

Intelligent Money British GT Championship
Donington Park 28 – 29 May 2022
Bulletin #5: Driver Briefing Notes



Saturday 09:00 Mandatory noise testing for all cars in the scrutineering bay

Sunday 10:15 mandatory front row start driver briefing in the SRO Office – above the pit buildings, best accessed via the stairs between Garage 14 and 15.
GT3 and GT4 1st and 2nd place starting drivers to be briefed by the Race Director.

Sunday 11:45-12:05 mandatory autograph session in the Pit Lane. Mandatory to have cars out in the pit apron and drivers to be present in the Pit Lane, autograph signing.

Radio Channel = 1. Radio checks will be made daily before the first session. It is mandatory to reply to the radio check “copy” via the teams messaging app before the first session of the day, not every session (only when requested).

Fire Extinguisher checks

Each team’s fire extinguisher will be checked by the BGT pit managers during this weekend.

Fuel Rig Checks

Each team’s fuel rig will be checked by the scrutineers on Sunday morning

Onboard Camera and Pit Area Camera Footage:

If the race director requests your onboard or pit area camera footage via the app or radio, the team must deliver the requested footage to the race director office (1st floor Race Control Building, beside the media centre) as soon as possible.

Race Control, Race Director Office:

Drivers may be summoned to see the Race Director during the weekend, if required. The Race Director office will be located in the Race Control building – 1st floor, beside the media centre. The main mode of communication from the race director will be on the race control radio channel, the team messaging app and should the race director need to speak to the team manager in session please come to race control when requested.

Driving Standards:

ALL drivers to take care whilst on track during all sessions. GT4 cars must pay attention looking in mirrors before overtaking, checking that no cars are approaching, GT3 cars to take care when overtaking GT4 cars. Remember if you are the faster car it’s your responsibility to find a way round the slower car. Slower cars must hold their line. Any careless driving will be addressed. Driving standards must be irreproachable. All cars must have lights on at all times, GT4 cars yellow lights.

Pit Lane:

Speed Limit in the Pit Lane is **50 Kph.**

STOP GO penalty box is located at **Pit Exit**

A tyre stack is to be located to the left hand side of the Pit Entry timing line.

Your pit allocation / working area, must be prepared for inspection on Friday by the race director and pit managers. Adjustments may be made during FP1, but by FP2, teams pit allocations are set, no more adjustments concerning your neighbours and other pit



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allocations. Fuel rig locations agreed must have their footprint clearly marked on the floor with tape. The tape must be removed at the end of the weekend



Leaving Garages/Pit Lane location:

GT3 will be given permission to leave their location in the Pit Lane **first** to queue in the Fast Lane before the start Free Practice 1, 2 and Warm Up, but only after a signal is given from Race Control by means of a radio message or a message on the timing screen.

A second signal will be given to GT4 cars enabling them to leave the Pit Lane very shortly after. Anyone moving before the signals, will be investigated.

Prior to the start of any session all cars to be released nose out 45 degrees towards the pit exit. Skates are permitted to position the car correctly at the start if any session.

During all sessions cars must be parked parallel in the pit lane.

Cars may be released from 45 degrees towards the pit exit or from parallel before each categories second Qualifying session.

Skates are not permitted after each categories Qualifying sessions – end of GT3 Q2 and end of GT4 Q2, when cars are under parc ferme.

Refuelling is only permitted during warm up and Race.

Fuel Rig checks will be made on Sunday morning. Refuelling of the rig with dump churns must be carried out with equipment as specified in Motorsport UK Q12.25.

Cars may only leave/move, once “Pit Stop work” is fully completed and they are ready to re-join the Race. No unsafe releases or overtaking in the Pit Lane during any session, offences will be penalised.

Cars must proceed directly into the Fast Lane only when it is safe to be released. Any car stopping after leaving its location or proceeding at an unsuitable pace in the Fast Lane, (except for force majeure), will be investigated. Unsuitable pace is considered less than 40kph and being used to pad out your pit stop time.

Track Limits:

Track Limits will be monitored around the track, with particular focus at Turn 1, 4, 7 using automatic cameras and Turn 10 – yellow lumps – by an experienced judge of fact.

Track Limits: 3 warnings, 4th infringement will result in a Drive Through Penalty (for the car). This penalty will be reset to zero on the hour.

Free Practice: repeat offenders may receive a black flag, both drivers report to race control

Free Practice 2: any lap time set with Track Limit infringements will be removed, but the lap will counted. Reference regulation 2.3.10



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Qualifying: any lap time set with Track Limit infringements will be removed, but the lap will count as a Qualifying Lap.

Race: Track Limit infringements will be issued to Team Managers via the radio and/or screen. After a third infringement, a car will receive a Black and White Flag. A fourth infringement will result in a Drive Through Penalty – Team Manager will be requested to see or call the race director to confirm penalty. Further infringement will result in another black and white, followed by another Drive Through Penalty for the remainder of the Hour.

Qualifying

A minimum of 2 timed laps (not including out and in laps) in the qualifying session in the car to be raced and in the correct session. Driver ID must be correct.

