

Written Driver's Briefing
Octoberfast Meeting 24-26/10/2025
Event Permit # 240545

Welcome to Manfeild Circuit Chris Amon

Officials; Introduction

Clerk of the Course; Gary Haar

Assistant Clerks of the Course; Mal Clunie, Malcolm Glen, Jeff Braid, Jamie Glen Kaye Flannagan

Competitor Relations Officers; Tracey Stringer, Corina Andrews, Jason Kempton, Naomi Bray

Motorsport Stewards; Gus (Craig) McMillan, Crunch (Raymond) Bennett, Donna Elder

Secretary of the Meeting; Jodie Bell

We have a busy programme, and we ask coordinators and competitors to be aware of your race times and respond to the calls to form up on the dummy grid. Cars coming from pit garages are to be released so they enter the circuit in grid formation order. We do not have trackside personnel to rearrange the grids on the start line grid boxes.

Drivers Briefing; All drivers must attend the drivers briefing at 8.15 on Saturday in front of the stairs behind the control building

New Drivers Briefing; you must attend the NEW DRIVERS briefing which will immediately follow the full drivers briefing upstairs in Race Control

Competitor Relations Officer;

If you have any queries or require any assistance regarding the meeting, your first point of contact is the Competitor Relations Officers (CRO). Their contact details will be posted on the window of the documentation office and they are listed in the officials above. They will be situated in the ground floor office of the pit lane building

Flag Points and Control Lines;

Signals - This circuit uses MSNZ-approved Signal Lights on all Flag Points which will be used for all qualifying sessions and races, flags may be used in conjunction with the lights. In the case of a failure, flags will be used as a backup.

Sector Markers - Please be aware of the sector markers prior to the flag points; this is where the no passing zone begins in the case of yellow lights/flags.

If you inadvertently pass someone under a yellow light you have one lap to redress as per the current MSNZ manual. Note – This redress provision does not apply during Safety Car operation. The Start & Finish line – Is located in front of the grid and marked with a thick white line across the circuit.

Pit Exit Blend Line - Please take note of the long yellow painted line when you exit the pits; this is not to be crossed when entering the circuit.

Red Flag (Light) Procedures;

During Qualifying – Reduce speed significantly, do not overtake, come into pit lane.

During a Race – Reduce speed significantly, do not overtake, line up in single file behind the red flag control line which is just behind grids 16 & 15.

Please follow the Grid Marshals' instructions so we can proceed as soon as possible.

Assembly; Please come up to the assembly area sooner rather than later so that we are ready to go on time. Announcements will be made on the pit speakers calling groups to dummy grid. You may be issued with a grid sticker for each race; this will have your grid position, car number and the flag drop number if the race is a handicap start. Split grid Starts may be done by lights. Please make sure you or one of your crew collect your sticker from the Grid Marshals so they don't need to go looking for you.

Start Procedures;

Some classes have different starting procedure so make sure you know what applies for your class.

Standing start: Standing start: You will be released from the Dummy Grid for the formation lap behind Safety Car. Proceed to your allocated position on the grid and stop in your position, with the car within the grid box. Bodywork passed the pit box will incur a time penalty

Note; Pole position is to the inside, right, of the Track

Rolling start: you will exit the pits on a full warm up lap and continue past the start line to pickup Safety Car at or after turn 3. The field must group in grid order to follow safety. If the field is tight Safety will turn off its lights and ease away with the leader holding speed until entering the start straight and seeing the start gantry lights go Green. If the field is spread out before declaring race start, the lights will remain RED. You will complete another lap and repeat the sequence with the field tightly packed. Laps completed under safety will count as race laps.

Note: Pole position is to the outside, left, of the track

Handicap starts: will be as follows; Flag drops to start the first group and for all subsequent groups as per the handicap intervals. You must remain in you grid box, if you roll up - you will receive a time penalty.

If you need to start your race from pit lane: The pit lane light will turn green when you can go. Pit Lane marshals will be on hand to supervise release as the light turns green. They will be judge of fact for "jump starts".

Race finish; All competitors will receive a full cool down lap. Please do not use the link road unless required due to a mechanical fault.

Turn 7: The sealed surface on the outside of the white circuit limit line at the exit of Turn 7 IS NOT part of the circuit. Use of it may result in a penalty.

Pit Garage Track Side Doors

During ALL on track activity of the trucks, all track side roller doors must remain closed. Failure to do so may result in a penalty being applied to the drivers of the vehicles garaged in the relevant pit garage.

