



**BRITISH AUTOMOBILE RACING CLUB - NORTH WESTERN CENTRE
OULTON PARK (INTERNATIONAL) CIRCUIT
SATURDAY 15TH OCTOBER 2022
BRIEFING NOTES**



Welcome to Oulton Park for the third BARC NW meeting of 2022. On behalf of BARC NW, I would like to take this opportunity to thank you for your support with this weekend's meeting. Please could you also pass on my thanks to all your Flag and Incident Marshals.

Please listen to the radio at all times and keep your messages brief and to the point when transmitting. Priority should always be given to Post Chiefs who may be reporting incidents of a more serious nature.

Reports

Track Limit Reporting—Running Wide – Practice, Qualifying and Racing

The three corners at Oulton Park where a competitor is considered, by the Clerk of the Course, to be gaining a time advantage by running off the circuit are Old Hall, Cascades/Lakeside and Lodge/Deer Leap.

- 1. Old Hall, Cascades/Lakeside and Lodge/Deer Leap Post Chiefs are not to report any instances of track limits. These posts will be covered by the circuit camera system.**
- 2. In the event of the camera system failing the Post Chiefs at Old Hall, Cascades/Lakeside and Lodge/Deer Leap will be nominated as Judges of Fact and will be notified that they should start reporting track limits.**
- 3. In the event of the cameras failing, track limit transgressions at Old Hall Cascades/Lakeside and Lodge/Deer Leap should not be reported in the following situations:**
 - The first lap of a race.
 - The first lap following a Safety Car intervention.
- 4. At all other posts cars leaving the circuit by putting two wheels or more beyond the white lines and/or the kerbing should be reported as *"Car (number) ran wide and continued"***
- 5. If mitigating circumstances exist for both track limits and running wide or any other example of cars running off circuit they must be reported. E.g.:**
 - A car appears to be out of control.
 - A car is avoiding an incident.
 - A car is forced off the circuit.

Knickerbrook and Brittens Chicane

Cars missing or cutting the chicane should be reported to Race Control as soon as possible. Please also report if the car re-joined the circuit in an unsafe manner.

During Practice/Qualifying whether the car did/did not gain an advantage will be judged by the timekeepers at the time that they receive the report from the Post Chief.

During Racing please report to Race Control if a competitor has gained a position advantage as a result of missing/cutting the chicane.

Contact

Every instance of contact between cars and with barriers/tyre walls should be reported via the Post Chief radio system and followed up with a written report. There is no exception to this procedure.

Circuit Lights

The circuit light system will be operated by the individual Flag Marshals with the exception of a Safety Car deployment and a red flag situation where the lights will be operated by Race Control.

At the end of a Safety Car intervention Flag Marshals should wave a green flag only, Race Control will operate the circuit light system.

Flag Marshal Locations

These locations offer the best available protection to comply with insurance requirements and offer the best line of sight as agreed by the Chief Marshal in conjunction with the Chief Flag Marshal and Chief Observer.

Please note that the Flag Marshal position photos which are included within the Post Chief folder may be out of date. They are currently being updated and should be in the folders at some point throughout the 2022 season. If there is any doubt about where the Flag Marshals should stand, please contact Race Control who will advise accordingly.

On behalf of the Chief Flag Marshal - can we please remind all Flag Marshals the procedure regarding the deployment of the Safety Car board and flags. Likewise, the deployment of a green flag after a Safety Car period. In each circumstance the flags should flow in both directions around the circuit from the startline. Flag Marshals should not be reacting to the circuit lights or scanners and therefore causing a random display of flags.

Hazard Board

It is very important that the Post Chief contacts Race Control when the Hazard Board is displayed at your post. Please do not forget as this action must be recorded in the race log.

Course Car Procedures

The Course Car will circulate after each session when required to collect reports. If there are no reports to collect, then the Course Car may not circulate. Therefore, if you need to speak to the Chief Observer about an urgent issue you will need to request this with Race Control. Any additional information can be forwarded to the Operations Clerk via email. tbee.barc@gmail.com

Car Recoveries – Tyre Wall Rebuilds

Please ask your marshals to prepare cars and drivers for quick recovery. **Cascades, Brittens and Knickerbrook Post Chiefs** please liaise with your marshals to move the marker blocks to allow recovery and other service vehicles quicker passage. Tyre wall and barrier damage should be reported as soon as possible with the relevant information to assist the Oulton Park staff (OP6) in preparing for repairs. If the JCB is required to realign barriers or move large tyre bundles please let Race Control know as soon as possible.

Circuit Access – Practice/Qualifying

All Championships will form up in the assembly area prior to their session and be released to pit lane as instructed by the marshals.

Race Start Procedures

Please listen to your radio throughout the day for any amendments to these procedures.

SuperKarts - will leave from the pitlane behind the Safety Car and proceed to form up prior to a rolling start.

Caterham Graduates Racing Club - will form up and leave from the assembly area for their green flag lap. They will form up on the grid and follow the race start procedure as per championship regulations. The grids for races 5 and 11 Sigmax / Sigma 135, will be made up with the Sigmax at the front and the Sigma 135 behind with a one row gap. The Sigmax grid will start on the lights. The Sigma 135 grid will be started on the dropping of the National Flag 10 seconds after the light signal starts the Sigmax.

All other races - will leave from the assembly area in grid order behind the Safety Car and proceed to the grid via the Fosters loop. They will then form up on the grid and undertake a green flag lap prior to a standing start.

For all Practice, Qualifying and Races cars will take the chequered flag, complete one full lap and exit the circuit via Parc Ferme as directed by marshals.

Safety Car

The Safety Car is available for races only.

I hope you have an enjoyable day marshalling and I would like to thank you for your assistance with running today's meeting and all previous events in 2022. We hope you have a well-deserved, and well-rested winter break and we look forward to seeing you in 2023.

Tom Bee – Chief Observer BARC NW

Rob Lee – Deputy Chief Observer BARC NW