

BRITISH AUTOMOBILE RACING CLUB, NORTH WESTERN CENTRE

SATURDAY, OCTOBER 11 at OULTON PARK on the INTERNATIONAL CIRCUIT. length 2.69 miles

DRIVER BRIEFING NOTES FOR BRITISH ENDURANCE, CNC HEADS, JSCC, TRACK ACTION, 2CV

AND NEW DRIVER BRIEFING

**THESE NOTES SHOULD BE READ ALONG WITH THE FINAL INSTRUCTIONS
AND CHAMPIONSHIP BRIEFINGS**

Please ensure you read and understand the following, any questions please ask prior to the first track activity on Saturday.

Sign on and Scrutineering

As covered in championship & final regulations

Track activity

For the location of Race Control, Medical Centre, Assembly Area, Parc Ferme, Access & Egress points and other circuit buildings please refer to the Paddock Plan in the Final Instructions. Note, Race Control houses the Secretary of the Meeting (Ground floor), the Clerks of the Course, the Stewards, Timekeepers (First Floor) and the Media Suite (Second floor).

All Races, except BEC

Please ensure that you are ready in your car to be called to the assembly area at the advertised time in the timetable, be aware we can run up to 20 minutes ahead of the scheduled time.

For qualifying you will be released from the Assembly Area into the Pit Lane thence onto the track, timing will start when the lights at the end of the pit lane go green.

In qualifying if you are on a slow lap use your mirrors and observe blue signals and do not compromise anyone on their quick lap.

You must complete a minimum of three laps in qualifying to guarantee qualification for your race.

The Pit Lane speed limit is 60kph and will be checked and penalties applied

For races you will be released from the assembly area and into the Pit Lane then onto the track behind the Safety Car to complete a lap via the Foster's circuit to the grid prior to the formation lap, during this lap the Safety Car will set the pace:

- Drivers must keep their cars in formation with no overtaking, keep up with the car in front and do not allow a large gap to develop.
- Drivers must keep their cars at (or as close as possible to) the speed of the Safety Car.
- No practice starts may be executed during this lap from assembly to the grid

At the end of the lap from assembly you will be guided to your grid position by the marshals. Once complete the 1 minute, then 30 second boards will be shown prior to the green flag. Drivers will undertake a Formation Lap, returning to the grid following which the 5 second board will be shown prior to the red lights being shown which will be extinguished 2 to 7 seconds later signifying the start of the race

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Any Driver unable to join the train of cars following the Safety Car shall be held in the Pit Lane and may only start the race after the last car to take the start has passed the Pit Lane exit on the first lap but shall only do so under the instructions of the marshals of the Pit Lane.

Starting grids will be as championship regulations

False starts are deemed as

a moving at the time the red lights are extinguished

b in an incorrect position on the grid

c forward from the prescribed position

d in the case of a rolling start, failing to maintain the correct station or accelerates early or unevenly

Penalty 10 second time penalty

At the end of each session the chequered flag will be shown, and all competitors complete one lap and return to parc ferme at the entrance to pit lane under direction of the marshals. Remember to keep helmets on and seat belts fastened until you are in parc ferme and DO NOT USE the Fosters circuit on this lap

Start Lights, these are located on the gantry, on the right, above the grid, once the grid is formed a 5 second board will be shown followed by the red lights, the signal to start racing is the lights going out after 2 to 7 seconds. In case of a light failure the Union Flag will be used

BEC only

Will leave all sessions from the pit lane and at the end of sessions will go to parc ferme. They will do a full lap from the pit lane to the grid, on return to the grid the countdown will be done followed by the rolling green flag led by the safety car, when the lights are extinguished, it will signify, we are going for a race start, the red lights will be extinguished to signify the race start

Pit exit

Please take extreme care when exiting the Pit Lane. When leaving the pits drivers must stay to the right of the line at the pit exit. Please note the extent of the line. Do not move over onto the racing line too quickly

Track Limits

Track limits are to be respected: they will be monitored by Track Sensors or Judge of Fact at:

- Exit of Old Hall, left hand side (Turn 1)
- Exit of Cascades, right hand side (Turn 3)
- Exit of Lodge, left hand side (Turn 16)

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All reports from the Judge of Fact are treated as fact and will be acted upon by the Clerk of the Course and penalties will be applied.

For the avoidance of doubt

- The white line or back edge of a kerb signify the track limit.
- If a driver puts any part of the tyre contact patch on any wheel beyond the white line or kerb edge this constitutes track limits.
- Track sensors or Judge of Fact will be used to determine Track Limits.
- During Qualifying, all times set on a lap where a track limit infringement occurred will be deleted.
- If Track Limits occur in a Race, the following penalties will be applied:
 - 2nd occurrence – black and white warning flag.
 - 3rd occurrence – A 5 second time penalty will be applied.
 - 4th occurrence – A further 10 second time penalty will be applied.
 - 5th occurrence – A Drive-Through penalty will be issued.
 - 6th occurrence – a black flag will be shown (race disqualification).
- Penalties will be shown via the signalling boards at the Start/Finish line .

