

1. Sunday 11:00 mandatory GT3 GT4 & FFSA GT front row starting driver briefing

- British GT3 & GT4, FFSA GT front row starting drivers to be briefed by the Race Director in the Briefing Room 132, 11:00 Sunday.

2. 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).

3. Onboard and Pit Area Camera Footage

- If the Race Director or the 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.**
- **IMPORTANT REQUIREMENT:** All cards need to be **correctly labelled** with your **car number** and footage correctly time and date stamped.

4. Race Control, Race Director, Stewards and SRO Office

- Drivers may be summoned to see the Race Director or the Stewards during the weekend
- The SRO Team Relations, Stewards and Race Director offices 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 or the 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 the 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 Stewards.

5. Driving Standards

- ALL drivers must take care on track during all sessions.
- Predictable driving is expected.
- 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.
- British GT3 and GT4 must have lights on at all times (British GT4 cars have yellow lights)
- FFSA GT / Alpine Cup cars will not have lights on (with the exception of when track is declared wet.)

6. Pit Lane:

- We are using the full Pit Lane – T19 in, T4 out.
- Speed Limit in the Pit Lane is **50 Kph.**
- **STOP GO penalty box is located in your own working area.**
- Your 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.



7. 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 and Free Practice 2 (Pre-Qualifying), 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 all 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 cars must be released nose out 45 degrees towards the pit exit.
- 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.
- Between GT3 Q1 and GT3 Q2, GT4 Q1 and Q2 skates may be used. Cars must be released from 45 degrees towards the pit exit before each category's second Qualifying session.
- Skates are not permitted at the end of each categories Qualifying sessions – end of GT3 Q2 and GT4 Q2 - 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 1 and the Race.
- 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 Free Practice 2 (Pre-Qualifying) and Qualifying is not allowed.
- Each teams refuelling equipment and rigs will be checked by the safety scrutineers on Friday.

8. Track Limits:

- A track limit may be reported when all 4 wheels are beyond the white line, the white lines of the track define the extent of the track homologation. Please be reminded the circuit is only homologated for use between the white lines.
- Track limits will be monitored around the circuit with particular focus: Turn 3-4, Turn 17 Entry and Exit, Turn 19 Exit.
- Track Limits for the race: 1,2,3, 4th is a b/w warning flag, 5th is a final warning, 6th infringement will result in a 5s penalty for the car. This accumulates with further track limit infringements – 7th infringement results in another 5s, 8th infringement another 5s etc.
- Track limits accumulated during the first stint must be served as a time penalty at the start of the pit stop (under parc ferme); the accumulated time will be added to the car's pit stop time

- Track limits will reset **on the hour** ~~after the pit stop~~, the second stint will begin at 0 and follow 1,2,3, 4th is a b/w warning flag, 5th is a final warning, 6th infringement and each subsequent infringement will result in a 5s penalty for the car - time will be added post-race. Any unspent penalties will be added post-race.
- **Free Practice:** repeat offenders may receive a black flag, both drivers report to Race Control.
- **Free Practice 2 (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.
- **Important :** track limits at T19 will see both the previous and next laps removed
- **Race:** Track Limit infringements will be issued to Team Managers via the radio and/or screen.

9. 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.

10. Grid:

- We will use the Endurance Grid.
- The Lead Car (BYD "Safety Car") will be positioned at the front of the British GT cars (GT3 & GT4) and the BYD "Lead Car" will be positioned at the front of the FFSA GT / Alpine Cup cars to maintain a gap.
- 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.
- Permission is given to bring trolleys, tyres and wheels on the starting grid.
- Tyres changes on the grid are prohibited unless approved by the Race Director.
- Cars must access the Grid with marked tyres unless the Race is declared Wet.

11. Grid Board / Grid Walk:

- Grid boards must be present at the Grid Walk meeting point – bottom of Endurance Pit Lane / paddock side, 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 15s.

12. Race Start:

- Check Starting Driver Entry List for starting driver in each car / class.
- It is **not** planned to have two formation laps.
- 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 16-17 and be lined up two by two by Turn 19 - 1.
- The lead car (BYD "Safety Car") will pull over to the left hand side at Turn 18 and park.
- When the lead car (BYD "Safety Car") pulls off, the pole position car must maintain a speed of 50 – 60 kph into T1, then gradually increase speed to a maximum of 110kph.
- Cars must remain in two lines passing above the boxes.



- British GT (GT3 & GT4) race starts when the red lights go OUT at the Endurance Start Line. Lights will reset for the FFSA GT / Alpine Cup race start (there will be a controlled gap between the British GT4 and FFSA GT / Alpine Cup cars maintained by the BYD "Lead Car")
- FFSA GT/Alpine Cup race starts when the lights go from RED to GREEN at the Endurance Start Line.
- Any cars not in line over the boxes will be investigated and risk a drive through penalty.

