



Goodwood Revival Race Meeting

DRIVERS' BRIEFING NOTES 2025



1. Drivers' Briefings

Attendance at Thursday's Drivers' Briefing is mandatory

There will be no in-person briefings before any car races or practice sessions this year. (Motorcycle competitors will have a short briefing before each session).

Race-specific instructions will be delivered by means of printed documents handed out to competitors in the assembly area before sessions. It is essential that you read and understand these instructions fully. Please speak to an official of the meeting if anything is unclear.

2. Driving Standards

Motor racing is a non-contact sport. Driving Standards are therefore of paramount importance.

In particular, close attention will be paid to the following: aggressive or erratic driving, aggressive overtaking, backmarkers who fail to look in their mirrors, any other form of contact, or hitting the chicane. In all cases, penalties may be applied during, or after the race.

When overtaking, it is the responsibility of the faster competitor to overtake the slower competitor in the safest possible manner. Slower competitors should hold their line and let the faster competitor decide on their manoeuvre. However, slower competitors must not block faster competitors from overtaking. Blue flags will assist but all drivers should be aware of overtaking cars and use their mirrors accordingly.

3. Judicial

It is the responsibility of the Clerk of the Course and officials to enforce the regulations, and the ultimate penalty for any driving misdemeanour is disqualification from the meeting and six penalty points on your MSUK race licence.

We were forced to issue judicial decisions that attracted penalty points to a number of drivers at the 2024 Revival, and we will not hesitate to do the same again this weekend if necessary.

It is **essential** that you attend any hearing at the Driving Standards Office with the Judicial Clerk of the Course. Failure to attend a hearing will mean that you won't have an opportunity to defend yourself as any hearing may take place in your absence. (The Paddock Marshals will notify your team, so please ensure that they have a contact number for you).

4. Flag Signals

ALL flag signals are to be obeyed at all times. Communication boards and numbers will be shown at the Start/Finish Line/Pit Exit on the Pit Wall.

5. Safety Car

All races, including the Motorcycle race, will use a Safety Car.

The procedure for cars is specific to Goodwood, and is outlined below. (The procedure for competitors in the **Barry Sheene Memorial Trophy** will be communicated separately).

With its yellow lights illuminated, the Safety Car will join the circuit at the chicane, regardless of where the leader is. Waved yellow flags and Safety Car boards will be displayed at start-

line and will go around the circuit in both directions. Once those flags are out – there is to be no overtaking, whatsoever.

However, **do not dramatically reduce speed** unless you are in the zone controlling the incident, as this sudden change in speed can be dangerous to following competitors. Instead, proceed until you are lined up behind the Safety Car and the train of cars behind it. You should be no more than five car lengths behind the car in front.

At the discretion of the Clerk of the Course, the Safety Car Observer may wave cars past (using hand signals and/or a green light) until the leader is behind. Do not overtake the Safety Car unless signalled to do so.

In all other races **except** for the **Freddie March Memorial Trophy, Stirling Moss Memorial Trophy** and **RAC TT Celebration** cars may enter the pits during a safety car period but may not exit and re-join whilst the safety car and train are passing the pit exit.

At the end of a safety car period, the Safety Car will extinguish its roof lights after the exit of Lavant corner. This is the signal that the Safety Car will pull off into the Chicane at the end of the lap, at which point the lead car will dictate the pace.

The Safety Car will come off at the chicane. Then, as the leader approaches, green flags will be shown at the start line and safety car boards will be withdrawn. At the same time, safety car boards and yellow flags will be replaced by waved green flags at all posts for one lap.

It is important to understand that the race leader will dictate the Safety Car pace once the lights have been turned off. The race leader must **not make erratic accelerate/braking or any other manoeuvre** that is likely to endanger other drivers or impede the restart.

Even if you have seen a green flag before you get there, there is to be **no overtaking before the start / finish line**.

