

Beginners Guide to Race Day



Fun in the wet - Teretonga

Photo - Euan Cameron

Welcome

The Race Committee welcomes new members to the South Island Formula Ford Club and wishes all members an enjoyable summer of racing. To help new members get started during their first day or two of racing, the following guide has been created. It explains a typical race day routine. Like all sports, motor racing has rules, regulations and a structure to follow.

Entry Forms

Entry forms and the associated fees for each meeting should be sent by you to the race organisers well (at least two weeks) before the due date. For entry forms, refer to the pre event newsletter which will be emailed out to you beforehand, or download them from our website, www.siff.co.nz Late entries plus a late entry fee can be accepted but are usually not welcome by the organisers – programmes and entry lists will be compromised.

Before the race weekend

Before your first race meeting you need to ensure you have read and understood the safety scrutineering requirements for your car and for your protective apparel. Schedule A, Part 1, Article 4.

http://www.motorsport.org.nz/sites/default/files/motorsport/manual/Live%2035%20App%202.01%20Sch%20A_0.pdf

This must be read in conjunction with 2014-15 Schedule F. Particularly check that seat belt and fire extinguisher dates have not expired. Note that except for Class 3 cars a Forward Head Restraint device must be worn and fitted to your helmet. You should also have studied the flag marshalling and memorised the procedure required when the various flags are displayed. This is outlined in Schedule Z, Article 11.

http://www.motorsport.org.nz/sites/default/files/motorsport/manual/Live%2035%20App%204.01%20Sch%20Z_0.pdf



Before travelling to the circuit

Before leaving home make sure you have;

- all your race gear
- road licence (or for younger drivers, your MotorSport NZ license dispensation papers – you will need to get these signed after racing has concluded)
- SIFFC membership card
- competition licence
- race car logbook.
- Gumboots and umbrella for wet weather pit walks



Umbrellas can be very handy, rain or shine

Leave early to allow for unforeseen holdups, road works, detours etc. Cars don't break down these days, but the same can't be said for trailers, so allow a little extra time.

Arriving at the track

On arrival at the circuit, drive with your trailer into the pits and look for the Formula Ford area. We want all the cars to be together to reinforce the presence of the class, plus you will be amongst other FF racers who will be only too happy to assist or advise you if required.

Teams are usually allowed one support vehicle in the pits with you. Depending on your set-up this will be either your trailer or your tow vehicle. The other will have to be parked, once the race car is unloaded, away from the pits in the designated trailer park.

Please wear the club tee shirt and cap during the race meeting. Ace Hire is our title sponsor. Teams are asked to help provide value for this support by wearing our branded 'gear'.

Testing

Some meetings have provision for a test session the day prior to the race day or early in the morning of race day. This will be indicated in the regs for the meeting. For test days prior to the race weekend you are required to sign in, and a fee paid.

It's usual for cars to be grouped for testing by class or by type of car. Check how the test day is organised with the official you pay the fee to.

During test day focus on setting your car up and getting to know the circuit as well as possible. If it rains ... go out and get to know your car and the circuit in wet conditions. This could be vital for race day.

You need to have an observer on the pit wall watching and helping you.

If competing in the NZFF National Championship, additional testing at that circuit in the week leading up to the meeting is prohibited.



Documentation

It is a good to get your documentation done as early as possible. This is managed by the race officials at the race secretary's office. Usually this involves joining the queue of drivers holding log books and folders.

At documentation your driver's licence, club membership card, competition licence and log book will be inspected. You will receive the event programme and or timetable. Keep this somewhere handy so you can refer to it easily during the meeting.

All cars must have a transponder fitted for timing purposes. If you are hiring a transponder (and you will have indicated and paid for this on your entry form) you will receive this as well at documentation. Don't forget to return it after the final race!!

You will be told whether your car will be subject to a scrutineering audit. This is generally done at every third meeting or if it has been longer than three months since the last inspection. You will be advised if an audit will be carried out. If you are not sure, ask where this takes place as you will need to get there quickly because a queue is likely. This process involves you presenting the car, log book, helmet, overalls, balaclava, gloves, boots and socks to the scrutineer. Have the engine cover off. The scrutineers will look over your car and if everything is okay they will sign it off in your log book. They may give you a sticker to attach near the rollover bar – you'll see these on other cars. Variations about the use of stickers vary across events – some do and some don't.

Set up your pit area

You should have time to set up your pit area. Display your yellow display board in front of your area so members of the public can browse through the details this provides. You will have your own way of setting up laying out your pit space. Check your car over;

- Check wheel nuts are tight
- Measure and fuel your car
- Get your racing over-all on and get your other race gear ready
- Warm your car up
- Check tyre pressures
- Check all body panels are securely fastened



Typical pit area well set up

Drivers Briefing

Before the meeting gets underway there will be a drivers briefing. This is shortly before the first group of cars go out on the track. If FFs are first up make sure your car is fuelled up and completely ready to go before the briefing.

At the conclusion of the briefing, drivers who have not raced at the circuit before will be asked to stay behind for an additional briefing. This is likely to be you.



SIFFC Driver Meeting

You will be told about where and when this meeting will be held. It will be strategically located where a few minutes can enable all drivers to meet before racing begins. Prize draws, important messages that only relate to FF will be announced.

Qualifying

Prior to going out on the track you must form up on the dummy grid. Each class will be advised over the PA system when this is to be, the scheduled time will also be shown on the timetable/programme given to you during documentation.



Dummy grid at Levels.

Don't muck about once you are called to the dummy grid. Get there early or on time – don't be late.

If a problem occurs

We aim to make your participation within the South Island Formula Ford Club as enjoyable and rewarding as possible. We encourage members to mix and mingle in the pits and have loads of fun. It is normal to help those with a problem, where this is possible.

Conclusion

Finally, if you are unsure or need help with anything at all, just ask one of the regulars. We welcome you to the SIFFC and hope you thoroughly enjoy your racing experience.



Reasonably close!!

On behalf of the SIFFC Committee ...

Kind regards

Steve Edwards



