

# Neo 2010 Drivers Briefing

The organisers of Neo 2010 would like to welcome you all to the race, in order to save time we have prepared this drivers briefing, we urge you to familiarise yourself with it.

A timetable is available in the drivers document, we will endeavour to run as close as possible to this – please see the projector as it will show an active timetable.

## Points of particular Importance:

1. The rostrum has two sets of stairs to ease and speed up flow. Drivers please enter from the far side through a door, wait to be allowed to enter the rostrum, when the previous heat's drivers have departed. When your heat is finished leave by the 2<sup>nd</sup> set of stairs (towards race control).
2. Any questions please direct them to one of the DXR team; they will be easily recognised wearing high visibility jackets.
3. Charging tables are available in the pit hall – these are only for charging RX packs, no plugging in of extension leads, kettles or electrical items. If found penalties will be handed out.
4. A race problem or frequency problem, please direct this to race control where someone will endeavour to solve the problem for you, if however you do not have the frequency that you booked in with then this is your problem to solve. If you are found to be using the wrong frequency you will be disqualified from the event.
5. Please make sure your personal transponder number is correct, if it is wrong you will lose your race time.
6. Each car must **always** carry a minimum of three numbers while on track (*this applies to practice, qualifying, finals and semi practice*), one on each side window and one on the front window. Do not cut them in anyway. An incorrectly numbered car will be black flagged. Once correctly fitted with numbers you may continue.
7. Do not cut the track at any time, (includes warm up & cool down) you will be penalised.
8. During Practice and qualifying, each driver must marshal the heat after, when you leave the rostrum give your transmitter to your pit man, and go straight to your marshal position (your number in the heat).  
  
During Finals, drivers are expected to provide a marshal for their own final(s). I.E. In addition to your pit crew you will need somebody to cover your marshal point, during your final.  
Consequently you do not marshal the final after yours (you'll probably need to return the favour and marshal someone else's final however!)  
Any Failure to Marshal will result in 1 lap taken off the driver's fastest heat.
9. Do **not** switch on your transmitter until all cars from the race before are clear from the pitlane and switched off.

10. A total fuel capacity of 125 cubic centimetres is allowed, random scrutineering will be in place.

- The penalty for breaking the fuel capacity rule the first time is 1 lap off the driver's fastest heat.
- A 2<sup>nd</sup> fuel capacity rule infringement will result in automatic disqualification from the event.

11. No-Shows's places will be re-allocated at 12:00 Friday unless confirmed via telephone on the day or prior to the event: +44 (0) 779 272 0913 – call or send a text with details (we may not hear you!)

12. Please bring your own pit towel to protect the surface of the tables. Due to increased amount of participants, pit space in the hall will be tight, please observe the allocated space, and if you can pit outside (car/tent/van) please do so.

- No smoking in the pit hall, track or any of the college buildings. (UK Law)
- Please use bins provided for rubbish.
- Use your head when driving, let faster cars through.
- Max 2 pit men per driver in pit lane.

**- The Halls (track & pitting) close maximum 1 hour after racing finishes.**