All safety car laps count as race laps. However, in the event of a safety car being out on track for an extended period of time, three minutes may be added to the race duration for every five minutes of safety car running, up to a maximum of six additional minutes. This will apply to all races at the discretion of the Clerk of the Course.

Motorsport UK Safety Car regulations are included in full at the end of this document.

6. Pit Entry

We have had two very serious incidents at recent Goodwood events, caused by drivers failing to make their intentions clear when entering the pits. It is essential that drivers make their intentions abundantly clear well in advance, by means of a hand signal and use of indicators if appropriate, when planning to enter the Pit Lane or Parc Ferme.

Any driver who fails to follow this procedure, or whose actions cause an accident in this area, will be subject to strict censure, including, but not limited to, a ban from future Goodwood events in addition to penalties under Motorsport UK regulations.

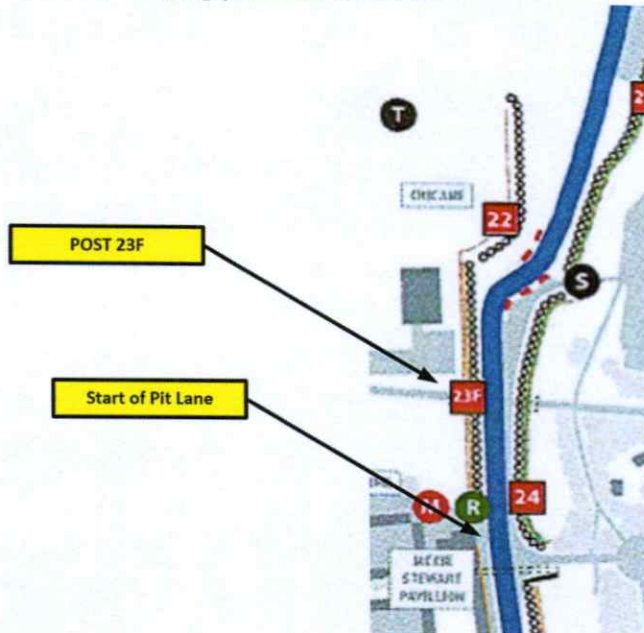
7. Pit Lane Regulations

In addition to the above, to ensure everyone's safety in the **pit lane**, specific regulations will apply.

*The board indicating the **Pit Lane Open/Closed** will be displayed at Post 23F for all events with a driver/rider change. At the start of the driver/rider change window a **Pit Lane Open** board will be displayed for the duration of the driver/rider change window. At the end of the window a **Pit Lane Closed** board will be displayed for 2 laps.*

Once the Safety Car board has been shown at the start line no car may enter the pit lane with the intention of a driver change. Driver changes already underway when the SC board is shown may continue unhindered. Therefore, during the **Freddie March Memorial Trophy, Stirling Moss Memorial Trophy** and **RAC TT Celebration** the **Pit Lane Closed** board will also be display during any Safety Car period.
(Note: This regulation does not apply during the Barry Sheene Memorial Trophy 2-rider race, please see the specific instructions for those races).

Post 23F is located after the exit to the Chicane and before the Pit Entrance. (See excerpt from the track license below). Please ensure you identify this location during your qualifying/practise session.



Drivers planning to enter the pit lane **must make their intentions clear** by raising a hand in the air before the chicane and repeating the signal from the exit of the chicane to the pit entry. They must adhere closely to the right-hand side of the track, with all four wheels to the right of the dotted line.

Belts and helmets **must** remain fastened until the car comes to a complete stop in the pits and must be re-fastened before the car leaves again. Cars must come to rest in the pit lane with the whole of the car inside the white line.

No driver, mechanic or team member should cross the white line during a pit stop or driver change and only one team member (plus the two drivers) will be allowed to assist with driver changes. In addition, to reduce overcrowding in the pit lane in general, only one team member will be allowed on the pit wall.

When exiting the pit lane, competitors must keep all four (or two if competing on a Motorcycle) wheels to the right of the solid white line, until reaching the dotted "blend" line at which point they can blend onto the track if it is clear to do so.



