

2023 Intelligent Money British GT Championship

Round 1&2 Oulton Park 8 – 10 April 2023

Bulletin 8 – Driver Briefing Notes



Saturday 08:15 mandatory driver briefing in the SRO Club Hospitality. It is **Mandatory** for all drivers to come in correct 2023 **race suits** for photograph on the Grid after the Briefing.

Monday 08:30 mandatory front row start driver briefing in the SRO Club Hospitality. Race 1 and Race 2 GT3 and GT4 1st and 2nd place starting drivers to be briefed by the Race Director. Please meet promptly at 08:30.

Monday 13:15 – 13:35 mandatory pit walk & autograph session – please push all available cars out of the garage into the working lane. **All drivers** must be present in front of their garage or pit allocation, sitting for autograph signing.

Radio Checks - Radio checks 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).

Fire Extinguisher - Each team's fire extinguisher will be checked by the BGT pit managers during this weekend. New purchase receipt or current valid service certificate is required.

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. All recordings need to be correctly labelled, time and date stamped.

Race Control, 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 – 1st floor.

The SRO office will be located in the RV behind Garage 1.

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 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 **40 Kph**.

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

Cars located in the Paddock must be ready to access their pit allocation in good time before the British GT session. Access to the Pit Lane is via the gate at Pit Entry, by the Podium. Or gate at Pit Exit if located by Assembly Area.

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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.

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.

Skates are permitted to position the car correctly at the start of any session.

At the start of Free Practice sessions, the first qualifying session, warm up and release of the cars for both races, all cars to be released nose out 45 degrees towards the pit exit.

When returning to the pits during the above sessions, cars to come in at 45 degrees nose in, car pushed back safely by mechanics. Between Q1 and Q2, Q3 and Q4 skates may be used.

Skates are permitted at the end of all 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.

Cars located in the Paddock, after FP1 and FP2 return to the Paddock via the parc ferme area. If you are in the pit lane at the end of FP1 or FP2 push the car back to the paddock

Cars located in the Paddock, after Qualifying and Races will be held in the parc ferme area, under parc ferme conditions, only return to your paddock location when parc ferme is lifted.

No overtaking in the pit lane during any session. No unsafe releases when reversing the cars back out during the pit stops – special care with this, offences will be penalised.

During pit stops in the race cars may only **leave/move**, once “Pit Stop work” is fully completed and they are **ready** to re-join the Race. When ready to re-join they will be pushed back, engage a gear and released into the fast lane. The process of push back and release will be monitored and **any car that takes longer than approximately 4s will be**

investigated. Cars must proceed directly into the Fast Lane. 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 30kph 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, 3 and 14 using automatic cameras and judges of fact. Track Limits for the race: 3 warnings, 4th infringement will result in a Drive Through Penalty (for the car).

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.

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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 Race.

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

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 and 3 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 will be issued to teams, they must be present at the pit entry 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 Starting 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 13 Druids and be lined up two by two by Turn 14 Lodge. Drivers to pass two by two over the boxes. When the leading car pulls off (to the left hand side at T14) the pole position car must gradually increase speed to a maximum 110kph. 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 by the White Line outside the garages / Old Hall Building. 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 their own working area immediately. 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. Any additional personnel standing over the line will be deemed to be working and included in that number.



THANK YOU FOR CONSIDERING THE ENVIRONMENT BEFORE PRINTING THIS DOCUMENT

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

After pit stops, cars may leave when personnel are returning back to the working line. 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 and pit windows.

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. (In car signalling display may also illuminate the safety car LED sequence) 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 13 to signal that it will enter the Pits at the end of this lap. (In car signalling display may also illuminate green LEDs) 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 FP1 & FP2: The Race Director may instruct selected cars to be placed under parc ferme conditions in their garages.

After Qualifying: Selected cars may be directed to Scrutineering – pit entry (send 2 mechanics for assistance) all other cars back to Garages under parc ferme conditions.

Cars located in the paddock will be in held in the parc ferme area

After Race: Podium cars and other selected cars to be directed to Scrutineering – pit entry (send 2 mechanics for assistance) all other cars under parc ferme conditions back to Garages. Cars located in the paddock will be in held in the parc ferme area

Required Podium Cars: 1st 2nd 3rd GT3 & GT4 Overall, GT3 Silver-Am, GT4 Silver, GT4 Am 1ST Winning co-driver must go to SCRUTINEERING for Live TV

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

