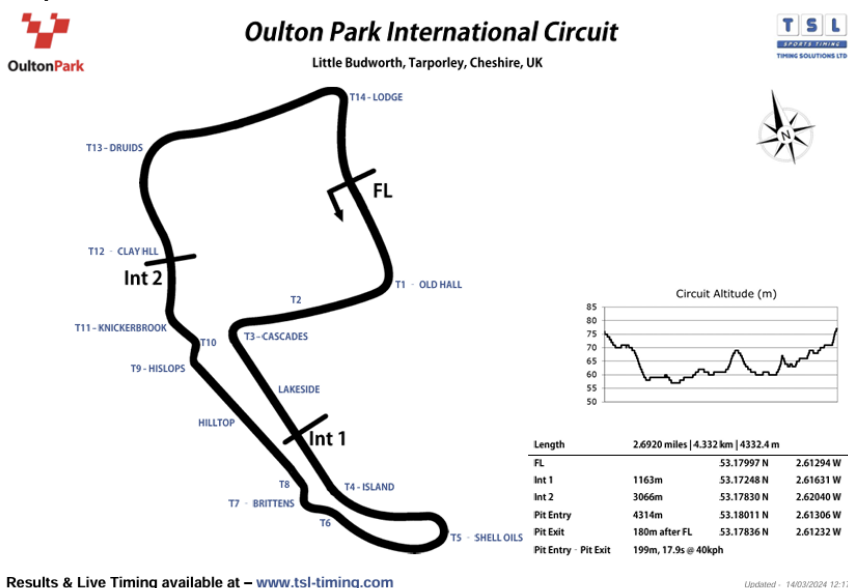


GB4 Entrants and Drivers Briefing Oulton Park, 24 & 26 May 2025

1. Official Track Map



- Radios** - The system enabling Race Control to talk to all drivers will be enabled for this meeting. It will be used to advise all drivers of **matters of safety** when you are on track. Please ensure that your system is connected correctly prior to leaving the awning. There will be a radio check carried out prior to each session probably between leaving the awnings and the Assembly Area. It will be by car number – please respond with a thumbs up.
- Procedure for Qualifying** - cars will proceed to the Assembly Area when instructed and assemble in the correct order. On instruction cars will proceed into the pit lane and qualifying will start when the pit exit lights go to green
- Practice starts** - can only be carried out at the pit lane exit during qualifying. **Do not stop on the track to practice your start or when approaching the starting grid where there will be other cars and, probably, marshals.**
- Pit Exit Blend Line** - Do not cross the pit exit blend line when exiting pit lane.
- Procedure for Racing** - Proceed to the Assembly Area when instructed to do so by the coordinator. Assemble in the correct order as instructed by the marshals.

The 1-minute and 30-second countdown will take place in the Assembly Area. When the Green Flag is waved, cars will then proceed to the grid via the full circuit, on their green flag formation lap.

No practice starts, wheel spinning or weaving after Warwick Bridge (Between T13 & T14).

On arriving at the grid, when all cars are in position, the 5 second board will be shown. A display on the gantry may indicate this as well as or instead of boards. 5 seconds later the Red Lights will ALL be switched on. When the Red Lights are extinguished the start is given. The start lights are mounted on the gantry.

Please pay particular attention to ensure that your car is correctly positioned in the start box and comply with the start procedure.

- Race duration will be **18** minutes.
- Control Flags** - Control flags (Black/White, Black/Orange etc) with car numbers will be shown at the finish line on drivers **RIGHT**. This information may also be displayed on the info panels adjacent the start lights. Make sure you check **BOTH** locations every lap to make sure you do not miss a signal.
- Smart Marshalling** - Will be operational for this event. Note: Black & White flags will be given to cars directly. This may not necessarily be repeated at the control line.

10. Track limits - See NCR's Ch 12, App 7, Art 1.6b. Be aware of the track limit regulations and comply with them in particular at Turn 1 (**Old Hall**), Turn 3 (**Cascades**) and Turn 14 (**Lodge**). There are sensors with cameras at these turns.