Please note: For everyone's safety, there is a 20mph speed limit in the pit lane at all times. Minimum pit stop times, measured from pit-in to pit-out, including the actual driver change, will be in force in all two-driver car races. Please see your specific pre-race briefing document for confirmation of this time.

Any competitor breaking the speed limit, obstructing the pitlane, attempting to pass another car unsafely in the pitlane, or having more than the permitted number of team members in the pit lane, will be subject to censure by the officials of the meeting.

Specific pit lane regulations may also apply to the Motorcycle races which are double rider events these will be advised in separate briefings.

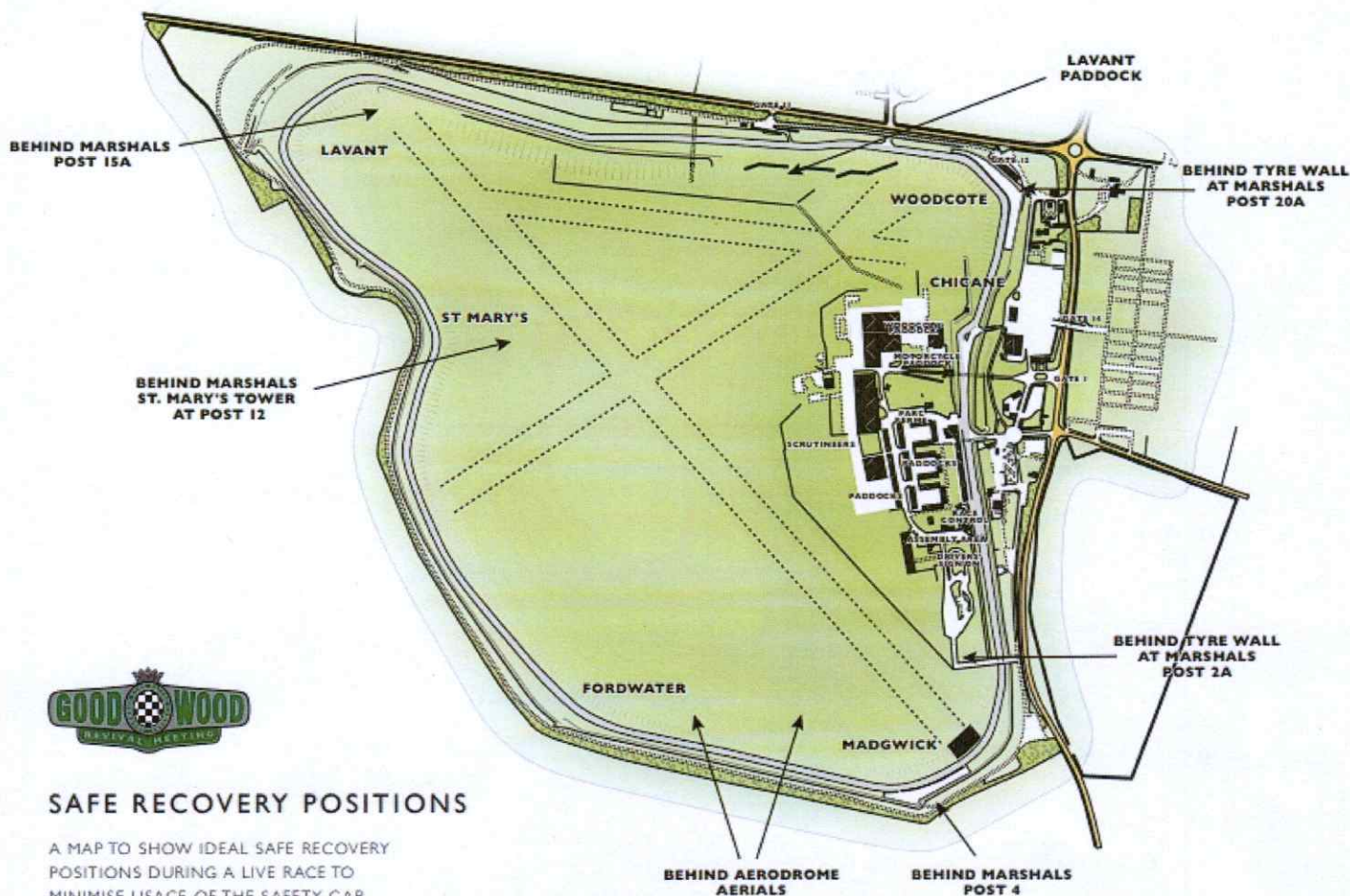
8. Exit from Assembly Area

At the start of each practice session, competitors leaving the Assembly Area should complete their out-lap at 50%. This allows all other competitors to leave the Assembly Area unhindered, without being held to wait for a gap in traffic and avoids unfairly hindering those at the back of the queue. It is also important for all competitors to be ready to leave the Assembly Area swiftly.

9. Breakdown and Vehicle Recovery

If you break down on circuit, obey marshals' instructions, and, if being towed, do not attempt to restart your engine.

To speed up recovery during races, and prevent unnecessarily long safety car periods, the emphasis will be on towing to a safe location wherever possible. Full lifts, and recovery back to the paddock, will be undertaken between races. Please assist the recovery teams in any way possible. Below is a map illustrating ideal safe recovery positions during live track sessions to minimise the use of the safety car. If you need to pull off, please also do so in these locations if possible.



SAFE RECOVERY POSITIONS

A MAP TO SHOW IDEAL SAFE RECOVERY POSITIONS DURING A LIVE RACE TO MINIMISE USAGE OF THE SAFETY CAR

10. Live Airfield

Please be aware, if you break down on the infield, that the airfield is 'live'. There is a walkway across from the tunnel on Lavant Straight to the back of the Woodcote Paddock, but please do not attempt to walk across any of the runways other than at this one marshalled point.

11. Parc Ferme

