, because of the length of time between events, teams are allowed an extra set of sticker tires to be used in practice only at Sebring.

Sebring Fuel: Leftover fuel from Sebring may be used at the Homestead event.

Driver's Radio: All driver's 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.

Pit Lane Attire: Crew members will be permitted to wear shorts on pit lane during the Sebring event.

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, 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 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 all meetings as we are now using the bar code on your credential for sign in.**

Sebring Track Layout



Sebring International Raceway



HONDA

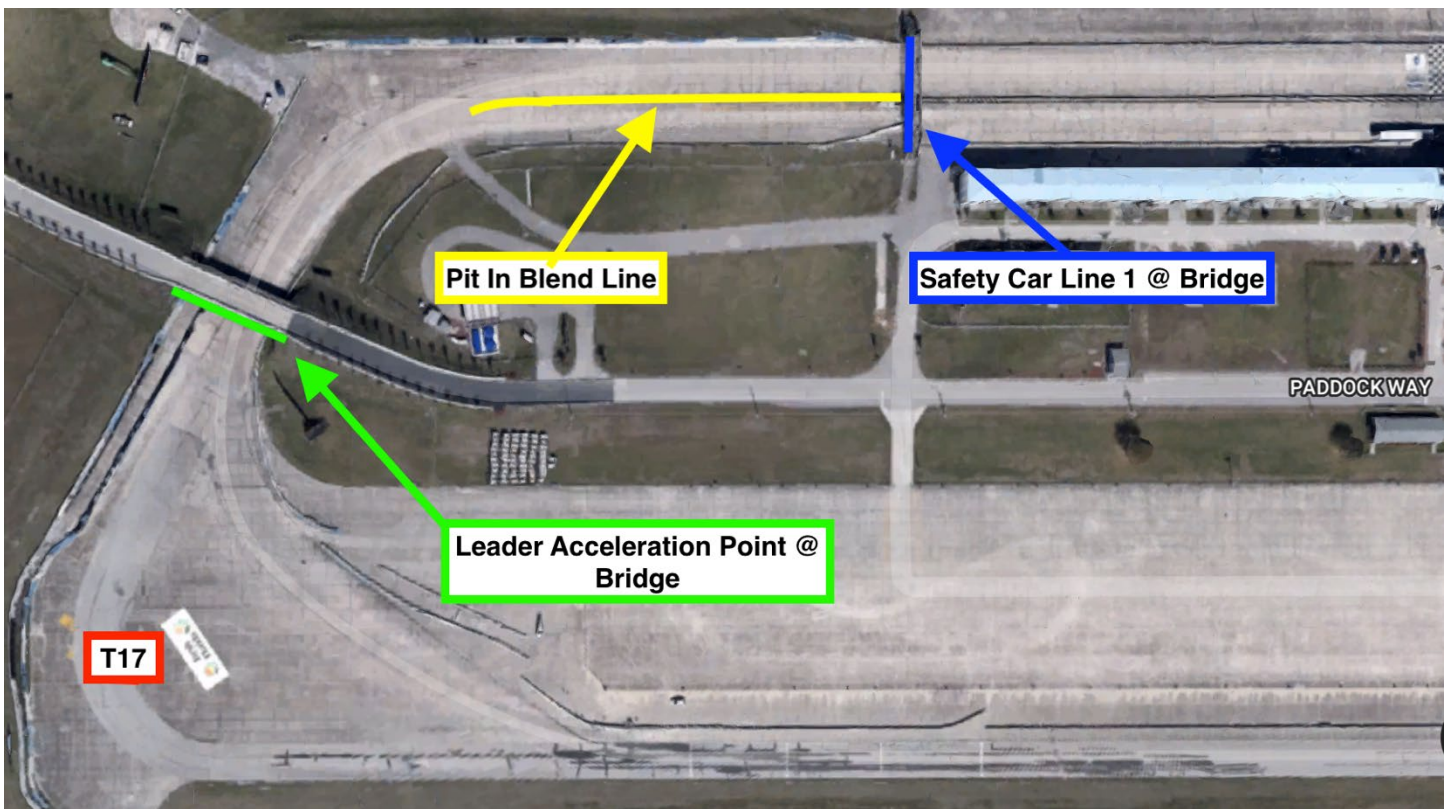


Safety Car Line 1 & Pit In Blend Line

Safety Car Line 1. Please note location.

