



Oulton Park 16-17 May 2025

Drivers & Team Managers' Briefing Notes

Event Timetable Vr.3

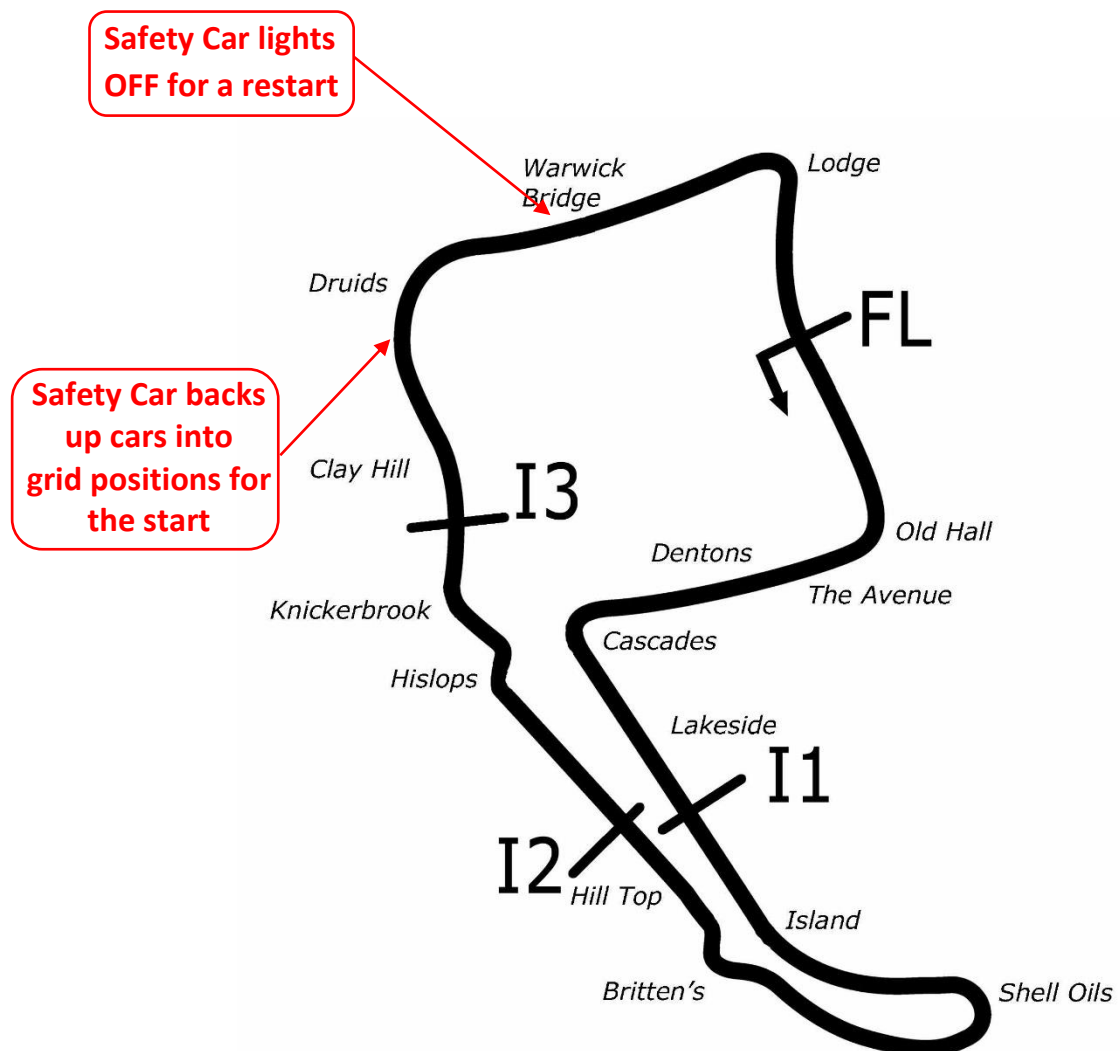
FRIDAY	
Administrative Checks & Technical Scrutineering	Online Pre-Event
Free Practice 1 (40')	09:00-09:40
Free Practice 2 (40')	10:45-11:25
Qualifying 1 (20'(5')20')	12:30-13:15
RACE 1	
15:10	Pit lane OPEN (Horn – Green light at pit exit)
15:20	Pit lane CLOSED (Horn – Red light at pit exit)
15:25	5 minutes board (Horn – 5' before formation lap)
15:27	3 minutes board (Horn – 3' before formation lap) WHEELS FITTED
15:29	1 minute board (Horn – 1' before formation lap) ENGINE ON
15:29.30	30 seconds board (Horn – 30" before formation lap)
15:30	Green flag (Start of Formation lap)
Race distance	30 minutes + 1 lap