All cars will go to Parc Ferme after each session. From there, they will either be directed to the eligibility tent for checks, or back to paddock. Team Members are not allowed into Parc Ferme.

12. Eligibility Checks and Team

The eligibility team will be in the same location as last year, inside the Earls Court building, accessed from the rear of the building. The area will be signposted, and marshals will direct cars there at the end of each session.

All instances of technical non-compliance will be subject to penalty, at the discretion of the Clerk of the Course.

For clarity, all cars will be scrutineered for safety before going on track. Eligibility checks will take place after each track session, where a number of cars will be selected at random.

The eligibility team will be doing visual inspections on Thursday and may raise concerns over technical irregularities before a car goes on track. This is intended to help competitors address any issues before they are officially recognised after qualifying or a race. It is strongly advised that you take notice of any recommendations that they may make.

Technical compliance will be checked officially after qualifying/racing. If non-compliance is identified after qualifying, the non-compliance must be rectified before any race.

All competitors have signed self-declaration forms confirming the compliance of their vehicles.

13. Track Limits

Competitors in the car races are reminded that this event is run to Motorsport UK NCRs and is therefore subject to the UK's track limit rules. (NCR regulations can be found at https://motorsportuk.s3.eu-west-2.amazonaws.com/wp-content/uploads/2024/11/Motorsport-UK-NCR-2025_v10_010725.pdf. Track limits regulations can be found in Ch.12 App.7 Art.1.7)

These differ significantly from the FIA and other ASN regulations. If you don't regularly compete in the UK, you are strongly advised to read the following document:

<https://www.motorsportuk.org/wp-content/uploads/2023/05/TrackLimits-Competitors.pdf> and the corresponding elements of MSUK NCR.

In summary: A driver will be judged to have left the track ***if any part of the contact patch*** of any tyre of the vehicle goes beyond either the outer edge of any kerb or the white line where there is no kerb.

The penalties are as follows:

During Qualifying, the lap time on which the breach occurred will be disallowed but will still count towards minimum number of laps to qualify.