There is a chicane at Knicker brook, if you use the old circuit go through the plastic blocks and re-join in a safe manner. If you are deemed to have gained an advantage by using old circuit or cutting the grass, you will be penalised

Racing Incidents

Racing is a non-contact, and all incidents will be investigated by the Clerk of Course, and are done by using any of the below:

- Interviews with drivers.
- On-board cameras
- Post Chief reports (if available).

Drivers are not permitted to leave the circuit until the protest period has ended and if involved in an incident permission from the clerk of the course must be sought.

Drivers have 30 minutes after a session to report an incident to the Clerk of Course for investigation

Breakdowns

If you stop trackside, please follow two simple instructions; a) park your car as close to the marshal's post and as close to the barrier as possible and b) you will be approached by a marshal who will be

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looking for a “thumbs up” signal from you to indicate that you are OK. Once you have given the signal when safe to do so get out of your car and quickly get yourself to a place of greater safety. Hopefully this will limit the use of the Safety car

There is only provision for “snatch” at this race meeting under the safety car conditions

If you receive mechanical outside assistance (tow or snatch) during Qualifying or Races, you cannot take any further part in that session (this includes Red Flagged sessions).

If you have broken down, and are being towed back, then you must keep your helmet on.

Circuit Signals

Please familiarise yourself with the location of the Light Boards and Flag Points around the circuit. These signals both have the same authority.

Yellow Signals

Competitors are reminded that flashing yellow lights or waved yellow flags are a warning of danger and may mean that there is a car stopped beside or partly on the track.

A double waved yellow means that there is car on or partly blocking the track or marshals working trackside. **When either of the above is shown, drivers are required to slow down.**

Red Signals

Session stopped return to pits in qualifying, grid in the race, no overtaking, obeying marshal instructions.

Blue Signals

A waved blue flag in the race will normally be shown to a car being overtaken, mainly lapped.

With mixed Classes it is important that slower cars use their mirrors to monitor fast approaching cars especially when Blue Flags are displayed.

The slower car must give way at the earliest opportunity. All drivers should remember that it is the faster driver who needs to find a way around the slower driver – i.e. the slower driver **SHOULD NOT** deviate from their usual racing line.

Cameras

The circuit has full camera coverage: these can be used to monitor driving standards during the qualifying session & races.

Safety Car

The Safety Car will be based in the pit lane and will emerge onto the circuit after the first corner, When the Safety Car is to be deployed Safety car lights along waved yellow flags and stationary ‘SC’ boards will be displayed around the circuit. All cars must slow down immediately on reaching the lights/flags

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and boards. The Safety Car will then pick up the leader and all cars must remain within five car lengths of the car in front.

Prior to the resumption of racing the Safety Car lights will be switched off approximately 2/3rds of the way round the circuit, when leaving the circuit for the restart the Safety Car will enter the pit lane. Please note that there must be no overtaking until you have passed the green flag at the finish line.

It is the responsibility of the race leader to dictate the pace of traffic before the restart with no deceleration

Off-Track

The paddock is an area of danger and a 10mph speed limit is in place at all times. Competitors are responsible for the actions of people associated with their entry so please ensure everyone is following the rules and regulations which are in force at this time. Do not use more paddock space than is essential.

Timing

There will be no grid sheets or results produced on paper at the event, and you are advised that these can be found on the TSL website at www.tsl-timing.com. You should make sure that you are aware of your grid position before going to the assembly area.

Because all the timing is done automatically you must have a working transponder fitted or you will not be able to be timed.

Licence Upgrades

Upgrade signatures can now be obtained, please leave your upgrade card with the Event Secretary

Briefings

Driver briefing notes will be on the Noticeboard but also check for face-to-face briefing times on the Noticeboard and in the finals

Judicial Process

The judicial rules and regulations are exactly as described within the Motorsport UK NCR's except that everything will be undertaken electronically rather than producing pieces of paper. Therefore, if you are involved in a judicial hearing a decision will be announced orally to you and then sent by email to your registered email address.

Protests and appeals can be made in the usual way through either the Secretary of the Meeting or the Clerk of the Course using the electronic form which is available from the Secretary

NCR's

Version 11 will be used for this meeting

Race with Respect

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All BARC meetings are run in accordance with Motorsport UK Race with Respect which encourages a positive environment, on & off the track through

RESPECT, INTEGRITY, FAIRPLAY, SELF CONTROL, GOOD MANNERS

to all involved in the meeting, fellow drivers, officials, marshals, spectators.

Full details of Race with Respect are found at motorsport.org/racewithrespect

Finally

At the end of your sessions please acknowledge the marshals with a wave.

If you have any questions please contact me, as below

Thank you in advance for following these notes and we all hope that you have an enjoyable event.

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VERSION 2, 9/10/2025