



DRIVER BRIEFING NOTES

Oulton Park – 18th July 2026

On behalf of the BARC, welcome to Oulton Park. Please make sure you read all Briefing Notes, even if you have raced at the venue before. They are split into two sections; firstly, notes specific to the circuit/event, and secondly, general notes that apply to all events. These notes supplement the 2026 NCR's and the Championship Regulations.

SPECIFIC CIRCUIT NOTES – Oulton Park (Island)

- This race meeting will be held on the Island Circuit; 2.26 miles (3.6 km) in length.
- Unless on the track, a speed limit of 20mph is in force in all areas of the venue, except in the paddock where a 5-mph speed limit is in force. Internal or service roads may not be used to test race cars. The speed limit in the pit lane is 60 kph.
- Prior to **qualifying**, please ensure that you report to the Assembly Area (located on the inside of the first corner) in good time for noise testing. Once released, you will be guided into the pit lane by the marshals before joining the circuit at pit exit.
- **Leaving the circuit** - after seeing the chequered flag, continue for one full lap, then exit the circuit into Parc Ferme located just before the pit lane entry. Please do not take the chequered flag more than once, as this wastes valuable track time and may result in a penalty.
- **Prior to racing** - cars should again report to the assembly area and will be placed in grid order. You will be released from the assembly area and paraded around to the grid behind the safety car, via the Fosters Loop. Once formed on the grid cars will be shown the Race Countdown boards, 1-minute, 30-seconds, and then signalled to complete the green flag lap.
- **Green Flag Lap** - Note that during green flag laps, **practice starts** [NCR Ch . 12 App.6 Art . 6] and excessive weaving (more than 50% circuit width) is specifically **forbidden**, and you must maintain your grid position. If you stall or spin off (or other) whilst on the green flag lap, and fall behind all other competing cars, you must remain behind those cars and start the race from the rear of the grid. **Unnecessarily slow** green flag laps may result in the race duration being reduced.
- **Start Lights** - these are located on the gantry above the grid. Once all cars are on the grid, the 5-second board will be shown, and the red lights will come on. The signal to start racing is the lights going out. In the case of light failure, the Union flag will be used instead. No team personnel are allowed on the pit wall for the start of the race.
- **Safety Car** - may be used in the races only; it will be released from the Pit Lane Exit and leave the circuit via Pit Entry. In the event of an incident during or immediately after the start of a race, the Safety Car may be deployed from the final corner and onto the pit straight.
- **Track Limits** – will be monitored at Oulton Park by sensors and cameras. These will be monitored at turns 1 (Old Hall Exit), 3 (Cascades Exit), and 9 (Lodge Exit); see overleaf for greater detail about exceeding track limits.
- **Live Recoveries** - are not permitted at Oulton Park, which means a safety car or a session stop will be required to move a stranded car.
- **Pit Lane Speed Limit** - The speed limit in the pit lane is 60 kph.
- **Notice Board** – all results can be found on the TSL timing website and event bulletins can be found on the BARC website event page under Noticeboard.



GENERAL NOTES

- Motorsport is strictly a **non-contact** sport. This includes 'rubbing' and 'bump-drafting'. All reports of contact will be investigated, using video evidence if necessary. **Any driver involved in any incident may not leave the circuit without the consent of the Clerk of the Course.**
- **Track behaviour** - reports of abnormal direction changes (weaving) and any other manoeuvres likely to hinder other drivers will also be investigated.
- **Track limits** - NCR Ch.12, App.7, Art.1.6; Ch.12, App.7, Art.1.10; Ch.12, App.7, Art.1.11 are summarised here:
 - a. In qualifying, running beyond track limits is likely to result in the loss of that particular lap time (note that a black & white flag signal need **not** be shown). This will occur on **each** occasion.
 - b. In racing, running beyond track limits is likely to result in the following penalties:

2nd occurrence:	Black & white warning flag shown;	3rd occurrence:	5 sec time penalty added;
4th occurrence:	10 sec time penalty added;	5th occurrence:	Drive-through penalty;
6th occurrence:	Black flag; race disqualification.		
- **Yellow Flag signals** - Yellow flags / lights are used to warn **you** of a hazard or danger ahead and are there primarily for the protection of the marshals handling the incident. Overtaking is strictly forbidden between the first yellow flag and the green flag - even if you are lapping a slower car [NCR Ch.12 App.8 Art.1.7.(e/f); NCR Ch.12 App.8 Art.1.8].
- **Red Flags / Lights** - As soon as these are displayed, reduce speed, and stop racing. In qualifying return to the pits, in the race return to the grid unless indicated otherwise. Again, overtaking is forbidden [NCR Ch.12 App.8 Art.1.7(j)].
- **Safety Car** - the procedures are detailed in the NCR Ch.12 App.8 Art.2; please ensure that you understand this fully before competing. Ensure that you bunch up as rapidly as possible, giving the marshals more time to sort out any on-track problems. Also remember that during the restart, overtaking is prohibited until the GREEN FLAG at the start/finish line is crossed - this is extremely easy for us to check.
- **Retirements** – if you find that you need to retire your car due to a mechanical fault or another reason, please do your best to pull off in a safe place, ideally near a gap the barrier. These are identified by large markings on the barriers. Cars stopped in dangerous positions/hard to reach places could result in a red flag and loss of a session.
- **Parc Fermé** - after qualifying and/or racing, competing cars may be directed into parc fermé (including retired cars). Whilst in parc fermé, the following applies:
 - a. No work of any kind may take place on the car, including reviewing camera footage.
 - b. No team personnel, except the driver, may enter the area.
- **In-car Cameras** – NCR Ch.7 App.9, and BARC Standing Regulations 2026 Chapter 5, refer to in-car cameras; please review these sections. Note that failure to provide in car camera footage may lead to disciplinary measures. The onus is on **you** to ensure that the system is working correctly; and to identify any data cards used.
- **Only footage from cameras requested by the Clerk of Course will be viewed.** Drivers wishing to protest other competitor's actions must do so officially in accordance with NCR Ch.12 App.9.
- At the end of your races, please **wave to thank all the marshals**; remember that they are all volunteers and give up their time freely and without remuneration.

If you have any questions about these notes, or anything else concerning the race meeting, please contact me. I would much rather answer what might seem to be a silly question, than to have to summon you post-race.

Finally, may I wish you an enjoyable and successful day of racing.

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