11. T9 Cut Through - If you overshoot at T9, continue through bollards and re-join at T11. This must be done **SAFELY AND WITHOUT GAINING AN ADVANTAGE**.

12. End of all sessions - After taking the Chequered Flag after all sessions cars will complete a full lap and enter Parc Ferme by turning **SHARP RIGHT** just before the pit lane entry. The first three cars will stop as instructed for podium procedures and the rest should proceed through Parc Ferme to enter the Paddock and proceed with care to the GB4 paddock where **Parc Ferme** will continue in Race Awnings. Take great care when driving in the paddock being aware of quad bikes, people and tail lifts etc.

13. Flag signals - Motorsport UK Regulation NCR Chapter 12, Appendix 8, Art 12

Signals shall be in accordance with the following. At venues where light panels are operational these light signals will take priority and may be supplemented with flags.

Yellow – For the safety of my marshals, please respect them. A SINGLE Waved Yellow means 'danger, slow down sufficiently to ensure that full control of the vehicle can be retained. No overtaking.

A Double Yellow means '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.

Overtaking or not slowing down is an offence from the point of passing the Yellow signal(s) until the Green signal is passed. It must be evident that a driver has reduced speed; this means a driver is expected to have braked earlier and/or noticeably reduced speed where a Yellow Flag is displayed. **Individual sector times &/or onboard data/video may be analysed for evidence of a sufficient reduction in pace.**

RED Flag: Immediately cease driving at racing speed and proceed slowly, without overtaking, and with maximum caution to pits or start line obeying marshal's instructions, and being prepared to stop should the track be blocked.

Blue: Please watch for Blue signals. The onus is on the faster car to pass safely and the slower car should not suddenly change direction.

14. Safety Car: The Safety Car will join the circuit at the Pit Exit. At the end of a Safety Car period its lights will be extinguished at around the Turn 13 (Druids). There may be occasions where they will be turned off later. For race start, the Safety Car may be positioned so that it can be deployed directly onto circuit if required.

At the end of a Safety Car period when cars are at the Warwick Bridge before Turn 14 (Lodge) 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, including weaving. We will monitor this and may issue penalties in the case of infringements.

Remember, you can't overtake another car until you pass the Green Flag AT THE CONTROL LINE (the Finish Line). **All laps under the Safety Car count and the race duration will remain unchanged.**

15. Contact: Avoidable contact will NOT be tolerated. Penalties may be applied in the event of any avoidable contact.

16. Excessive and aggressive defending will not be tolerated. The Motorsport UK NCR Chapter 12, Appendix 7, Art 1.5 (d) states "*In response to each attempted overtaking manoeuvre no more than one change of direction to defend a position is permitted.*".

(e) then goes on to state "*Any Driver moving back towards the racing line having earlier defended position off-line must leave at least one Vehicles width between their own Vehicle and the edge of the Track on the approach to the corner.*"

(f) states "*Manoeuvres liable to hinder other Drivers such as deliberate crowding of a Vehicle beyond the edge of the Track or any other abnormal change of direction are strictly prohibited.*"

Please drive with these regulations in mind.

17. Only an official protest, correctly lodged, will be considered. Unless advised do not assume that Race Control are aware of 'your' issue.

18. AT ALL TIMES drive within the limit of your capability and that of the car. Be AWARE of what is happening around you. Give each other racing room as required by the regulations. There is only one 'racing line' and that is when yours is the only car on track. Do not attempt overtaking manoeuvres that are marginal and likely to result in contact.

19. The Driving Standards Advisor to the Clerk of the Course is Rob Barff.

20. Please adhere to the Motorsport UK **#RaceWithRespect** policy. RESPECT each other, RESPECT the marshals, RESPECT the officials.

Have a good and safe event.

David Scott - Clerk of the Course

Jon Provost – Deputy Clerk of the Course

Oulton Park International May 24 & 26 2025