SATURDAY	
Qualifying 2 (20'(5')20')	10:30-11:15
RACE 2	
14:00	Pit lane OPEN (Horn – Green light at pit exit)
14:10	Pit lane CLOSED (Horn – Red light at pit exit)
14:15	5 minutes board (Horn – 5' before formation lap)
14:17	3 minutes board (Horn – 3' before formation lap) WHEELS FITTED
14:19	1 minute board (Horn – 1' before formation lap) ENGINE ON
14:19.30	30 seconds board (Horn – 30" before formation lap)
14:20	Green flag (Start of Formation lap)
Race distance	30 minutes + 1 lap



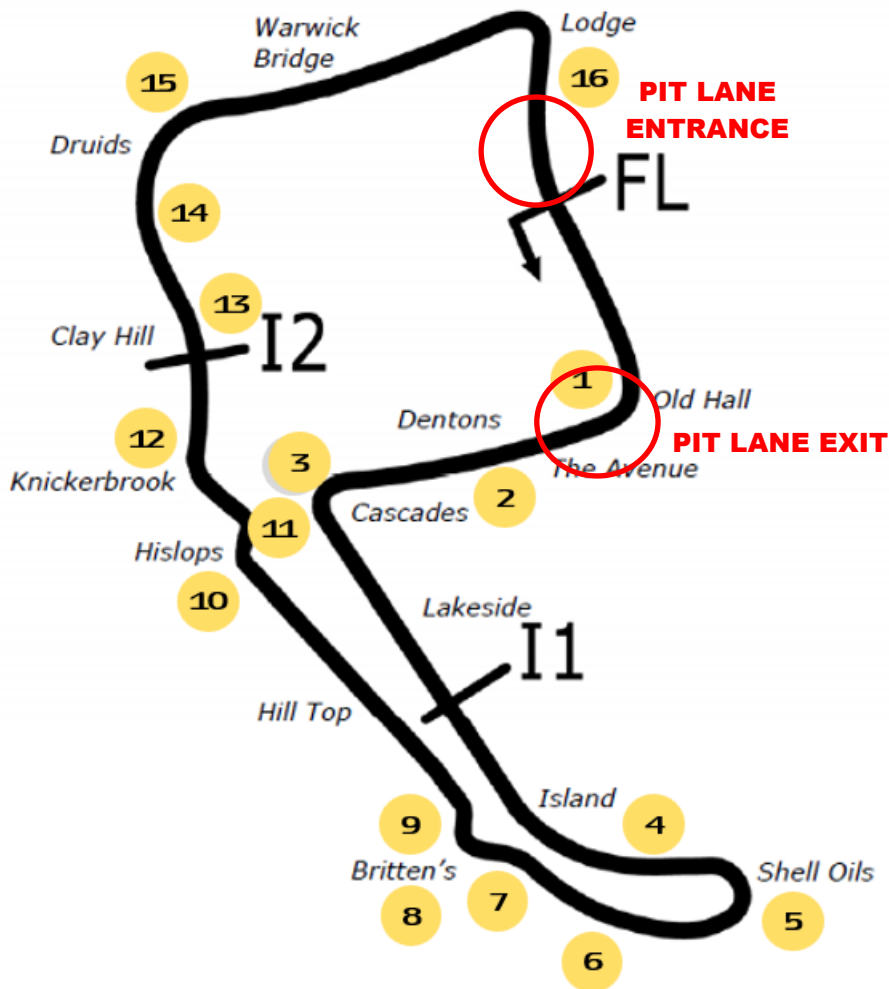
Circuit Information

Lap Length	4332 m
Start and Finish Line offset	0 m
Red Flag Line	At Finish line
Pit lane length	199 m
Speed limit in Pit Lane	60 Km/h
Pole Position	RIGHT
Safety car at First Lap	Pit Lane Entry
Safety car light OFF	At the Warwick Bridge between T7 (Druids) & T8 (Lodge)
Stop and Go Penalty area	Pit Lane adjacent to Race Control
