



COMPETITORS' BRIEFING NOTES

OULTON PARK CIRCUIT

On behalf of the BARCNW welcome to Oulton Park circuit; one of the most challenging in the UK.

Please ensure that you read all of these Briefing Notes, even if you have raced at the venue before.

These notes supplement the Currant MSA Year Book (Blue Book) and your Championship Regulations.

These notes do not excuse attendance at any briefings notified in Final Instructions.

🚩 There are three **circuit layouts** used at Oulton Park - the International circuit (2.69 miles), the Island circuit (2.26 miles) and the Fosters circuit (1.66 miles); these notes cater for all three layouts.

🚩 The driver's signing on is in the office on the ground floor of race control; the scrutineering bay is on the far left side of the paddock (when viewed from the paddock entrance) and the assembly area is on the far right side of the paddock.

🚩 Unless actually on the circuit, a **speed limit** of 10 mph applies at the venue. Circuit roads may not be used to test race cars.

🚩 Prior to **qualifying**, ensure that you get to the Assembly Area in good time to be noise-tested. Once released from the assembly area you will be directed into the pit lane, before joining the circuit.

🚩 **Pit Lane Speed Limit** - The speed limit in the pit lane is 60 kph. There are red/green lights at the exit of the pits - these must be obeyed.

🚩 **Leaving the circuit** - after seeing the chequered flag, continue for a full lap, leave the circuit into the pit lane entrance and then turn right into parc fermé. Remember that until you are released from parc fermé, the following applies:

- a. No work on the car may take place of any kind, including reviewing camera footage;
- b. No team personnel, except the driver, may enter the area.

🚩 Prior to **racing**, unless the Final Instructions dictate differently, you will be released behind a parade car straight onto the circuit from the assembly area. You will parade thru Fosters (short circuit) to the grid. This is not the green flag lap, so **NO** warming tyres, weaving or practice starts, be aware there could be marshals and service vehicles working trackside. As you approach the grid after that lap, the start line marshals will point out your grid position; as soon as the grid is complete, you will be shown a countdown from 1 min. Then your green flag lap will start.

🚩 **Green Flag Lap** - Note that during the green flag lap(s), practice starts and excessive weaving (more than 50% circuit width) are specifically forbidden. Additionally, on green flag laps if you stall or spin off and fall behind all other competing cars, you must stay at the back of the line of cars, and start the race from the back of the grid. Unnecessarily slow green flag laps may result in the race duration being reduced.

🚩 **Start Lights** - these are located on a gantry above the right side of the grid; once the 5 second board has been shown, the red lights will come on; 2 to 6 seconds later they will extinguish, indicating the race start. 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 for racing; it will be released from the pit lane exit. Please 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 a race restart, overtaking is prohibited until the start/finish line is crossed - this is very easy for us to check.

🚩 **Yellow Flag signals** - Yellow flags are used to warn **you** of a hazard or danger ahead, and are there primarily for the protection of **our** marshals. Overtaking is strictly forbidden between the first yellow flag and the green flag - even if you are lapping a slower car.

🚩 **Blue Flag signals** - Please respect the blue flags, and give other competitors room. However slower cars are both entitled and encouraged to take the racing line at all times, so as to be as predictable as possible.

🚩 **Flag signals (general)** - Flag signals will be displayed at each marshal's post; note that they are well spread out which means that yellow flag sectors can occupy a significant amount of circuit. Make sure that you note where the flag points are on your first lap of qualifying, and during the green flag lap, when each post will show a waved green flag.

🚩 **Light Panels** - Light Panels exist at strategic parts of the circuit, to supplement flag signals. These light panels carry exactly the same authority and jurisdiction as flag signals.

🚩 **Chicanes** - at both chicanes, the 'old' circuit forms an escape road. If you are forced to use this, continue through the plastic blocks and rejoin the track safely. Drivers deemed to have gained an advantage by using the escape road will be penalised.

🚩 Motor sport is a **non-contact** sport. 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 Limits are monitored at Oulton Park by both cameras and by Judges of Fact. MSA guidance concerning **track limits** are detailed 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 and every occasion.

b. In racing, running beyond track limits is likely to result in the following penalties:

Second occurrence:	Black & white warning flag shown to competitor;
Third occurrence:	5 second time penalty added;
Fourth occurrence:	10 second time penalty added;
Fifth occurrence:	Drive-through penalty awarded;
Sixth occurrence:	Black flag, and exclusion from race, 4 license points.

🚩 **Timetable** - we will endeavour to run the race meeting to the timetable, but we reserve the right to run up to 20 minutes ahead of schedule. Please keep an eye on the programme, and listen out for paddock announcements.

🚩 **Problems** - If you spin off the circuit, rejoin with care, taking marshals' signals if appropriate. If your car suffers a mechanical problem, try to move off the circuit onto the grass as far from the track as you can, especially if your car is dropping fluid - stopping close to a marshal's post will assist the recovery process. If we are using the International or Island circuits, do **not** use the Fosters 'loop' as a 'short cut' since this would otherwise result in you rejoining the circuit blind at the fastest part.

🚩 At the end of your races, please **wave to thank all of the marshals**; remember that they (we) 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 come along to Race Control to talk to us. We would much rather answer what might seem to be a silly question, than to have to summon you post race.

🚩 Finally, all of us in Race Control and Race Admin wish you a thoroughly enjoyable and successful race meeting!



Ray Sumner- BARC NW Senior Clerk of the Course.

