

1. Sunday 08:40 mandatory front row start driver briefing

- GT3 and GT4 1st and 2nd place starting drivers to be briefed by the Race Director, meet in pit lane under podium.

2. Sunday 09:30 1 minute silence in respect of Julie Batten Dale

- After GB4 has cleared the Pit Lane, approx. 09:25, all GT cars to be on the apron 45 degree nose out towards pit exit, teams to form a line across the pit lane, in line with their garage, facing pit exit to observe the silence at 09:30

3. Sunday 11:50 – 12:15 mandatory Pit Walk / Autograph Session

- **All drivers** must be present in the Pit Lane for autograph signing.

4. Radio Checks

- Radio checks will be made daily before the first session. It is mandatory to reply to the radio check **in the radio group on the app** with “copy” and the relevant car number(s) before the first session of the day, not every session (only when requested).

5. Pit Lane Checks

- Fire extinguisher will be checked by the BGT pit managers. New purchase receipt or current valid service certificate is required.
- Refuelling equipment and rigs will be checked by the scrutineers on Saturday AM.

6. Onboard Camera and Pit Area Camera Footage

- If the Race Director or British GT Stewards requests your onboard or pit area camera footage via the app or radio, the team must deliver the requested footage to the relevant office (1st floor Race Control Building) as soon as possible.
- All cards need to be correctly labelled with your **car number** and footage correctly **time and date stamped**.

7. Race Control, Race Director, BGT Stewards and SRO Office

- Drivers may be summoned to see the Race Director or the British GT Stewards during the weekend, if required.
- The SRO and Race Director offices will be located in the Race Control building – 1st floor, the BGT Stewards office will be on the 2nd 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 or the BGT Stewards need to speak to the team manager in session please come to race control when requested.
- Incident Report forms may be used to report incidents involving your car only, these must be fully completed and submitted on the app within 10 minutes of alleged incident.
- The Race Director may issue decisions as a result of a report from a Judge of Fact.
- Incident investigations and other event issues will be dealt with by the British GT Stewards.

8. 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.



9. Pit Lane:

- Speed Limit in the Pit Lane is **50 Kph**
- STOP GO penalty box is located at **Pit Entry by Race Control Garages**
- Your pit allocation / working area, must be prepared for inspection on Friday afternoon by the Race Director and pit managers. By Free Practice, teams pit allocations are set, no more adjustments concerning your neighbours and other pit allocations.

10. 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 of Free Practice, 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.
- 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 cars must be released nose out 45 degrees towards the pit exit.
- Skates are permitted to position the car correctly at the start of any session.
- During all sessions cars must be parked parallel in the pit lane
- If a car is unable to enter their box parallel, the safe use of skates is acceptable, the car may safely approach their box at an acute angle to the working line and skate the rear into the parallel position.
- Cars may be released from 45 degrees towards the pit exit or from parallel before each category's second Qualifying session.
- Between Q1 and Q2, Q3 and Q4 skates may be used.
- Skates are not permitted at the end of each categories Qualifying sessions – end of Q2 (GT3) and end of Q4 (GT4), skates are not permitted when the cars are under parc ferme.
- No unsafe releases or overtaking in the pit lane during any session – offences will be penalised.
- Cars may only leave/move, once "Pit Stop work" is fully completed and they are ready to re-join.
- The safe release of cars to the fast lane may involve skating the car to an acute angle in order to clear any occupied pit box in front, all team members must be behind the working line prior to the release of the car to the fast lane.
- 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.
- Refuelling is only permitted during Free Practice, Warm Up and Race. Refuelling equipment and rig checks will be made on Saturday morning. Refuelling of the rig with dump churns must be carried out with equipment as specified in Motorsport NCR Ch.12.App11.Art.2
- Draining fuel during Pre-Qualifying and Qualifying is not allowed.

11. 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. NCR Ch.12.App.7.Art.1.6
- Track Limits will be monitored around the track, with particular focus at **Turn 1, 7 and 10**



- Track Limits: 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.
- **Pre-Qualifying:** any lap time set with Track Limit infringements will be removed, but 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 third infringement, a car will receive a Black and White Flag. After a fourth infringement, a car will receive a Drive Through Penalty. Further infringements will result in another black and white, followed by another Drive Through Penalty etc for the remainder of the hour. Track limits will reset to zero on the hour.

12. Qualifying

- A minimum of 1 timed lap (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.