RD Signalling place	At the finish line on the Right





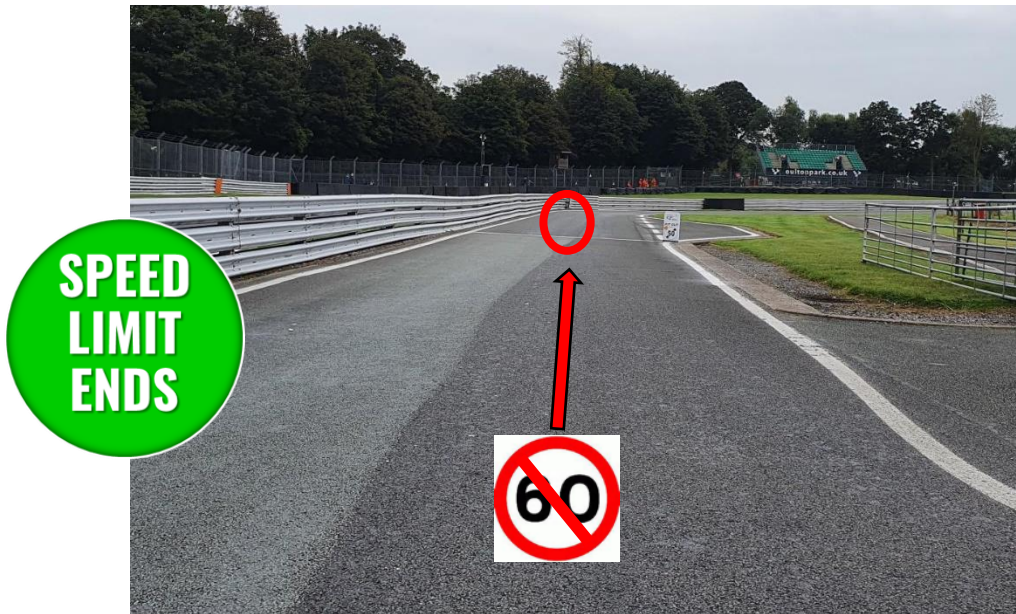
Location of Pit Lane Entrance & Exit



- The Pit Lane Exit joins the track on the RHS after Turn 1 (Old Hall). Keep to the right of the solid blend line until it stops.
- The Pit Lane Entrance is on the RHS just after the pedestrian bridge.

Pit Lane Exit

- The Pit Lane Speed Limit of 60 kph ends at the white line which crosses the Pit Lane adjacent to the start of the layby on the RHS.



- The Pit Lane Exit Lights are straight ahead on in an overlap of the armco barrier on the LHS – the location is highlighted by the red oval above. You may proceed onto the track if there is a Green light. You must stop at the Pit Lane Exit if there is a Red light and wait for it to turn Green before proceeding.



- Keep to the RIGHT of the Blend Line as you join the track at the exit of Turn 1 (Old Hall).
USE YOUR MIRRORS!!



