

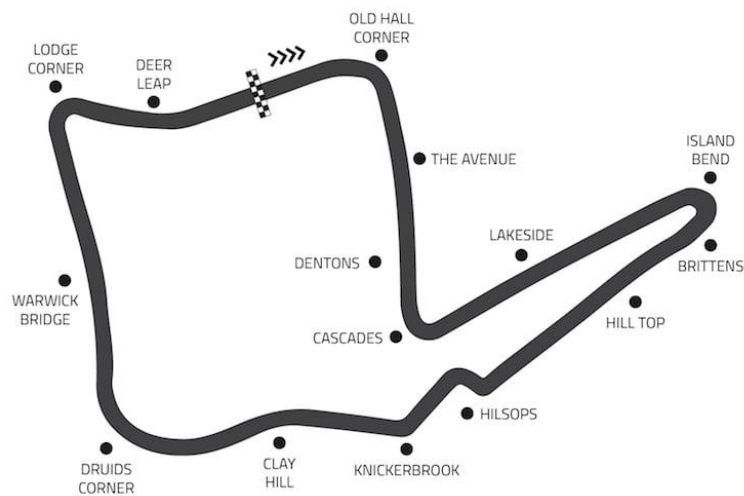


DRIVERS' BRIEFING NOTES **OULTON PARK SATURDAY 5TH JULY 2025**

REGULATIONS

Drivers are reminded that it is their responsibility to read the Regulations and understand them. In particular the National Competition Rules ("NCR") the current version of which is Version 9 (Chapters 7, 9 & 12), The Championship Regulations, The Organiser's Supplementary Regulations and any additional Bulletins issued. These Briefing Notes are deemed to be part of the Drivers' Briefing and is an Official Document.

TRACK MAP - Oulton Park Island - Length 2.26miles



Start Line, Timing Control (Finish) Line & Signalling area



TRACK LIMITS

Compliance with Track limits is important for both fair competition and safety as the run-off areas and safety barriers are designed considering the anticipated speeds and trajectory of Cars remaining within the Track limits. You are reminded that NCR Ch.12, App.7, Art.1.6 states; *"Drivers must use the Track at all times and may not leave the Track without a justifiable reason. For the avoidance of doubt, the white lines defining the Track edges are considered to be part of the Track. A driver will be judged to have left the Track if **any part of the contact patch of the tyre** goes beyond either the outer edge of any kerb or the white line where there is no kerb."*

Judges of Fact will be appointed and notified in an Official Document and will report when any part of the tyre contact patch car goes beyond the back of any kerb or white line where there is no kerb.

Old Hall Exit



Track limits will be monitored by Electronic Sensors at the exit of Old Hall, Cascades and Lodge. Offenders will be subject to the following escalating warnings / penalties;

- a. During Familiarisation
 - 1st breach = Noted
 - 2nd breach = Black/White warning Signal
 - 3rd breach = Black Signal, return to Pitlane for final warningSubsequent breaches will result in a further Black Signal and the Driver being prevented from taking any further part in the session
- b. During Heats & Final
 - 1st breach = Noted
 - 2nd breach = Black/White warning Signal
 - 3rd breach = Five-second Time Penalty
 - 4th breach = Ten-second Time Penalty
 - 5th breach = Drive-through Penalty
 - 6th breach = Black Signal

Cascades Exit



Lodge Exit



PITLANE

- The Pitlane Speed limit is 60kph, which will be monitored by Judges of Fact radar gun.
- You must respect the Pit Exit light and stop if it is RED.
- When exiting the Pitlane, you must keep right of the pit exit line
- When entering the Pitlane from the Track, please give a clear signal to warn any cars behind you that you are intending to enter the Pitlane.



BRITTENS & HISLOPS CHICANES

If you overshoot, please continue straight, negotiate the barriers and rejoin the track without gaining an advantage.

ISLAND HAIRPIN

If you overshoot the Island hairpin you are advised to continue onto the International circuit and rejoin at Brittens.

Remember it is the responsibility of the driver rejoining the circuit to do so safely.


















LIGHT / FLAG SIGNALS

Drivers are reminded to look out for Signals and react accordingly.