13. 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.
- There is a Red Devils Parachute display planned during the grid procedure.
- 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.

14. Grid Board / Grid Walk:

- Grid boards must be present in the middle of the pit lane (between garage 19 and 20) 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.

15. 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 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
- Cars must remain in two lines passing above the boxes.
- When the leading car (safety car) pulls off (to the left hand side at T16) the pole position car must gradually increase speed to a maximum 110kph.
- 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.
- Any car overtaking and gaining a lasting advantage by running beyond the track edges at T1 will be referred to the Stewards.



16. Pit Stops/Working Line:

- The working line is defined as the 3rd white line outside the garages



- 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.
- No equipment may be in the working area before the car has stopped in front of the pit garage. On safety grounds, no boards may be used in the working lane.
- Cars may only leave the fast lane to move into their own working area 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. 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.
- 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.
- Teams must notify Race Control of any pit stops they make which do not include a Driver change and/or refuelling and which are therefore exempt from the minimum time. Use the **Pit Stop Group in the app** to inform Race Control when you have completed a pit stop that is not considered to be one of your 3 mandatory stops and detail what was done in the stop.
- Any time penalty issued to be served at the next pit stop involves the car stopping parallel at its working area, driver and car are in parc ferme conditions until time penalty is served, then pit stop can commence.



17. Live Video, GPS, in car marshalling system and circuit light panels

- All cars must have GPS system installed (antenna as per the as per the issued **antenna placement document**) and the in car marshalling display system installed in view of the driver and any on board camera installed.
- The event is being run with the light panels as the primary signalling system, supported by marshals flags and in car marshalling display system.
- As per regulation 19.2, the power provided for television is reserved for the official television provider and as such should not be used for any other equipment at any time during the Event, whether an onboard camera has been fitted or not.

18. Full Course Yellow

- In accordance with the Article 46.4 of the 2026 British GT Championship Regulations, the FCY procedure is detailed in an Event Bulletin

19. Safety Car:

- Safety Car procedure based on NCR Ch.12.App.8.Art.2. When the order is given to deploy the Safety Car, all marshal posts will display yellow signals and SC boards.
- The yellow lights on circuit will be switched on. (In car signalling display will also illuminate safety car)
- 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 after T15 to signal that it will enter the Pits at the end of this lap. (In car signalling display will signal green)
- The Safety Car lights will not be turned off (signifying the end of the SC procedure) until after T15 – in the event that the safety car lights appear to be extinguished prior to this location, cars are required to remain within the SC procedure regulations until confirmation that safety car is “in this lap” is confirmed on the radio and or timing screen messages.
- When it turns off the SC lights, the first car in line will dictate the pace until it crosses the line.
- Yellow signals and SC boards will be replaced with Green signals until the last car crosses the control line. 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.
- 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 at the end of 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.

20. Parc Ferme:

- **After Free Practice / Pre Qualifying** : No parc fermé; selected cars may be directed to stop at Scrutineering – BGT Tech Bay Garages 1-3 parc ferme area



2026 British GT Championship

Round 1: Silverstone 500 25 – 26 April 2026

Bulletin – Driver Briefing Notes



- **After Qualifying:** Selected cars will be directed to stop at Scrutineering – BGT Tech Bay Garages 1-3 parc ferme area (send 2 mechanics for assistance) all other cars back to Garages under parc ferme conditions.
- **After Race:** Podium cars will be directed to stop at Scrutineering – BGT Tech Bay Garages 1-3 parc ferme area (send 2 mechanics for assistance)
- Under parc ferme conditions, cars must not be touched unless accompanied by an Official.
- No access to the parc ferme area unless instructed by an Official.
- All other cars back to garages nose out – all cars are under parc ferme conditions.
- **Required Podium Cars:**
 - 1st, 2nd and 3rd placed Drivers in
 - GT3 Overall, GT3 Silver-Am, GT3 Pro-Am (Pro-Am podium only when the overall classification is **not** the same as the GT3 Pro-Am classification)
 - GT4 Overall, GT4 Pro-Am, GT4 Silver
 - Winning co-driver must go to the PARC FERME AREA for Live TV interview.
 - All other podium finishing co-drivers must go to the PODIUM AREA

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

Peter Daly
Series Race Director
Licence International 106814



THANK YOU FOR CONSIDERING THE ENVIRONMENT BEFORE PRINTING THIS DOCUMENT