Pit In Blend Line: (Yellow) Do not cross any part of the pit in blend line while entering the pit lane. When you drive through turn 17, keep to your right 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.

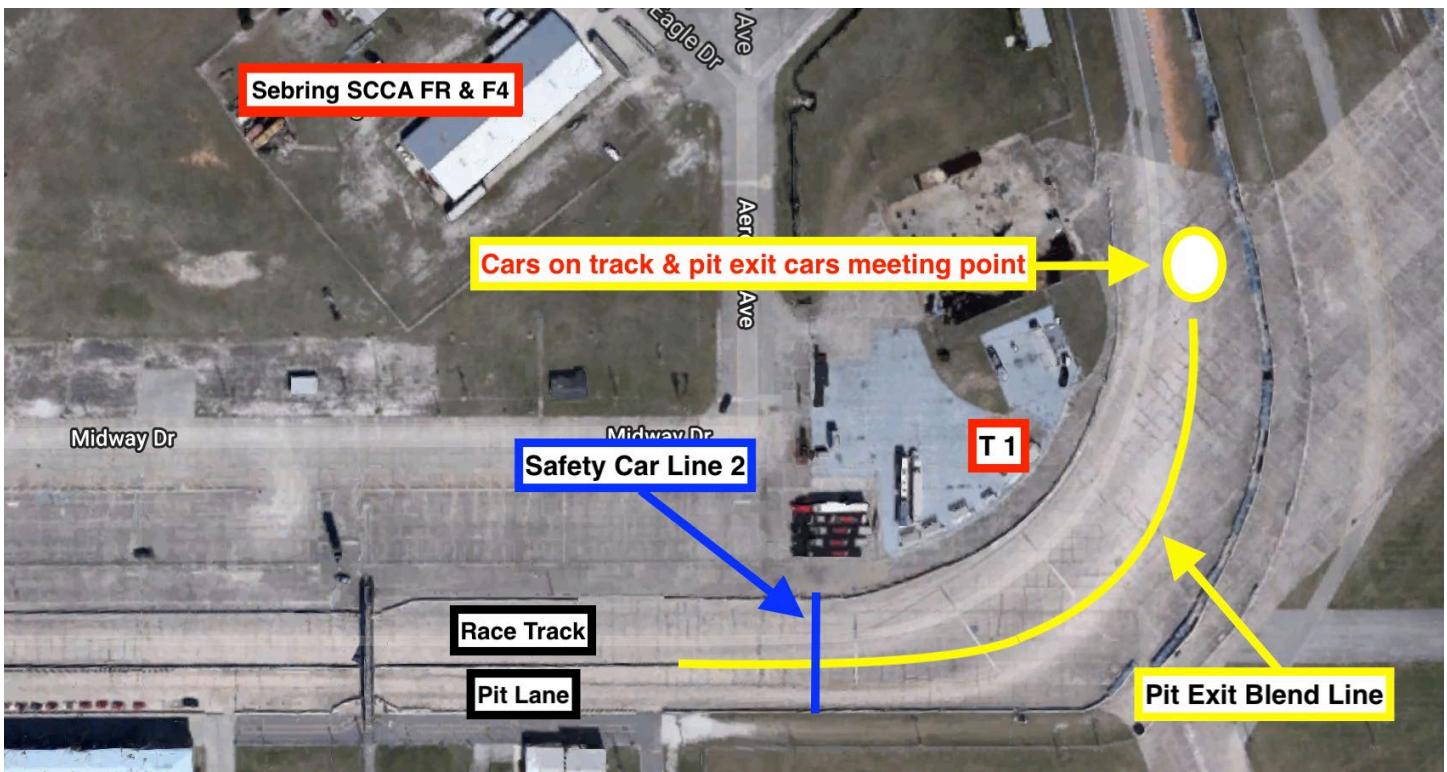
Pit lane speed limit is 40 mph.