Yellow Signals mean danger – please reduce your speed. Overtaking is forbidden from the first Yellow Signal you pass through until you pass the Green Flag. WHEN YELLOW SIGNALS - INCLUDING SAFETY CAR BOARDS ARE SHOWN, DRIVERS MUST SLOW DOWN. IF DOUBLE YELLOW SIGNALS ARE SHOWN THEY MUST REDUCE SPEED AND BE PREPARED TO CHANGE DIRECTION OR STOP. It is the onus of each driver to prove to us that in fact you have slowed down, the best way to do this is by not setting a meaningful lap time.

Light panels are installed around the Track which will be used as the primary means of communication and may be supplemented by flags.

For reasons of safety, in case of conflicting signals between the flags displayed by marshals and the light panels, drivers must comply with the requirements of the Signal with the highest level of safety. In order of precedence: Red Signal, Safety Car, Double Yellow Signal, Single Yellow Signal, Green Signal.

FLAG TYPE	LIGHT PANEL DESIGN	
Yellow Flag		
Double Yellow Flag		
White Flag		
Green Flag		
Blue Flag		
Red Flag		
Slippery surface Flag		
Safety Car Flag		
Mechanical Problem Flag		
Unsportsmanlike behaviour Flag / Warning Flag		
Black Flag		

ASSEMBLY AREA / PRACTICE (FAMILIARISATION)

- Please be ready twenty minutes before your session in the Assembly Area.
- All Cars will be noise tested prior to their first session on the Track.
- Cars will be released from the Assembly Area and into the Pit lane as directed by marshals. The session will begin when the Pit Exit light turns to GREEN.
- If there is a Red Signal you must slow down and return to the PIT LANE during Practice (or stop on the grid adjacent to the Pitlane Entrance during Races).
- At the end of the session, please complete a slowing down lap, exit the circuit at the Pitlane entry and proceed to Parc Fermé by turning immediately right at the Pitlane Entrance.

RACE START PROCEDURE

Cars will be placed into grid order in the Assembly Area prior to being released onto the Track via the Pitlane. Cars will then complete a full formation lap to the grid. When all the drivers have taken up their positions on the grid the countdown will begin. The green flag will then be shown to signal the start of the green flag lap. The green flag lap will be the full Island circuit. When the green flag lap has been complete and all cars have taken up position on the grid, the five second board will be shown. The red lights will be switched on, and then at some time between 2-7 seconds the red lights will switch off – signalling the start of the race.

INCIDENTS / SAFETY CAR / RACE SUSPENSION

If you have a problem on Track and are unable to continue, please try and stop in a place of safety, and give a 'thumbs up' to the marshals. This will avoid the session having to be disrupted to deploy medical or intervention vehicles. When it is safe to do so, you should vacate your car and get behind the safety barrier as quickly as possible, following the instructions of the marshals. Safety gaps are indicated by an orange panel on the barrier.



Should an Incident occur on Track during the Race, the Clerk of the Course may deploy the Safety Car to enable marshals to work safely and/or stranded cars to be moved to a position of safety. In this instance SC will be displayed on the light panels. Safety Car boards and waved yellow flags may also be shown. From this moment Drivers should cease racing and slow down progressively without heavy braking and without overtaking and catch up with the Car in front of them to form a line behind the Safety Car. Gaps between Cars should be no more than 5 Car lengths. The Safety Car will join the track at the Pitlane Exit in front of the Race leader. If the Safety Car fails to pick up the Race leader the Clerk of the Course will instruct the Safety Car to wave past any Cars between it and the Race leader. Cars that have been waved past should proceed around the Track respecting the Yellow Signals and catch up with the line of Cars behind the Safety Car.

If in the opinion of the Clerk of the Course, the Safety Car deployment is likely to last considerably longer than 5 minutes, the Clerk of the Course may choose to suspend the Race. In this instance RED SIGNALS will be displayed around the Track and the light panels will turn RED. The Safety Car with the line of Cars behind it will stop at the Startline.

RESUMING THE RACE FOLLOWING A RACE SUSPENSION – Once the Track is clear, and following a 1-minute countdown the Race will be resumed behind the Safety Car for a minimum of one lap. Any Car that enters the Pitlane after the showing of the Red Signal plus those permitted to rejoin the Race in accordance with NCR Ch.12, App.6, Art.9.2.a will be released from the Pitlane to join the end of the line of Cars behind the Safety Car after all Cars have passed the Pit Exit.