13. Pit Stops/Working Line:

- The white line in front of the garages is the working line.
- 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. 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 (excluding the drivers) 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 pit stop times.
- A maximum of two armbands may be worn at any time.
- Any time penalty issued to be served at the pit stop **will be added to your minimum pit stop time. This penalty** must be served with the car in parallel. This involves the car stopping in its working area, driver and car are in parc ferme conditions until time penalty is served, then pit stop can commence. In case of congestion in the pit lane, the team must first skate the car into a parallel position. All team members must then withdraw from the car for the duration of the penalty. Once the penalty has been served, the pit stop may continue as normal.

14. 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.

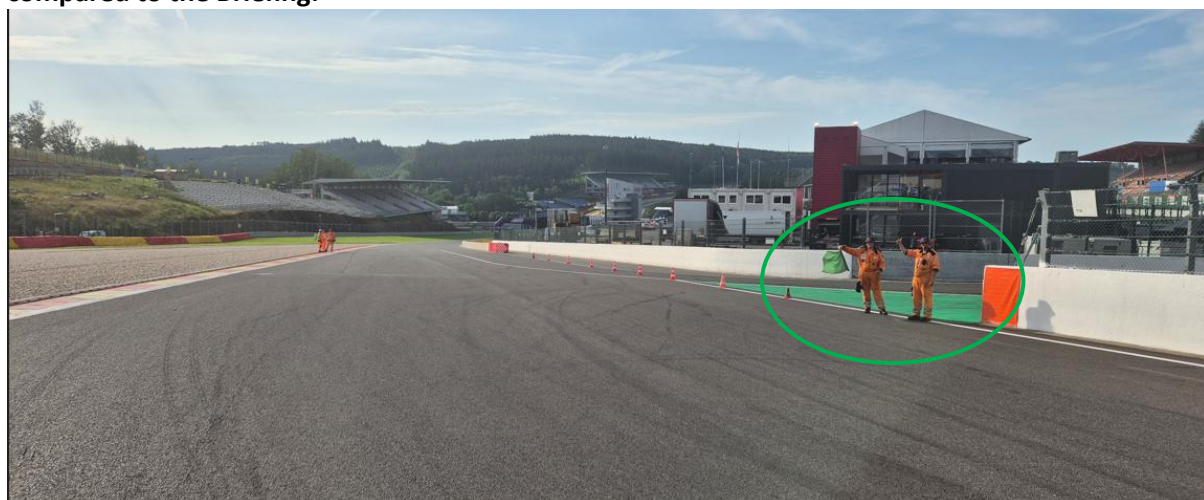


15. Full Course Yellow

- In accordance with the Article 46.4 of the 2026 British GT Championship Regulations, the FCY procedure is detailed in the Driver Briefing.

16. 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 the exit of Turn 4 and endeavour to pick up the Race leader with the exception of Lap 1 where the Safety car will be at T18.
- 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 signal from the Safety Car, 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 Turn 15 to signal that it will enter the Pits at the end of this lap.
- The Safety Car lights will not be turned off (signifying the end of the SC procedure) until after Turn 15 – 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. There will be yellow flags displayed up to T1, no overtaking until passing the green signal at the exit of T1 (AS PER BELOW PHOTOGRAPH). Note – this has been updated and amended compared to the Briefing.**



- 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.
- GT4 Wave by is not being used at this event.
- GT3 Class Split will be used at this event only, please see separate Event Bulletin for this procedure.

17. Red Flag Procedure in Race

- If there is a red flag outside of the pit-stop period (50 to 70 minutes after the race start), All cars must stop in the fast lane in the current running order.
- If there is a red flag during the pit-stop period, all cars must return to their working area and pit stops must be completed (if not already done), After their pit stop, each car will be under parc ferme conditions. In this scenario the minimum total GT3 and GT4 drive time will not apply. The maximum race time remaining will be no more than 60 minutes. Race restart time will be declared with Driver 2 now onboard. Cars will be called out in the running order based on the lap before the pit-stop period (50 minutes.) Prior to exiting the pit lane behind the safety car, the GT3 class split will be implemented.

18. Parc Ferme:

- **After Qualifying:** Selected cars may be directed to stop at BGT Tech Bay at pit entry (send 2 mechanics for assistance) all other cars back to Garages under parc ferme conditions.
- **After Race:** Selected cars may be directed to stop at BGT Tech Bay at pit entry (send 2 mechanics for assistance.) All other cars back to garages nose out (front wheels on the working line) – all cars are under parc ferme conditions.
- Under parc ferme conditions, cars must not be touched, unless accompanied by an Official. Should you require to relocate your car for any reason, please find a British GT official (in pit lane or on the App) to get permission. Do not move your car without permission.
- No access to the parc ferme area unless instructed by an official.
- **Required Podium Cars:**
- 1st, 2nd and 3rd placed Drivers in
 - GT3 Overall, GT3 Silver-Am, GT3 Pro-Am (if different from the Overall)
 - GT4 Overall, GT4 Pro-Am, GT4 Silver
- Winning GT3 and GT4 co-driver go immediately to the BGT Tech Bay for Live TV interviews.
- All other podium finishing co-drivers must meet outside garage 1-2, in the pit lane to be escorted upstairs to the F1 podium.



Peter Daly

Series Race Director

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