During Race, the following penalties apply:

First Breach	Noted
Second Breach	Black & White Flag Shown.
Third Breach	5 second time penalty added to Race Time.
Fourth Breach	Further 10 second time penalty added to Race Time.
Fifth Breach	Drive Through penalty in addition to proceeding time penalties Sixth breach.
Sixth Breach	Black Flag.

14. Penalty for Hitting the Chicane

Competitors that are reported by the Marshals, or seen on TV, to contact the chicane may be subject to the following penalties at the discretion of the Clerk of the Course.

Offence	Penalty
Contact with the Chicane (but do not cause damage to, or alter the alignment of the chicane)	Deletion of two fastest lap-times (Official Practice Only) 10-second penalty (Race Only)
Contact with the Chicane (causing significant damage, or altering the alignment of the Chicane)	Deletion of all lap-times (Official Practice Only) 1-minute penalty (Race Only)

15. Penalties for Pit Stop Infringements (2 Driver Car Races)

A minimum 'Pit-in to Pit-out' time of 50 seconds applies to all Driver Change pit stops. This is timed between the timing loops at the entry/exit to the pitlane. The following pitlane penalties apply:

Infringement	Penalty
Entering the Pit Lane for a Driver Change before the Pit Lane Window is open	50-second time penalty (Equivalent of minimum pitstop time)
Entering the Pit Lane for a Driver Change after the Pit Lane Window is closed	50-second time penalty (Equivalent of minimum pitstop time)
Entering the Pit Lane for a Driver Change after the S/C Boards have been displayed at the Start/Finish line	50-second penalty (equivalent of minimum pitstop time)
Driver Change Pit Stop is less than the mandatory minimum time (i.e. Short Stop)	10-second penalty for any car exiting the pitlane between 45-50 seconds or A penalty of double the time infringement for any car exiting the pitlane in less than 45-seconds

16. Parades

The non-racing parades come under especially close scrutiny from the various governing bodies. Specific written briefings will be given out before each parade or demonstration, and any driver/rider who fails to follow the agreed procedure will be black-flagged and will not be allowed back out again. (For those competitors that hold a Motorsport UK licence, failure to follow the instructions may also result in judicial penalties being applied.)

17. Route from Woodcote Paddock to Assembly Area

Cars housed in the Woodcote Paddock will access the Assembly Area by going airside between Hangars 1 and 2, and through the refuelling area, before joining the tow road. This route will be clearly signposted and marshalled. Cars will return to paddock from Parc Ferme by the same route. Motorcycles will be allowed to take the direct route, but **must be pushed in front of Earls Court**. Any riders wishing to ride **MUST** go around the back of the hangars. If you're unsure of the route, walk it in advance.

18. Freddie March Memorial Trophy Race Length

Although the Freddie March Memorial Trophy is scheduled for 60 minutes, if the race starts late, or if prevailing weather conditions mean it starts getting dark earlier than scheduled, we may choose to curtail the race, in the interests of safety, before the 60-minute duration has been reached.

19. Mobile Devices

Mobile phones and tablets are prohibited in competing vehicles while on the circuit

20. Prize Giving

If you finish first, second or third in your race, you will be presented with a prize at prize giving, which takes place after racing finishes on Sunday, on the pitlane roof. If you are unable to attend for any reason, please notify a member of the Content Team, and arrange to send a team member to pick up your prize. Also, please stand somewhere near the steps, in order to come up promptly when your name is called.



Goodwood Revival Race Meeting

SAFETY CAR REGULATIONS



Operation of Safety Car (NCR Ch.12 App.8 Art.2) with Goodwood specific updates.

2. Operation of Safety Car

2.1. The Safety Car will be brought into operation to neutralise a Race upon the sole decision of the Clerk of the Course. The Safety Car will be driven by an experienced circuit Driver and will carry an observer capable of recognising all competing Vehicles and who is in permanent radio contact with Race Control
Ch.5 PART A App.5 Art.1.3.r

2.2 The Safety Car, yellow/amber lights illuminated, will normally join and exit the Circuit from the **Chicane** and the Safety Car boards will be shown initially from **Start/Finish** line.

