



Dear driver

This letter is for all World Finalists, Consolation Semi Finalists, and Overseas entries to the 2018 Brisca F2 World Final by Mills Engineering. Please read the detailed information which will give you a good idea of the weekend's activities.

Consolation Semi Final drivers will need to book in by the usual method at least seven days before the event- ie September 1st, by phone 01963 220028, via Facebook, or through the website www.mendipsraceway.com

Thursday September 6th Press Day

Time 10am

World Final qualifying Drivers are invited to take part.

All local media have been invited, and there will be some track time as demonstration.

Friday September 7th Practice Day

Gates open 1pm

Paid Practice £15 per car 2pm-4pm

Gates close 5pm

All transporters move to camping field

Saturday September 8th World Final Day

Gates open at 10.30am

On-track Activity

There will be NO practise for World Finalists

Overseas time trials will consist of three 3-minute sessions (from the drop of the green flag) with all cars on track at the same time, and each driver's fastest lap counting in the determination of their grid position (rows 3, 6, 9, 12, 15)

Pre-Meeting Scrutineering

Scrutineering locations:

World Finalists – Technical/Safety - Infield

World Finalists – Weighing – Pits

Cons-Semi Finalists – Pits

Support – Pits –

Time – World Finalists' scrutineering to commence at 11am.

World Finalists' cars to be weighed at the pad, then proceed to the infield for technical/safety checks. Once complete, car to be escorted to a secure compound where no further changes to the cars will be permitted.

Fuel – Fuel will be supplied to the cars during the scrutineering process, and tanks appropriately sealed.

Drivers must present their cars at scrutineering with an EMPTY fuel tank. Drivers will be required to pay £15 each for a full tank of fuel prior to the race (unless a less-than-full tank is requested).

Drivers will be given a choice of fuel... (1) WITH Millers CVL, or (2) WITHOUT Millers CVL.

The fuel supplied will be roadside pump fuel, as per the rulebook – Shell V*Power or equivalent.

Parc Ferme – Secure Compound

Once the pre-meeting safety/technical checks have been completed on a World Finalist's car, the car will be impounded in a secure compound with no further changes permitted to the car.

Overseas competitors' cars MUST be checked BEFORE undertaking time-trials.

Overseas competitors' cars will be released from the secure compound immediately prior to the time trials taking place and will be returned to the compound immediately on conclusion of the time trials. Setup changes to overseas competitors' cars will NOT be permitted at the conclusion of the time trials.

Cars will be refuelled by the appointed officials.

World Final Procedure

Gridding – Cars will be escorted directly from the secure compound to the track prior to the build-up for the World Final.

Pre-race Changes

Consistent Conditions – If weather conditions remain broadly consistent throughout the day, then teams will be permitted 5 minutes prior to the start of the World Final race to make any minor setup adjustments required.

Permitted changes will be:

Tyre pressures

Shock absorber platform heights

Anti-roll bar position

Brake proportioning

Excluded changes will be:

Changing of wheels/tyres

Changing of shock-absorbers/springs

Changing of axle link-bar positions (anti-squat)

Significant Change of Conditions – If the weather changes significantly during the day, prior to the start of the World Final, then teams will be given 15-minutes of time on the grid, during the race build-up to make any necessary changes to their cars.

Changed Conditions Decision – The decision to declare significantly changed conditions will be taken jointly by the following :-The Meeting Steward ,The BriSCA F2 Chief Technical Consultant ,A BDF representative ,Promoter.

Permitted changes will be:

Tyre pressures

Shock absorber platform heights

Anti-roll bar position

Brake proportioning

Changing of wheels/tyres

Changing of shock-absorbers/springs

Changing of axle link-bar positions (anti-squat)

Post-race Procedures

World final winner to retire from the meeting so that post-race technical/engine checks can start "immediately".

Positions 2nd to 5th to have engines/other components sealed but then permitted to continue racing in the rest of the meeting.

Post-race checks on 2nd and 3rd will not commence until Winner has been checked and confirmed.

We trust you will work with us so that we can have an enjoyable World Final, and a good result. Please let us know if you have any questions.

Graham, Pat and Jack Bunter for Mendips Raceway Ltd.