

2023 Intelligent Money British GT Championship

Round 9: Donington Decider 21-22 October 2023

Bulletin 7: Driver Briefing Notes



1. Mandatory front row start driver briefing

- GT3 and GT4 1st and 2nd place starting drivers meet on Sunday at 08:45 in the pit lane (outside garage 14-15) to be briefed by the Race Director on the grid.

2. Pit walk & autograph session

- Sunday 12:05 – 12:25 push all available cars out of garages into the working lane, it is mandatory for all drivers to be present in front of their garage/car, for autograph signing.

3. Radio Checks

- Radio checks (Channel 3) will be made daily before the first session.
- It is mandatory to reply to the radio check “copy” and the relevant car number(s) via the teams messaging app before the first session of the day, not every session (only when requested).

4. 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) asap.
- All recordings need to be correctly labelled, time and date stamped.

5. Race Director and SRO 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, first floor, best accessed by the stairs at pit entry.
- The SRO office is located in the race control building, first floor, best accessed by the stairs between Garage 14-15.
- The main mode of communication with 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.

6. Driving Standards:

- ALL drivers to take care whilst on track during all sessions.
- GT4 cars 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.

7. 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 afternoon 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 allocations.
- Your refuelling equipment will be checked by the safety scrutineers on Sunday morning.
- Your fire extinguisher will be checked by the BGT pit lane managers during the event.

8. 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, FP2 Pre-qualifying 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.



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- 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.
- Skates are permitted to position the car correctly at the start of any session.
- Prior to the start of any session, all cars to be released nose out 45 degrees towards the pit exit.
- During all sessions cars must be parked parallel in the pit lane
- Between Q1 and Q2, Q3 and Q4 skates may be used and cars may be released from 45 degrees nose out towards pit exit or from parallel.
- Skates are permitted at the end of sessions to get the car back in the garage **apart from** at the end of each categories Qualifying sessions – end of GT3 Q2 and end of GT4 Q4, where skates are not permitted, when cars are under parc ferme.
- Refuelling is only permitted during warm up and Race.
- Refuelling of the rig with dump churns must be carried out with equipment as specified in Motorsport UK Q12.25.
- No unsafe releases or overtaking in the pit lane during any session.
- Cars may only move once the pit stop work is fully completed and they are ready to re-join.
- 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.

9. Track Limits:

- A report of track limit breach may be made by a judge of fact when any part of the contact patch of a tyre has clearly run beyond the edge of the painted kerb.



- Track Limits will be monitored around the track, with particular focus at Turn 1,4,7 using automatic cameras and sensors and at Turn 10 by a Race Control TV Monitor and experienced judge of fact – as per briefing slides.
- Track Limits for the race: 3 warnings, 4th infringement = black and white flag, 5th infringement = Drive Through Penalty, 6th infringement = black and white flag, 7th infringement = Drive Through Penalty (for the car, for the total race, no reset on the hour).
- **Free Practice 1:** repeat offenders may receive a black flag, both drivers report to race control.
- **Pre-qualifying:** any lap time set with track limit infringements will be removed the lap will be counted.
- **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 fourth infringement, a car will receive a Black and White Flag. A fifth infringement will result in a Drive Through Penalty – Team Manager may be requested to see 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 Race. Drive through penalty in the last 10 minutes of the race may result in an additional time of 30s added to your race time.



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10. Qualifying

- A minimum of 2 timed laps (not including out and in laps) in the qualifying session must be raced and in the correct session. See timetable issued for sessions.
- Driver ID must be correct, please take special care with this.
- Free Practice 2 will be considered as a pre-qualifying session for the race.
- Ballast will be sealed prior to Free Practice 2 – Pre Qualifying.

11. 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. 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.

12. Grid Board / Grid Walk:

- Grid boards must be present at the time and location specified on the Bulletin 2.
- 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.

13. Race Start:

- Check Starting Driver 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 11 and be lined up two by two by Turn 12.
- Drivers to pass two by two over the boxes.
- When the leading car (safety car) pulls off into the pit lane the pole position car will accelerate steadily and predictably from 50kph to 110kph approaching the start line.
- Cars must remain in two lines passing above the boxes.
- Any cars not in line over the boxes will be investigated and risk a drive through penalty.
- Race starts when the lights go OUT (GT3 & GT4)

14. Pit Stops/Working Line:

- The working line is defined as being from the white line to the first white (hatched) line. The white line is the working line (as per briefing slides) the white hatched area is out of bounds.
- Any team member stepping over the 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.
- 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.
- Additional personnel 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.
- 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.



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- 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.
- For cars which have the vent valve and the refuelling valve on opposite sides of the car once the refuelling task is finished the vent controller will not be considered as one of the permitted four working mechanics. Tyre changes may start as the Vent person is returning to cross the line. The vent person cannot stand and hold the vent over the car.
- 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.
- Each competitor must ensure that its mechanics and car controller wear flame-resistant overalls, long underwear including balaclava, gloves, socks and shoes and suitable helmets while they are working on the pit lane. Flame-resistant shoes are mandatory for all those wearing armbands. Eye protection in the form of visors or safety glasses is highly recommended for all personnel in the working lane, and mandatory for those wearing armbands.

15. Circuit light panels and in car dashboard signalling system

- The circuit will be using flag signals and local light panels.
- The light panels will have their "signal" sent to the car inboard display system on a local zone basis
- Flag signals and light panels will have the same jurisdiction when judgements are made involving any flag infringements.

16. 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 in-car signalling display will also illuminate the safety car LED sequence).
- The Safety Car will be released from Pit Exit 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. In car signalling display will also illuminate green LEDs.
- Cars may not overtake until they pass the control line.
- If during a safety car period a car is released from a pit stop early and is below the mandatory minimum pit stop time, any gain in advantage as a result of exiting the pit lane will be taken into account prior to confirming the penalty to be served.



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- In particular, should any such short pit stop, or other pit lane infringement, bring the car out ahead of the safety car, when without the infraction the car would have exited the pit lane behind the line of cars behind the safety car, then a stop and go penalty will be calculated in order to negate any advantage gained in terms of track position.

17. Parc Ferme:

- **After FP1:** The Race Director **may** instruct selected cars to be placed under parc ferme conditions in BGT tech bay, pit exit.
- **After Pre-Qualifying:** The Race Director **will** instruct all cars to be placed under parc ferme conditions in their garages and selected cars directed to go to the Parc Ferme area in the BGT tech bay, pit exit.
- **After Qualifying:** Selected cars will be directed to go to the Parc Ferme area in the BGT tech bay, pit exit. All other cars back to Garages under parc ferme conditions – nose out.
- **After Race:** Podium cars and selected cars will be directed to go to the Parc Ferme area in the BGT tech bay, pit exit. All other cars under parc ferme conditions back to Garages, nose out.
- **2023 GT3 AND GT4 CHAMPIONS AND RACE WINNING GT3 AND GT4 CO-DRIVER** – go to your co-driver in parc ferme for live tv interview.
- **ALL OTHER PODIUM FINISHING CO-DRIVERS** – go to the Podium area (in the Paddock, at the back of parc ferme scrutineering area).
- **Required Podium Cars:**
 - Race winning: 1st 2nd 3rd GT3 & GT4 Overall, GT3 Silver-Am, GT4 Pro-Am
 - Championship winning (if not on the Podium) GT3 GT4 Overall, GT3 Silver-Am, GT4 Pro-AM

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

Peter Daly
Series Race Director
Licence International 10684



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