2.3 On the order from the Clerk of the Course, the Safety Car will join the Circuit with its flashing lights on, regardless of where the Race leader is.

2.4 When the order is given to deploy the Safety Car a 'waved' yellow Signal and "SC" board will be displayed at the Start/Finish line and flow around the Circuit in both directions as adjacent Marshals Posts display both their waved yellow Signal and "SC" board where there are no panels.

2.5 N/A at Goodwood

2.6 All competing Vehicles, when notified of the Safety Car intervention (by the flag Signals, "SC" boards) will reduce speed and line up behind the Safety Car no more than 5 car lengths apart and maintaining the same speed as it. Overtaking or overlapping of any other competing Vehicle during a Safety Car intervention is forbidden. Overtaking of a Safety Car is forbidden unless the particular Competitor concerned is signalled to overtake the Safety Car by the observer in the Safety Car. Any overtaking or overlapping during the Safety Car intervention will be deemed a breach of signals, Ch.2 App.12 Art.1.2.b

2.7 When ordered to do so by the Clerk of the Course, the observer in the Safety Car will wave past any Vehicles between the Safety Car and the Race leader. These Vehicles will continue at reduced speed and without overtaking until they reach the line of Vehicles behind the Safety Car.

2.8 While the Safety Car is in operation competing Vehicles may enter the pit lane but may only rejoin the Track when signalled to do so and not when the Safety Car and the line of Vehicles following it are about to pass or are passing the pit exit. A Vehicle re-joining the Track must proceed at an appropriate speed until it reaches the end of the line of Vehicles behind the Safety Car. **The Pit Lane is closed for Driver Changes during a Safety Car (see item 7 above)**

2.9 The Safety Car will remain in operation until at least the majority of competing Vehicles on the Circuit are lined up behind it.

2.10 When the Clerk of the Course calls in the Safety Car it will extinguish the yellow/amber flashing lights prior to exiting the Circuit. This would normally be such that a minimum of 25% of a lap for Circuits over 2 miles and 50% of a lap for Circuits under 2 miles should be completed by the Safety Car with its lights extinguished.

2.11 Following the Safety Car extinguishing its lights and prior to passing the green Signal the Race leader will dictate the pace and if necessary, fall more than five car lengths behind the Safety Car. In order to avoid the likelihood of accidents before the Safety Car returns to the **Chicane** from the point at which the lights on the

- Vehicle are extinguished Drivers must proceed at a pace which will not lead to the Safety Car being overtaken before it has entered the chicane involves no erratic acceleration or braking nor any other manoeuvre which is likely to either endanger other Drivers or impede the restart.

2.12 As the Safety Car is entering the **Chicane** the green Signal will be displayed at the Start/Finish line and the "SC" board withdrawn. Following this display of the start Signal yellow Signal and "SC" boards at the Signalling Posts will be withdrawn and be replaced with a 'waved green' Signal for one lap. The 'waved' green Signal will flow around the Circuit in both directions as an adjacent post displays their 'waved' green Signal. Overtaking or overlapping remains strictly forbidden until the start Signal at the Start/Finish line is passed. Any overtaking or overlapping after the Safety Car signals have been withdrawn and before passing the Green Signal at the Control Line will be deemed to be gaining an advantage (Ch.2 Annexe A Art.1.3).

2.13 Each lap covered while the Safety Car is in service will be counted as a Race lap unless specified to the contrary in Championship Regulations.

2.14 N/A at Goodwood.

2.15 Should it be necessary to stop a Race during a Safety Car deployment the Safety Car with all competing Vehicles following will pass through the Red Signal at the Start/Finish line complete one further lap at reduced speed and then once the Safety Car comes to a stop at a position indicated by the Safety Car observer (which will usually be either the grid or Parc Fermé), all competing Vehicles must stop behind it unless otherwise directed.