

2023 Intelligent Money British GT Championship

Round 3: Silverstone 500 6 – 7 May 2023

Bulletin 7: Driver Briefing Notes



Sunday 08:40 mandatory front row start driver briefing

in the SRO Office 1st Floor, Race Control, or on the grid. TBC by app Sunday morning.
GT3 and GT4 1st and 2nd place starting drivers to be briefed by the Race Director.

Sunday 10:45 – 11:15 mandatory autograph session in the Paddock. Mandatory for all drivers to be present in front of their team truck in the Paddock, autograph signing.

Radio Channel = 3. 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).

Pit Allocation checks

Each team's pit lane working area must be as per the issued garage plan and pit allocation. The pit lane will be inspected 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.

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) as soon as possible.

Race Control, Race Director and SRO Office:

Drivers may be summoned to see the Race Director during the weekend, if required. The SRO and Race Director office will be located in the Race Control building – 1st floor.

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.

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



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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 Entry**

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 Q2 GT3 and end of Q4 GT4, 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:

A report of a track limit breach will 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, 7, 10.

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.



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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.

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 have been issued to all teams, they must be present in the pit lane by garage 6C / 7A 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 15 and be lined up two by two by Turn 16. The Safety Car (lead car) will exit the track at T16 on the left hand side.



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Drivers to line up in the starting positions and the pole car will accelerate steadily and predictably from 50kph to 110kph approaching the start line. 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 the 3rd Silverstone line.



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. 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. 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.



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Circuit light panels and in car dashboard signalling system

The circuit will be using flag signals and light panels. The light panels will have their “signal” sent to the car inboard display system. Flag signals and light panels will have the same jurisdiction when judgements are made involving any flag infringements.

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 under the bridge on Wellington Straight 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.

Parc Ferme:

After Qualifying: Selected cars may be directed to go to Scrutineering – pit exit, all other cars back to Garages under parc ferme conditions.

After Race: Podium cars and other selected cars will be stopped underneath the podium at Pit Entry - all cars under parc ferme conditions, send team to move cars to Scrutineering parc ferme (pit exit) all other cars under parc ferme conditions back to Garages.

Required Podium Cars:

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

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

All other podium finishing co-drivers must go to PODIUM

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

Peter Daly
Series Race Director
Licence International 10684



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