Safety Car Line 2 & Pit Out Blend Line

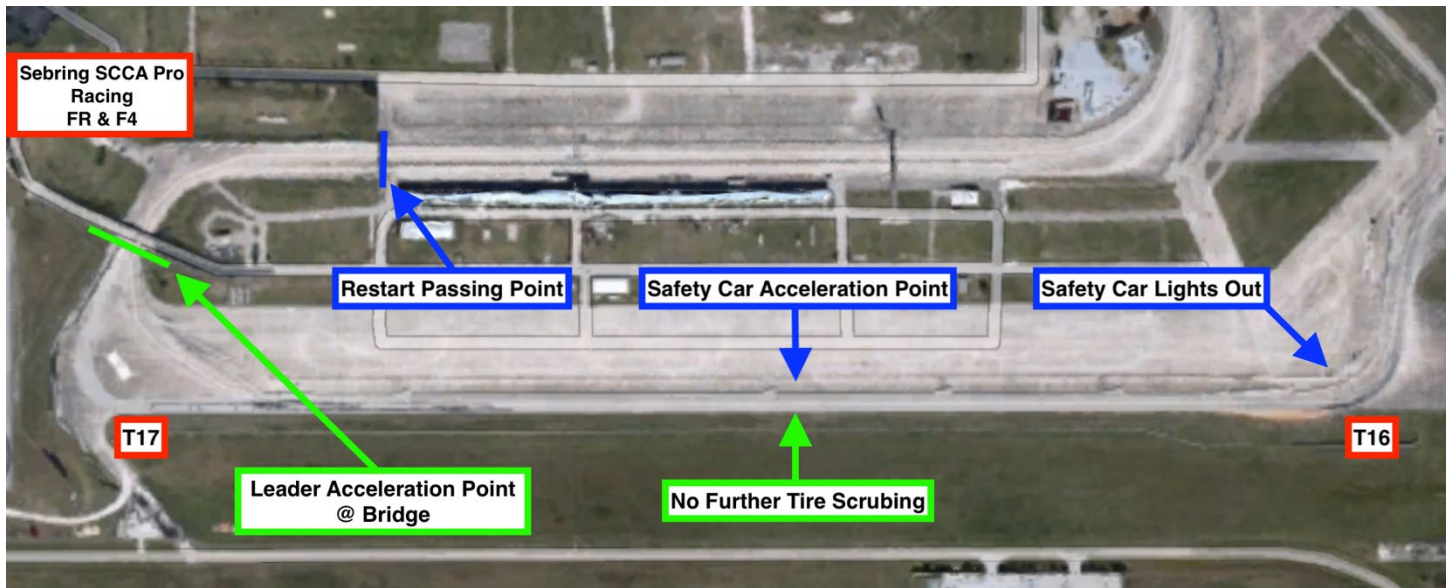
Safety Car Line 2. Please note location.

Pit Exit Blend Line: (Yellow) 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 at the exit of turn 1. Pit exit at Sebring can be difficult as cars coming out of pit lane meet up at the same point with cars exiting turn one. 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.



Safety Car Lights Out & Acceleration Point

Leader and all competitors maintain a constant speed to allow the safety car to accelerate away from the field.



Leader Acceleration Point

Leader Acceleration Point: Leader may accelerate once he reaches the bridge at turn 17. All competitors are required to maintain pace with the leader and accelerate only once the leader has accelerated. There is no passing allowed until you reach Safety Car Line 1, (Bridge) noted on this map as Restart Passing Point. Drivers, please be aware of your surroundings during restarts and don't make any abrupt moves that will cause contact with another competitors. Sometimes a restart can cause further contact between cars. 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 complete the event and take the checkered flag.

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

Scott Goodyear