Pit Lane and Drive Through Penalties

If you are issued with a drive through penalty, enter pit lane and proceed through pit lane not exceeding the speed limit of 40km/h. A drive through can be completed on your last lap as our timing loop for start/finish goes through pit lane. Failure to comply with a drive through penalty will result in a black flag or if signalled on the last lap will have 50 seconds added to their race time.

Safety Car Operation

If a Safety Car needs to be deployed, we will try to deploy it in front of the leader. If the leader is not picked up, we will signal drivers to pass using the green lights on the rear window of Safety Car, until the leader is behind the Safety Car. When the Safety Car turns its lights out, it will speed up and enter pit lane. The leader is to maintain the current speed until the Safety Car Control Line. No overtaking is permitted before reaching the Safety Car Control Line and the race has been restarted. The Safety Car Control Line is located at grids 26 and 25

Pit Wall

Pit Wall is out of bounds duration race starts; crew are not to be beyond the slow pit lane line until the last cars have passed Flag point 1. Crew are to obey the circuit rules for footwear and age limits. Spectators are not encouraged in pit lane. No objects or limbs are to protrude outside the metal framework. No timing devices are permitted on top of the pit lane wall.

Results & Official Notice Board

Results will be available via email to your series co-ordinator or their nominated deputy and a copy will be posted on the Official Notice Board, for bulletins etc, is located outside the Race Secretary's office.

Driving Behaviour, Off-Track Excursions and Mechanical Failure

Please be particularly mindful of your driving behaviour. Drive within the confines of the circuit (i.e. the white lines), remember the passing etiquette both when passing and when you are passed. If you have an off-track excursion, re-join as near as possible to the exit point ensuring the way is clear, re-join slowly and carefully, do not spray stones or debris on the circuit. Should you gain an advantage, please redress it to avoid a possible penalty.

If you think your car may be losing fluid, move off the race line and even on to the grass. If you have a mechanical issue and can't make it back to the pits, try and get as far off the track as possible, flag points are good places. Flag points have fire extinguishers, for you to use, if needed.

Let the marshal know what you need and we will get it to you as soon as we can. You may be towed to a safer spot – Do NOT try to jump start your car while being towed.

The latest version of the Code of Driving Conduct will also be sent out with this document

Please take a few moments to read and understand it. It is the document your actions will be judged against

Race Fuel & Refuelling

There is an overnight fuel storage shipping container on the sealed paddock. Fill in one of the brown tags on the desk inside the container, tie the tag to your container, and leave your container inside the container. Fuel is not to be stored overnight in pit garages.

Refuelling – Pit Paddock and Pit Lane: Refuelling is permitted as per the MSNZ National Sporting Code, Appendix 4, Schedule Z, Article 16.2. Refuelling of competition vehicles may only be carried out:

- (a) During practice, in the paddock area; and
- (b) During races where refuelling is necessary, in the dummy grid area provided that all safety precautions are strictly adhered to.
- (c) area end of the garage.

Ethanol based fuel; If you are running ethanol-based fuel such as E85 / E50, **please let the CRO know**, so they can let our Fire Marshals on the track know.

Li-Ion Batteries; Lithium Ion (Li-Ion) batteries are becoming more and more common in race cars. They have the advantage of being lightweight compared to the equivalent Lead Acid battery. Whereas the batteries have their advantages they also have their drawbacks. One such drawback is the risk of a thermal runaway where due to overcharging or damage, the battery overheats and eventually may catch fire. Although rare, it does occur. When the battery catches fire they are very difficult to extinguish.

To help rescue crews at MotorSport NZ events identify cars fitted with Li-Ion batteries, you are required under Schedule A Part One Article 5.5 (5) (a) to have a sticker (shown below) installed adjacent to the competition number on each side of the car if you have an Li-Ion battery installed.



These stickers are available through the Motorsport NZ office.

<https://store.motorsport.org.nz/product-category/safety/>

Withdrawals and Hire Transponders

Please advise the CRO or Race Secretary as soon as practical if you need to withdraw; also remember to return any hired transponders to the Race Secretary's Office at the conclusion of your racing.

Medical

Any competitor who has a pre existing medical condition that may be needed to be known by our medical team are to advise the medics on the day. Your information be will respected and confidential. Give them your name car number and condition you are wanting them to be aware of.