

Intelligent Money British GT Championship

Donington Park 19 – 20 September 2020

Bulletin #4 Driver Briefing Notes

Mandatory Noise Checks: Saturday 09:00 for all cars in the parc ferme scrutineering area

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).

Onboard Camera and Pit Area Camera reminder: if/when requested the team must deliver the requested footage to the race director office as soon as possible after the request has been made. All recordings need to be correctly labelled, time and date stamped.

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.

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 of any session.

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

During all sessions, cars must be parked parallel in the Pit Lane.

Refuelling is only permitted during warm up and Race 1. 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 Q13.1.2

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 and black sausage curbs.

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.

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 call 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.

Qualification:

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. See timetable issued for sessions. Driver ID must be correct, please take special care with this.

Grid:

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 tyre trolleys are permitted on the Grid unless confirmed by the Race Director by radio and 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. No grid boards are permitted on the grid. Strictly a maximum of 5 essential **TEAM** personnel on the Grid (5 includes both drivers) unless otherwise instructed by the race director; weather or force majeure situations which may arise. Any team found to have more than 5, or any non essential personnel on the grid will be immediately reported to the Race Director and will be subject to a penalty. **Before** pit lane opens, teams must send 1 of the 5 essential **TEAM** personnel to receive the car in its correct grid location. 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.

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 white boxes. Race starts when the lights go OUT (GT3 & GT4)

Start Driver Briefing:

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GT3 and GT4 1st and 2nd place race starting drivers to be briefed by the Race Director on **Sunday at 10:10** in the SRO Office – first floor race control building best accessed via the stairs beside Garage 14 - 15.

Race Control, Race Director Office:

Other drivers may be summoned to see the Race Director during the weekend if required. The Race Director will be located in the Race Control Building – first floor. Reminder, access to race control is forbidden unless invited. 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, the number to call ONLY when requested is 07730 700955

Driving Standards:

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 impeccable. All cars must have lights on at all times, GT4 cars yellow lights.

Pit Stops/White Line:

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 and helmet as a minimum.

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

Safety Car:

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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.

Parc Ferme:

After Qualifying: Selected cars may be directed to Scrutineering at Pit Exit, all other cars back to Garages under parc ferme conditions.

After Race: Podium cars and other selected cars to be directed to Scrutineering Parc Ferme at Pit Exit, all cars under parc ferme conditions, send 2 mechanics for assistance. All other cars back to Garages under parc ferme conditions. All podium finishing drivers must follow Bulletin 3: post race procedures. GT3 and GT4 race winning co-driver to go to scrutineering parc ferme area for live tv interview, all other podium finishers to go to the podium area to meet your codriver.

Podium:

1st 2nd 3rd GT3 Overall, GT3 Pro-Am, GT4 Overall

1st GT4 Pro-Am, GT4 Am

Enjoy your Race weekend!



Peter Daly
Series Race Director
Licence International 10684