Approach to Turn 10-12 (Knickerbrook)



- To reduce speed on the approach to Turn 6 (Knickerbrook) there is a right/left chicane at Hislops. If you overshoot the entrance to the chicane you may drive through and re-join the circuit, provide it is done safely and without gaining an advantage.

Pit Lane Entrance



- The Pit Lane Entrance is on the RHS part way along the GRID underneath the pedestrian bridge just after Deer Leap.

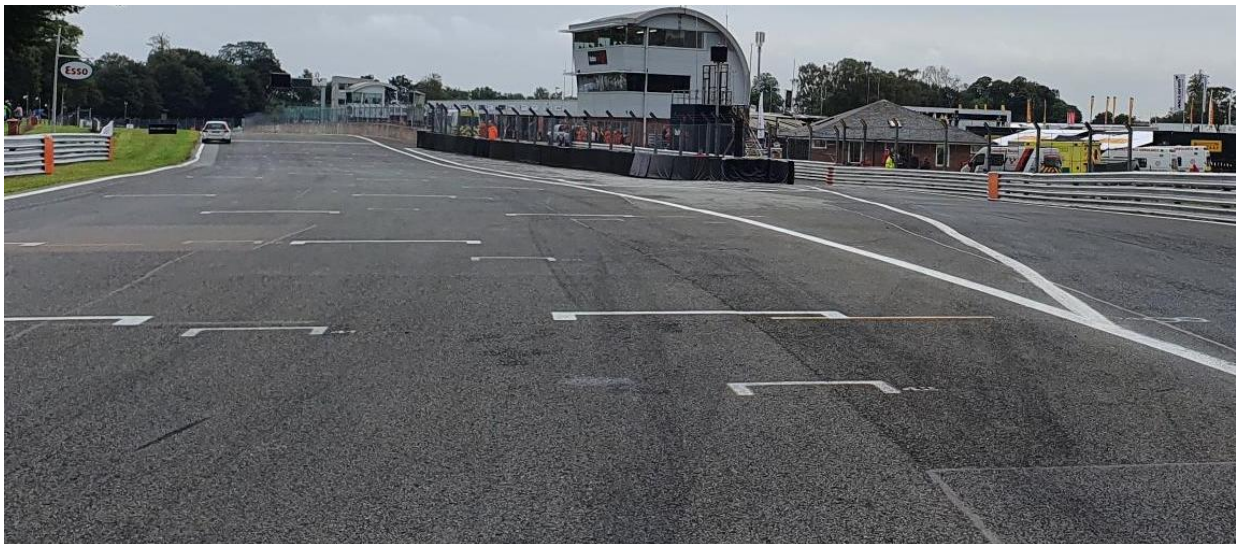


Pit Lane



- The Pit Lane speed limit is 60 kph.

Startline



- Pole position is on the right hand side of the track. Cars will be positioned on the grid in a 2 x 2 formation.



- The Starting Lights and gantry mounted messaging board are highlighted in red above.
- **Control Flags** will be shown from the finish line on the driver's right hand side from the Startline Box, highlighted in orange. Where possible, they will be repeated on the gantry mounted messaging board.



Track Limits



ACCEPTABLE



NOT ACCEPTABLE

- Please respect the track limits regulations - NCR Ch.12 App.7 Art. 1.6.

Drivers must use the track at all times and may not leave the track without a justifiable reason.
For the avoidance of doubt:

1. The white lines defining the track edges are considered to be part of the track.
2. A driver will be judged to have left the track if any part of the contact patch of the tyre goes beyond either the outer edge of any kerb or the white line where there is no kerb.

- Track sensors may be used to detect when a car has left the track. Oulton Park has sensors located at the exit of Turn 1 (Old Hall), the exit of Turn 3 (Cascades) and the exit of Turn 16 (Lodge).
- Lap times can be removed during qualifying and a sliding-scale of penalties can be applied during the race.