At the end of the Safety Car deployment, the Safety Car will switch off its lights and exit the Track into the Pitlane. Once the Safety Car has exited the Track the SC Signals and yellow flags will be withdrawn and replaced with Green Signals. You must not overtake or overlap the Car in front of you until you pass the Green flag at the CONTROL LINE (Finish Line).

DRIVING STANDARDS / ON TRACK ETIQUETTE

Please show respect to your fellow Competitors whilst driving on the Track. Cases of poor driving will be investigated and may result in the imposition of Penalties and/or be reported to the Stewards.

The following sections on driving standards are guidelines. Each incident is considered entirely on its own merit.

Defence of a position

Weaving, using the full width of the Track, is not permitted. In a Race, more than one change of direction to defend position against another car is prohibited. Any Driver moving back towards the racing line, having earlier defended their position off-line, must leave at least one Car width between their own Car and the white line at the edge of the Track. Any sudden or late change of direction that creates a potentially dangerous situation is also not permitted.

Overtaking

In general, the onus is on the overtaking Car to pass safely – the Driver should not expect the Car in front to give-way if the Car attempting to overtake has not gained (without contact) sufficient overlap. Sufficient overlap will usually be deemed to be that the Car attempting to overtake is at least 50% alongside the Car being overtaken. If a Car has sufficient overlap on entering a corner, then the Car being overtaken must give enough 'racing room'. The overtaking Car must be completely clear of the overtaken Car before attempting to pull back in front.

Contact

A Driver who gains an unfair advantage through contact caused by them should surrender that advantage before the end of the lap. A Driver who gains an unfair advantage may subsequently face a time/position Penalty which may be greater than the advantage they initially gained on-Track.

JUDICIAL PROCEDURE

You are reminded that you must have an onboard camera fitted and that it is your responsibility to ensure that it is recording during all Track sessions.

All Incidents reported by the Officials / Marshals or observed by the Clerk of the Course will be noted and reviewed by the Clerk of the Course. This review may be during the session or may involve a review of onboard footage or other relevant material after the session ('the Review'). The Clerk of the Course may also confer with the Stewards during the Review. If following the Review the Clerk determines that there is no breach of regulation then the Clerk of the Course will determine that 'No Investigation is necessary'. This does not preclude the Competitor from lodging a Protest in accordance with NCR Chapter 2 App.9.

If the Clerk of the Course considers that the Incident requires further investigation and that a regulation may have been breached then the Incident will be placed 'Under Investigation' and the Clerk of the Course will report the matter to the Event Stewards who will convene a hearing and subsequently publish a written decision.

In accordance with NCR Chapter 6 App.1 Art.15 you must not leave the Circuit until at least 30 minutes after your final Race or until the Appeal period for any Incident in which you were involved has elapsed.

END OF RACE PROCEDURE / PARC FERMÉ

After taking the Chequered flag end of Race Signal, slow down and complete a cool down lap. Please show your appreciation to the Marshals by giving them a wave on the cool down lap. Enter the Pitlane and proceed directly to Parc Fermé by turning immediately right at the Pitlane Entrance. All Cars will be held in Parc Fermé until released by the Eligibility / Chief Scrutineer. You are reminded that only Drivers and Officials are permitted to enter the Parc Fermé area and that no work may be carried out unless specifically requested by the Scrutineers. The Scrutineers may invite additional personnel into the Parc Fermé area to assist with vehicle inspections.



Steve Burns
Clerk of the Course
Lic. #85348 (Motorsport UK)

Tom Bee
Deputy Clerk of the Course
Lic. #205732 (Motorsport UK)



A socially-minded standard of behaviour is expected from everyone within the motorsport community.

By participating in a Motorsport UK event in any capacity you agree to follow the values of the Respect Code:

Motorsportuk.org/racewithrespect
#RaceWithRespect

The Values

- Respect
- Integrity
- Self-Control
- Fair play
- Good Manners

I pledge to #RaceWithRespect and:

- Contribute to a welcoming and friendly environment that ensures the safety and welfare of all participants.
- Always behave with integrity and uphold fairness in the sport; play my part in keeping the sport safety through your actions
- Treat everyone with respect, regardless of their gender, ethnic or social background, language, religious or other beliefs, disability, sexual identity or other status
- Recognise that we all represent the sport and therefore have a duty to be polite and respectful to all staff, officials, fellow competitors, volunteers, as well as fans and supporters
- Respect the rules, regulations and authority of the officials and Motorsport UK

Any breach of these obligations may result in disciplinary action.