Grid:

All cars stopping on the grid in grid positions must keep width between the car beside you – leave space wide enough for cars to pass through.

Check Event Bulletin 2 for the race countdown, subject to timetable delays please listen to race control radio and messaging app for any updates.

No spare or additional tyres are permitted on the grid unless confirmed by the Race Director by radio or on screen. Items such as “air diving bottles” for wheel guns are permitted if on small trolleys. Cars must access the Grid with marked tyres unless the Race is declared Wet. Changing of tyres on the Grid is prohibited unless approved by the Race Director.

Grid Board / Grid Walk:

Grid boards must be present in the pit lane by garage 14 to be placed in grid order at the time specified on the countdown Bulletin. **Pass checks are in place** at all gates to the grid, correctly accredit your personnel and guests: pit passes, grid walk or vip passes only permitted. No under 16s permitted.

Race Start:

Check Race Start Driver Entry List for Starting Driver in each car / class.

At the end of the formation lap all cars must be lined up tightly grouped for the rolling start. Cars must stop weaving by Turn 9-10 and be lined up two by two by Turn 11.

Drivers to line up in the starting positions and keep to constant speed between 70 and 90 Kph. When the leading car pulls off, the pole position car must maintain a speed of 70-90 Kph. Cars must remain in two lines passing above the boxes.

Race starts when the lights go OUT (GT3 & GT4) any cars not in line over the boxes will be investigated and risk a drive through penalty.

Pit Stops/Working Line:

The working lane is defined as being from the white line to the first yellow line. The white line is the working line. The yellow hatched area is out of bounds.

Any team member stepping over the working line will be considered active during the pit stops. Only the car controller can be out before the car arrives in the Pit Lane.

Cars may only leave the fast lane to move into the working lane a maximum of three pit garages / working areas before their own working area.



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Only once the car is stopped can Team members/Driver step over the line, not before. Maximum 4 mechanics and a car controller are authorized Pit Lane side when not refuelling. Any additional personnel standing over the line will be deemed to be working and included in that number.

Tyres to stay behind the line until the car is stationary.

If refuelling first, all refuelling equipment must be cleared away before the tyres are brought over the line. Filler and vent man to stay behind the line until the car has stopped. No laying of tyres etc during refuelling.

Extinguisher must have unimpeded access to the car at all times during your pit stop.

Refueller and extinguisher must go behind the line once refuelling is completed.

Cars must proceed directly to the fast lane only when it is safe to be released.

Check Event Bulletin 1 regarding mandatory pit stop times.

A maximum of two armbands may be worn at any time.

All Team personnel in the Working Pit Lane must wear flame resistant overalls, balaclava, long underwear, gloves, socks, shoes and helmet with eye protection in the form of visors or safety glasses while working in the pit lane.

Safety Car:

Safety Car procedure based on ISC Appendix H. When the order is given to deploy the Safety Car, all marshal posts will display waved yellow flags and SC boards. The yellow lights on circuit will be switched on. The Safety Car will be released from Pit Exit and join the track at the first corner and endeavour to pick up the Race leader.

Cars must form up behind the Safety Car, as quickly and safely as possible, with no more than five lengths separating them. Overtaking is forbidden unless a car is signalled to do so from the Safety Car by means of a hand signal from the Safety Car observer, signalling that they should pass. When the Safety Car is in operation, cars may enter the Pit Lane but may only re-join the track when the green light at the end of the Pit Lane is on. It will be on at all times except when the Safety Car and the last car in the line of cars following it are about to pass the pit exit. When the Safety Car is called in, it will turn off the lights at Turn 8 to signal that it will enter the Pits at the end of this lap. When it enters the Pits, the first car in line will dictate the pace until it crosses the line. Yellow flags and SC boards will be replaced with Green flags until the last car crosses the control line. Cars may not overtake until they pass the control line.

Classification:

In order to be classified cars must comply with both CR 2.9.2 and also CR 3.1.4.2
Any car not complying with both regulations may be disqualified from the results.

Parc Ferme:

Parc ferme conditions specify the car must not be touched or worked on, except if express permission has been given by the Race Director or Eligibility Scrutineer. If the Race Director has requested on board footage from your in car camera while car is under parc ferme, as per championship regulation 2.13 you may collect the footage with the express consent of the Race Director and under the supervision of an Official.



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Parc Ferme -After Qualifying: Selected cars may be directed to go to Scrutineering at pit exit under parc ferme conditions. All other cars back to Garages, nose out of garage, car under parc ferme conditions.

Parc Ferme - After Race: Podium cars and other selected cars will be directed to go to Scrutineering at pit exit under parc ferme conditions. All other cars back to Garages, nose out of garage, car under parc ferme conditions.

Required Podium Cars:

1st 2nd 3rd in GT3 Overall // GT3 Silver-Am // GT4 Overall // GT4 Pro-Am

Winning co-driver must go to **SCRUTINEERING BAY immediately** for Live TV interview

All other podium finishing drivers must go to **PODIUM (Paddock side of Scrutineering Bay)**

Enjoy your race weekend!

A handwritten signature in black ink, appearing to read 'Peter Daly'.

Peter Daly
Series Race Director
Licence International 10684

