

## COMPETITORS' BRIEFING NOTES

### MALLORY PARK 17<sup>th</sup>-18<sup>th</sup> May 2025

On behalf of the BRSCC welcome to Mallory Park.


Please ensure that you read all these Briefing Notes, even if you have raced at the venue before. They are split into two sections; firstly, notes relevant to the circuit and the venue, and finally general notes that apply to all events.


These notes supplement the 2025 Motorsport UK NCR's and the Championship Regulations. Any regulations quoted from the Motorsport UK NCR's are shown in [square brackets].


#### **SPECIFIC CIRCUIT NOTES – Mallory Park**

- 🚩 This race meeting will be held on the Full Circuit; 1.35 miles in length.
- 🚩 Unless actually on the circuit, a speed limit of 10 mph applies at the venue. Internal or service roads may not be used to test race cars. The speed limit in the pit lane is 50 kph.
- 🚩 Prior to **qualifying**, get to the Assembly Area (located in the paddock) in good time for noise testing. From this area you will be released onto the circuit.
- 🚩 **Leaving the circuit** - after seeing the chequered flag, continue for one full lap then exit the circuit into the pit lane and thence into parc fermé. Passing the chequered flag more than once may result in a penalty and wastes valuable track time.
- 🚩 Prior to **racing**, cars will be released straight onto the circuit and complete a full lap, this lap will constitute as the green flag lap. Once this lap is completed and vehicles are stationary (and in their correct positions) the 5 second board will be shown, and the red lights will be displayed.
- 🚩 **Green Flag Lap** - Note that during green flag laps, **practice starts** [NCR Ch.12 App.6 Art.6.12.c] 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 remain behind those cars and start the race from the rear 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 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 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 in racing; it will be released from the pit lane exit.
- 🚩 **Live Recoveries** – are not permitted at Mallory Park.
- 🚩 **Track Limits** - are monitored at Mallory Park by Judges of Fact. See overleaf for greater detail about exceeding track limits.
- 🚩 **Pit Lane Speed Limit** - The speed limit in the pit lane is 50 kph.

## GENERAL NOTES

 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 behaviour** - reports of abnormal direction changes (weaving) and any other manoeuvres likely to hinder other drivers will also be investigated. We have a large grid, with cars and drivers of varying speeds. Please check your mirrors as you turn, in case you have a car overlapping you. No late lunges, drive with consideration, and respect for fellow competitors. This is a non-contact sport. Should contact occur please report to me in race control straight after your session.


 Motorsport UK NCR **track limits** regulations [Ch.12 App.7 Art.1.6; NCR Ch.12 App.7 Art.1.10; NCR Ch.12 App.7 Art.1.11; NCR Ch.12 App.10 Art.3.1] 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;	3rd occurrence:	5 sec time penalty added;
4th occurrence:	10 sec time penalty added;	5th occurrence:	Drive-through penalty;
6th occurrence:	Black flag and Race Disqualification		

 **Yellow signals** - Yellow flags / lights are used to warn **you** of a hazard or danger ahead and are there primarily for the protection of the marshals handling the incident. Overtaking is strictly forbidden between the first yellow flag and the green flag - even if you are lapping a slower car [NCR Ch.12 App.8 Art.1.7.e/f; NCR Ch.12 App.8 Art.1.8].


 **Red signals** - As soon as these are displayed, reduce speed, and stop racing. In qualifying return to the pits, in the race return to the grid unless indicated otherwise. Again, overtaking is forbidden [NCR Ch.12 App.8 Art.1.7 (j)].


 **Safety Car** - the procedures are detailed in the MOTORSPORT UK NCR's [Ch.12 App.8 Art.2]; please ensure that you understand this fully before competing. 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 the restart, overtaking is prohibited until the GREEN FLAG at the start/finish line is crossed - this is extremely easy for us to check.

 **Retirements** – if you find that you need to retire your car due to a mechanical fault or another reason, please do your best to pull off in a safe place, ideally near a gap the barrier. These are identified by large markings on the barriers. Cars stopped in dangerous positions/hard to reach places could result in a red flag and loss of a session.

 **Parc Fermé** - after qualifying and/or racing, competing cars may be directed into parc fermé (including retired cars). Whilst in parc fermé, the following applies:

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

 At the end of your races, please **wave to thank all the marshals**; remember that they 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 me. I would much rather answer what might seem to be a silly question, than to have to summon you post-race.

Finally, may I wish you a thoroughly enjoyable and successful race meeting.

***Paul Levitt***

Clerk of the Course

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