

BRSCC Mazda MX-5 Championship's

COMPETITORS' BRIEFING NOTES

OULTON PARK INTERNATIONAL CIRCUIT - 9th May 2026

On behalf of the BRSCC welcome to Cheshire and to Oulton Park.

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

These notes supplement the Motorsport UK 2026 NCRs and the Championship Regulations. Any regulations quoted from the Motorsport UK NCRs are shown in [square brackets].

SPECIFIC CIRCUIT NOTES – OULTON PARK (INTERNATIONAL CIRCUIT)

- 🚩 This race meeting will be held on the International circuit; 2.69 miles in length.
- 🚩 Unless actually on the circuit, a speed limit of 10 mph applies at the venue. The pit lane speed limit for this event is 60 kph.
- 🚩 Prior to **qualifying**, ensure you get to the Assembly Area (at the end of the paddock closest to Turn 1) in good time for noise testing. Once released, join the circuit from the pit lane exit road, please respect the pit exit blend line.
- 🚩 **Leaving the circuit** - after seeing the chequered flag, continue for one full lap then exit the circuit into the pit lane entrance, and then into parc ferme. The entrance gate is quite narrow so it is advised to stay to the left of the pit entry before turning right through the gateway.
- 🚩 Prior to **racing**, cars will be gridded up in the Assembly Area and after the countdown will be released on to the circuit in qualification order for the green flag lap. Cars will take up their position on the grid as directed by the start line marshals and ready for race start.
- 🚩 **Green Flag Lap** - Note that during green flag laps, **practice starts** [NCR Ch12, App.6, Art.6.12] 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** – Safety car is available during racing; it will be released from the pit lane exit.
- 🚩 **Live Recoveries** – will not be used at this event.
- 🚩 **Track Limits** - are monitored by Judges of Fact and sensors/cameras (T1,T3 and T16). See overleaf for greater detail about exceeding track limits.
- 🚩 **Pit Lane Speed Limit** - The speed limit in the pit lane is 60 kph.
- 🚩 **Short Circuit/Escape Road** – Please do not use the short (Fosters) circuit as a short cut back to the paddock as you may come into the path of others who are not expecting you to rejoin from that direction. If you do have to take to the escape road at Knickerbrook please make sure that you rejoin the circuit safely.

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; [Ch12, App6, Art1.5].

Track limits regulations [Ch12, App6, Art1.6, Ch12, App6, Art1.11] 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; race disqualification.		

Yellow Flags / Lights - Yellow flags / lights are used to warn **you** of a hazard or danger ahead, and are there primarily for the protection of the marshals. Overtaking is strictly forbidden between the first yellow flag and the green flag - even if you are lapping a slower car [Ch12, App8, Art1.7e/f].

Red Flags / Lights - As soon as these are displayed, reduce speed and stop racing. In qualifying return to the pits; in races return to the grid unless indicated otherwise. Again overtaking is forbidden [Ch12, App8, Art1.7j].

Blue Flag signals - With the speed differential of some cars please respect the blue flags, and give other competitors room. However slower cars are both entitled and encouraged to take the racing line at all times, so as to be as predictable as possible.

Safety Car - the procedures are detailed in [Ch12, App8, Art2]; 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 is prohibited until the finish line is crossed - this is very easy to check.

Parc Fermé - after qualifying and/or racing, competing cars may be directed into the 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.

In-Car Cameras - referred to at Yearbook [Ch7, App9.] 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.

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.

If you are unable to complete your minimum number of laps in qualifying please let us know as soon as possible so that we can try to arrange another opportunity. The sooner we know the better the chances we can do something.

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

Adam Peers

Deputy Clerk of the Course
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