



Race-Specific Briefing Notes Track Day Trophy/Championship

Oulton Park 12th August

Clerk of the Course: Ian Denyer

Bulletin 2 – Trackday Championship & Trackday Trophy Briefing Notes

Welcome to this MSVR race meeting at Oulton Park.

1. For all sessions you will be required to go to the assembly area, which is situated at the far end of the Paddock. Please arrive early for noise testing in qualifying and placing in grid order for the race

Qualifying

You will be directed into the pit lane and, when the track is clear, released onto the track. At the end of qualifying, you are required to progressively slow and pull off drivers right and enter Parc Ferme which is immediately before the pit lane entry. Use caution at this time as there are likely to be marshals in this area in front of barriers to direct you into Parc Ferme..

Race start procedure: You will be directed from the assembly area to the grid, using the full circuit. This lap will be your green flag lap. As you approach the grid, use caution as there will be marshals on the grid. Once the grid is formed, the 5 second board will be shown, the red lights will then be turned on. When the red lights go out, the race will start.

The Grid for the race will be based on qualifying times; the race will be a standing start. (if there is a failure of the lights the starter will use the national flag – the race starts when the flag drops).

2. **End of race:** After taking the flag, please progressively slow down and leave the track in the same manner as after qualifying
3. **Track Limits:** You are required to maintain all wheel/tyres within the white lines, or, if present, within the back edge of any painted curbs. If any part of the contact area of the tyre exceeds these limits, then this is a breach of the updated track limit regulations and you will be subject to the minimum of loss of times in qualifying and increasing penalties from a 5 second time penalty up to and including disqualification from the race.
4. **Cameras:** these must work for both qualifying and the race. Can you please make sure you clear down your camera card before each session. Penalties will be applied to anyone who fails to have a working camera or full card.
5. If possible, vehicles that end up off track will be assisted by marshals or recovered using live snatch and local yellow flags/lights. Drivers need to respond accordingly. Failure to respect flags/lights during a live snatch will result in the safety car being used for any further live snatches, along with penalties being issued to those drivers failing to comply.
6. **Flag signals:** We will not accept a driver claiming not to have seen a flag signal or light panel as an excuse for not applying the relevant penalty. The circuit has new light panels which



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may not be in the same place as last year. The light panels and flags have the same meaning and same requirements.

Messages, such as black/white flag and time penalties may be displayed from the pit wall and/or the gantry nest to the start lights.

Blue flags – another, faster, competitor is trying to pass you – so please keep to the racing line and allow the faster competitor to pass you. Do not go out of your way to prevent a competitor that is lapping you, or you know is faster than you, from passing you.

7. **Safety Car:** If the Safety Car boards and yellow flags have been displayed, and you are the leader – slow down and create a space between you and the car in front for the safety car to pull into. This will save the need to run extra laps in order to have the lead car at the front for the restart. Everyone else, close up to the car in front, at a reduced speed, and maintain an approximate 5 car length gap to the car in front.
8. **Safety Car restarts:** All drivers need to be aware of where the restart line is. It is **not necessarily** where you lined up for the start of the race. It **is** the control line used by the time keepers for timing, it **is** the finish line, it **is** the line used for issuing flag signals. If you overtake before the line, then it's a stop/go penalty. So, if you or your drivers are unsure of which line is the control line – ask before the race.
9. **Contact:** Should we receive reports of contact, and we are able to verify this via any means available, then, in race penalties may be applied.
10. **Pit Exit/Blend line:** Do not exit the pit lane if the red lights are showing. Do not cross the blend line when exiting the pit lane – you need to keep right on the way into turn one before crossing to the left hand side of the track
11. A reminder, no phones to be in cars when they are on track.
12. Further to blue flags mentioned earlier; if you are racing someone, and you want to get past them, don't expect them to jump out of your way – so no lunges up the inside. If you are not alongside at the turn in point, then the other driver has the right to the line through the corner.

If you could see someone in your mirrors on the way into the corner, and they disappear from your sight, then they will be alongside you in a blind spot – give them room in the same way you would like them to give you room.

You do not own all the track, defend your position by all means, but do not force someone else off the track in doing so – they also have a right to overtake you if they are quicker than you, they have a right to use the track.



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13. Can you please check with myself, Stuart, Dan or Mandy before leaving , to make sure you are not required for any judicial matter, particularly if you have been involved in contact with another competitor

14. Finally, if you want to know what goes on in race control, ask and I will try and spend some time with you.

Have a good days' racing!

Ian Denyer, Clerk of the Course

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