



BARC HEROES of FF1600 Sprint Cup Series

COMPETITORS' BRIEFING NOTES

OULTON PARK CIRCUIT - 6 JULY 2024

On behalf of the BARC NW, welcome to Cheshire and to Oulton Park.

Please ensure you read all these Briefing Notes, even if you have raced at the venue before. They should be read in conjunction with the appropriate published Championship Regulations and the Final Instructions for the race meeting.

These notes are split into two sections; firstly notes specific to the venue, and secondly general notes that apply to all events. These notes supplement the 2024 Motorsport UK Yearbook (Blue Book) and the Championship Regulations; any regulations quoted from the Yearbook are shown in [square brackets].

SPECIFIC CIRCUIT NOTES – OULTON PARK

- This race meeting will be held on the International circuit, 2.69m (4.30km) in length.
- Unless actually on the circuit, a speed limit of 10 mph applies at the venue [Q12.25.8]. 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**, get to the Assembly Area (Paddock side at the end of the pitlane) in good time for noise testing. Cars will be released from there into the pitlane and thence onto the circuit. Latecomers will join the circuit in the same manner; via assembly onto the pit lane exit road, respecting the blend line. Please give way to any cars already on the circuit. Use that first lap to note the positions of the flag points and signalling lights, which may differ from any testing events.
- **Leaving the circuit** - after seeing the chequered flag, continue for one full lap then exit the circuit into parc fermé, as signalled by marshals this is just before the pit entrance, please be mindful that marshals will be trackside. Passing the chequered flag more than once may result in a penalty.
- Prior to **racing**, cars will be released from the Assembly Area to the grid - **this lap will constitute the Green Flag / Formation Lap.**
- **Formation Lap / Green Flag Lap** - Note that during formation laps, **practice starts** [Q12.12] and excessive weaving (more than 50% circuit width) are specifically **forbidden**. Additionally, on these laps if you stall or spin off and fall behind all other competing cars, you must remain behind those cars and start the race from the rear of the grid. Once clear of the final corner, approaching the grid area, **harsh acceleration and/or wheel spinning is prohibited for safety reasons** (marshals on grid).
- **Start Lights** - these are located on a gantry above the grid. Once the 5 second board has been shown, the red lights will come on; the signal to start racing is the lights going out. In the case of light failure, the National 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 racing only; it will be released from the pit exit road, joining after turn 1.
- **Recoveries** – If a stranded car needs to be recovered, we may need to deploy the safety car to recover the car. Note that if your car is recovered by mechanical means (i.e. a tractor), you **cannot** rejoin the session (unless it is to complete three laps in qualifying - when those extra lap times will not be recorded).
- **Light Panels** - are now the primary means of signalling; marshals may still use flag signals to supplement the light panels around the circuit. Flag signals carry the same authority and jurisdiction as the light panels.
- **Track Limits** - are monitored at Oulton Park by Cameras; on the exits of Turn 1 (Old Hall), 3 (Cascades), and at Turn 11 (Lodge). See overleaf for greater detail about exceeding track limits.

GENERAL NOTES

- Motor racing is a **non-contact** sport, so reports of contact will be investigated, using video evidence if needed. Note that if you are involved in a collision or accident and are unable to continue on track, you must give the marshals a 'thumbs up' sign if you are uninjured. Failure to do this may result in extrication teams being mobilised. **Any driver involved in any incident may not leave the circuit without 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; [Q12.21.1].
- **Track Limits** regulations, [Q12.21.2, Q12.22.1] 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;	5th occurrence: Drive-through penalty;
3rd occurrence: 5 sec time penalty added	6th occurrence: Black flag, race disqualification
4th occurrence: 10 sec time penalty added;	
- **Yellow Lights / Flags** - Yellow lights / flags are used to warn **you** of a hazard or danger ahead, and are there primarily for the protection of **my** marshals. Overtaking is strictly forbidden between the first yellow light / flag and the green light / flag - even if you are lapping a slower car [Q12.24.3, Q12.24.4, Q12.24.5].
- **Red Lights / Flags** - As soon as these are shown, reduce speed and stop racing. In qualifying return to the pits; in races return to the grid unless otherwise instructed. Overtaking is forbidden [Q12.24.3.j].
- **Safety Car** - the procedures are detailed in [Q App 3]; please ensure that you understand this fully before competing. In particular ensure that you bunch up as rapidly as possible, giving marshals time to sort out any on-track problems. Also note that during the restart, overtaking and overlapping is prohibited until the start/finish line is crossed - this is very easy to check.
- **Safety Car Light Panels** - As **soon as 'SC'** is displayed on the light panels, overtaking is prohibited, even if you have **not yet** passed a panel. **This is a change in procedures for 2024.**
- **Safety Car Restart** - once the Safety Car extinguishes its lights, and prior to passing the green flag at the Control Point, the race leader dictates the pace and may fall more than five car lengths behind the Safety Car. However, during this period drivers must proceed at a pace which involves **no erratic acceleration or braking** nor any other manoeuvre which is likely to endanger other drivers or impede the restart.
- **Parc Fermé** - after qualifying and/or racing, competing cars may be directed into the pits, under parc fermé conditions (including retired cars). Whilst in parc fermé, the following applies:
 - a. No work on the car, of any kind, may take place; including reviewing camera footage;
 - b. No team personnel, except the driver, may enter the area.
- **In-Car Cameras** - referred to at Yearbook [J5.21] and Championship Regulations 2.13; 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 clearly identify any data cards used. **Only footage from cameras requested by a Clerk of Course will be viewed.** Drivers wishing to protest other competitor's actions must do so officially in accordance with [C5.1].
- **Race With Respect** - all competitors and entrants are reminded of the MS UK's Race With Respect Code, as detailed within the Championship Regulations and the dedicated Motorsport UK webpage. Also, 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 the race meeting, please contact me via the Coordinator. Otherwise, I wish you a thoroughly enjoyable and successful race meeting!



Robert Lee

Clerk of the Course (Assistant)