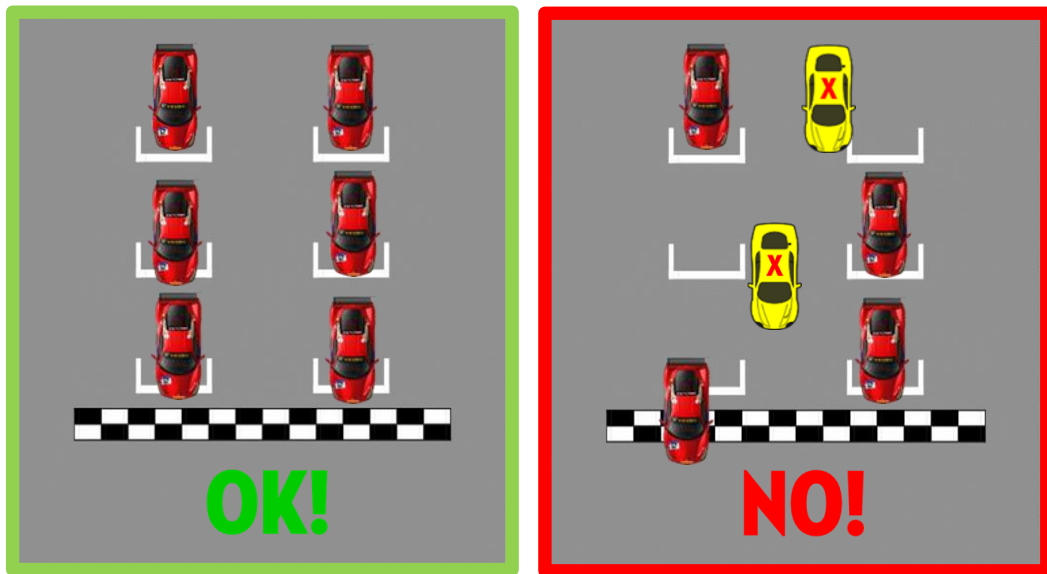


End of Free Practice/Qualifying/Race

- Once you have taken the Chequered Flag, slow down & complete the lap returning to the Pit Lane and your garage via the Pit Lane Entrance.

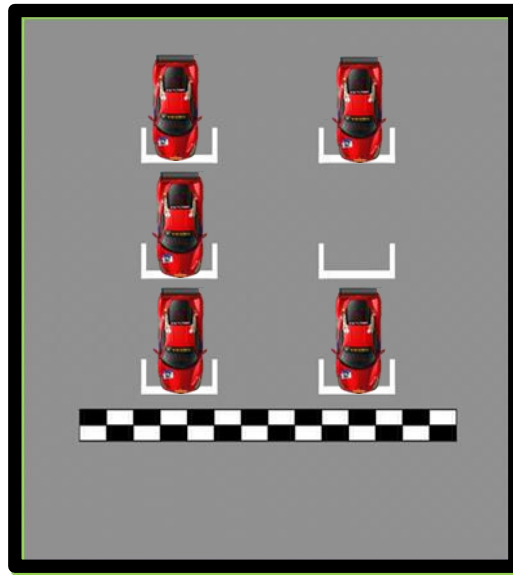
Start Procedure

- The timetable for the countdown to the start of each race is shown in the table at the start of these notes. Please ensure that you are in your grid position at the **FIVE** minute signal. At the **THREE** minutes signal you must have all wheels fitted and the car on the ground.
- Please ensure that the grid is cleared at the **ONE** minute signal.
- The start of the formation lap will be indicated by the waving of a green flag. Please wait for the display of this flag; do not start to move when the Safety Car moves off. The intention is to create some initial space between the Safety Car and yourselves so you can commence warming your tyres.
- Once the Safety Car backs you up on the formation lap, you should maintain a speed of around 70kph and hold your relative grid positions until the red lights on the starting gantry go out. You must NOT start accelerating until the red lights go out.





