



TRACK ACTION DRIVERS' BRIEFING NOTES **OULTON PARK INTERNATIONAL CIRCUIT 11TH OCTOBER 2025**

V2 – Scrutineering amended to 100%

WELCOME

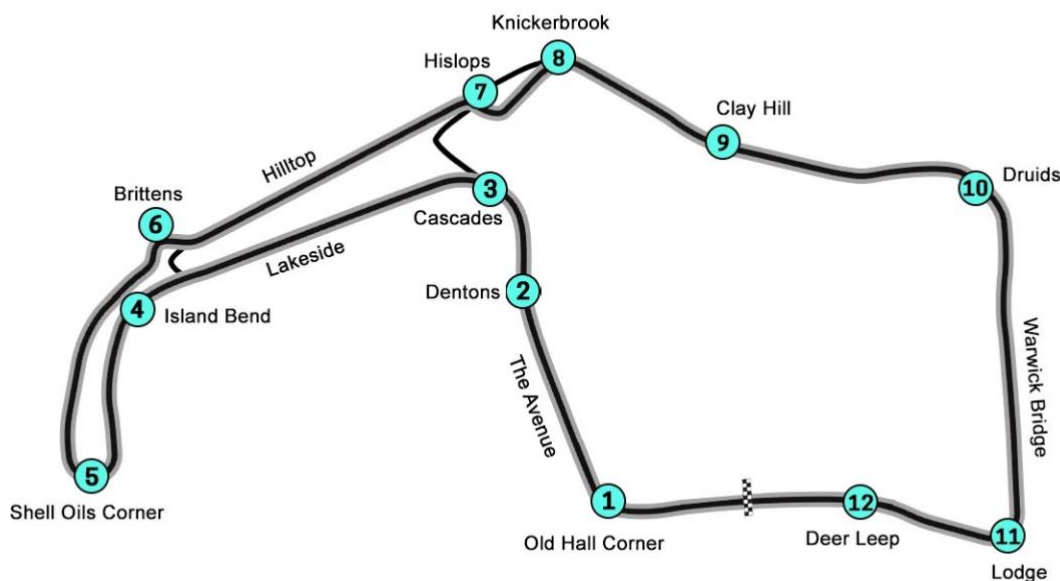
Welcome to this BARC event at Oulton Park using the international layout, please read your Drivers notes below and make sure you've signed on, understanding its Drivers responsibility to read and understand latest National Competition Rules ("NCR"), The Championship Regulations, The Organiser's Supplementary Regulations and any additional Bulletins issued. These Briefing Notes are deemed to be part of the Drivers' Briefing and, are all Official Documents.

SCRUITINEERING

Is for **all** entries and drivers' equipment and is 2-5 Friday 10th and Saturday 11th from 9:00AM. If you intend to use video equipment, make sure it conforms to NCR Ch9 Ap 9

TRACK MAP – Oulton Park Island, 2.69 miles, 4.3. kms, 12 turns

Oulton Park International Circuit



TIMETABLE

- Face to face Drivers briefing Sat 11th 9:45 AM media centre. (top floor above race control)
- We could run up to 20 minutes ahead of the track timetable issued with the SRs, please keep your eye on the notice board for any amendments, and listen for any announcements

ASSEMBLY AREA / QUALIFYING

- Please be ready at least 20 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 onto the Track for the Qualifying Session.
- Please use the "green flag" lap to familiarise yourself with the signal, and safe place to pull off, points.
- At the session end, complete a slowing down lap, exit the circuit into the Pitlane and proceed to Parc Fermé by following the Marshals instructions.

RACE START PROCEDURE

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



Cars will be placed into grid order in the Assembly Area prior to being released to **follow the safety car round the Fosters Loop circuit** to the grid. After the grid is formed, 2x 2 formation, there will be a countdown of a 1-minute board then 30 second and then a 'Green Signal' start of the Formation lap, which will be **a lap of the full international circuit**. At the end of the formation lap all cars will return to their grid positions. Once the grid is reformed a 5-second board will be displayed prior to the red start lights being switched on. Between 2 and 7 seconds later the red start lights will be extinguished signalling the start of the race. If the red lights fail a national flag will be used

False starts are deemed as

- a) Moving before the red light goes out
- b) Out of position from grid markings, ahead or to the side

Penalty 10 seconds onto race time

TRACK LIMITS

You are reminded that NCR Chapter 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."*

Track limits will be monitored by Judges of Fact located at the Old hall, Cascades and Lodge corners.

Old Hall Exit



Cascades Exit



Lodge Exit



Offenders will be subject to the following escalating warnings / penalties.

- a. During Qualifying = The lap time on which the breach occurred will be disallowed for the purposes of establishing grid order for the relevant Race but will still count towards the minimum number of laps required to qualify for the relevant Race
- b. During Races
 - 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 – Displayed at the start/finish line
 - 6th breach = Black Signal – Displayed at the start/finish line

PITLANE

- 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.
- The pitlane speed limit is 60kph, which will be monitored by Judges of Fact.
- You must respect the pit exit light and stop if it is RED.
- When exiting the pitlane, you must keep left of the merge line and join the track with caution.



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 clear '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.



SIGNALS LIGHT / FLAG

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 signal. 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.

Blue signal

If shown you are being approached by a faster vehicle, the onus is on the approaching driver to overtake safely you should not, move out of the way or make sudden changes.

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	 

SAFETY CAR

“SC” will be displayed on the light panels. Safety Car boards and waved yellow flags will also be shown. From this moment Drivers must slow down progressively without heavy braking and overtaking, maintain 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 attempting to be in front of the Race leader. If they fail to pick up the race leader, the Safety Car crew will 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.

At the end of the Safety Car deployment, the Safety Car will switch off its lights and then exit the track into the pitlane. The lead car will then dictate the pace and can fall more than 5 lengths back, must not drive erratic and allow the safety car to be passed before the Safety Car has exited the Track at which the SC signals and yellow flags will be withdrawn and replaced with green signals. however, you must not overtake or overlap the car in front of you until you pass the green flag at the CONTROL LINE (Start / Finish Line).

END OF RACE PROCEDURE / PARC FERMÉ

After taking the chequered flag, slow down and complete a cool down lap, not forgetting to acknowledge the marshals with a wave, enter the pitlane and follow official's directions. All race cars will be held in Parc Fermé until released by the eligibility / Chief Scrutineer. Only Drivers and Officials are permitted to enter the Parc Fermé area, and no work may be carried out unless specifically requested by the Scrutineers.

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 Clerks.

JUDICIAL PROCEDURE

All Incidents reported by the Officials / Marshals or observed by the Clerk of the Course shall be noted and reviewed by the Clerk of the Course. This review may be during the session, may involve a review of onboard footage or other relevant material after the session ('the Review'). If following the Review, the Clerk of the Course determines that there is no breach of regulation, then the Clerk of the Course shall determine that 'No Investigation is necessary'. All decisions shall be undertaken electronically; therefore, any decisions shall be announced to you and sent by email to your registered address.

If you need to contact the Clerks you can ask at Race Control, and our contact details can be found on the SR's

Protests and appeals shall be in accordance with NCR Chapter 2 App.9.

In accordance with NCR Chapter 6 App.1 Art.2.6 you must not leave the venue until at least 30 minutes after your final Race or until the appeal period for any Incident in which you were involved has elapsed.

RACE WITH RESPECT

Please note the following MSUK extract, always abiding by the Code.

Have a safe and enjoyable event.

Mark Leybourne
Assistant Clerk of the Course
MSUK 30578



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](https://motorsportuk.org/racewithrespect)
#RaceWithRespect

The Values

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

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.