- If there is a car missing from the grid or a car falls to the back of the grid during the formation lap, the resulting space on the grid must be maintained until the start of the race.



- If there is a problem at the start the red lights will stay on at the end of the formation lap. The cars, with the pole position leading, will complete a new formation lap. This procedure can be repeated several times if needed. If further formation laps are necessary, the start of the race will be considered to have been given at the end of the first formation lap.

Safety Car

- The Safety car will be deployed as follow. First, waved yellow flags with stationary 'SC' boards will be displayed around the circuit. All cars must slow down immediately. The Safety Car will then be deployed and will join the track from the Pit Lane Exit. All the competing cars must then form up in line behind the Safety Car no more than **five** car lengths apart.

When the incident is resolved, the Safety Car lights will be switched off at the location shown on the graphic at the start of these Briefing Notes. As the Safety Car enters the Pit Lane, all 'SC' boards and yellow flags will be replaced with green flags. **Please note that there must be no overtaking until you have taken the green flag at the finish line.** If the race ends whilst the Safety Car is deployed it will enter the Pit Lane with extinguished lights at the end of the last lap and the cars will take the chequered flag as normal without overtaking.

- Remember that penalties such a Drive-through or Stop&Go **CANNOT** be served during a Safety car period.

Flags & Light Boards

- Yellow Light / Flags:

Single, flashing / waved: Danger, slow down sufficiently to ensure that full control of the vehicle can be retained. No overtaking.

Double, flashing / waved: Great danger. Slow down considerably. Be prepared to suddenly change from the projected racing line, or take other evasive action including stopping if necessary. No overtaking.

For the safety of the marshals, who may be trackside, please respect the yellow flags.



- Blue Light / Flags: Please watch for blue flags around the circuit. It is the responsibility of the following, faster car to pass safely and without making contact. The slower car should not suddenly change direction.
- Red Light / Flags: The session has been stopped. During qualifying please return to the pit lane and await instructions. During a race please proceed at significantly reduced speed towards the start line but stop before the grid to allow space for a restart, if time allows. If you are directed off-circuit then assume Parc Fermé conditions apply unless instructed otherwise.
- There are light boards around the circuit and these lights are the primary signal with flags substituting these light boards.

Emergency Protocol

- **If you are in an accident**, the marshals will approach you from the head-on direction – if you are OK and able to exit the vehicle please show them a clear ‘thumbs up’ gesture. If they don’t see this, further support (medical and/or rescue intervention) will be requested. If you can safely exit your vehicle, do so and stand in a suitable location ie. behind the barriers.
- Please do not remove your helmet, stand or squat behind or between vehicles or spend time discussing an incident with a fellow competitor whilst you are track side of the barriers.

Retiring on circuit

- If you realise your car has a problem, please try to return to the pit lane. The only exception to this is if you think the vehicle may be dropping fluid; in this case try to pull over onto the grass in a safe area, as close to the barrier as possible, as soon as possible.

If you do have to abandon the car please comply with marshals’ instructions and move to a safe area.
Do not return to the paddock - you may be requested to assist if the car requires a tow.

General Notes

- The Control Line, used for timing purposes, is located on the finish line.
- The Technical garage is available to the team to check their cars if they wish
- That garage will be used for the scrutineers to check cars after the qualifying and both races.
- Parc Fermè will be inside the Team garage.

National Competition Rules (NCR)

- The Motorsport UK National Competition Rules (NCR) have been introduced to modernise and improve accessibility. The rules represent a format overhaul with minimal material amendments to existing regulations.
- The NCR replaces the former Blue Book format.
- The latest version of the NCR can be downloaded from: <https://www.motorsportuk.org/resource-centre/>



**FERRARI
CHALLENGE**



Andrew Rowe
Ferrari Challenge UK Clerk of the Course