

# 2023 Intelligent Money British GT Championship

Round 5 & 6: Snetterton 17 – 18 June 2023

Bulletin 8: Driver Briefing Notes



## 1. **Mandatory front row start driver briefing**

- Race 1 and Race 2 GT3 and GT4 1st and 2nd place starting drivers meet on Sunday at 08:40 on the Grid to be briefed by the Race Director.

## 2. **Mandatory pit walk & autograph session**

- Sunday 13:35 – 14:05 push all available cars in garages out of the garage into the working lane.
- All drivers to be present in front of their garage or pit allocation, sitting for autograph signing.

## 3. **Radio Checks**

- Radio checks (Channel 3) 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).

## 4. **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 (1<sup>st</sup> floor Race Control Building) asap.
- All recordings need to be correctly labelled, time and date stamped.

## 5. **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 – 1<sup>st</sup> floor.
- The SRO office is located in the Circuit Office – 1<sup>st</sup> floor, beside media centre
- 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.

## 6. **Driving Standards:**

- ALL drivers to take care whilst on track during all sessions.
- GT4 cars 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.

## 7. **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 via the gate at Pit Entry or the gate at Pit Exit by the Podium.
- 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.

## 8. **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, 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.



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- 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 start of Q1 and Q3, 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 and cars may be released from 45 degrees nose out or from 45 degrees nose in and pushed back.
- Skates are permitted at the end of other sessions to get the car back in the garage or awning **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.
- The cars using garages 22, 23, 24, 25 & 26 are given permission to use more than FOUR personnel for the purposes of garaging their car ONLY (this area of the pit lane has a larger gradient relative to the rest of the garages. For safety reasons, when the car is on skates, more than four people are required to control and manoeuvre the car.)
- 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 move once the 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.
- Any car pushed back beyond the furthest white line of the red hatched area during a pit stop will be investigated, any cars that impede other cars that are travelling in the fast lane may be penalised.
- Cars located in the Paddock, after FP1 return to the Paddock via the pit lane gates (always come back to your pit allocation first. If you are in the pit lane at the end of FP1 push/skate the car back to the paddock.
- Cars located in the Paddock, after Pre-Qualifying, Qualifying and Races you will be directed to the scrutineering bay under parc ferme conditions and only return to your paddock location when parc ferme is lifted or when instructed to by an official.

### 9. 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.



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- Track Limits will be monitored around the track, with particular focus at Turn 1,3,5,7,9,12 using automatic cameras and judges of fact, a judge of fact will be in place to monitor Turn 4.
- Track Limits for the race: 3 warnings, 4<sup>th</sup> infringement = Drive Through Penalty (for the car).
- **Free Practice 1:** 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 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. A fourth infringement will result in a Drive Through Penalty – Team Manager may be requested to see 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.

## **10. 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.
- Free Practice 2 will be considered as a pre-qualifying session for the race(s).
- Ballast will be sealed prior to Free Practice 2 – Pre Qualifying.

## **11. 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. 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.

## **12. Grid Board / Grid Walk:**

- Grid boards must be present at the pit exit podium area at the time specified on the 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.

## **13. Race Start:**

- Check Starting Driver 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 8 and be lined up two by two by Turn 10.
- Drivers to pass two by two over the boxes.
- When the leading car (safety car) pulls off *into the pit lane* the pole position car will accelerate steadily and predictable 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.

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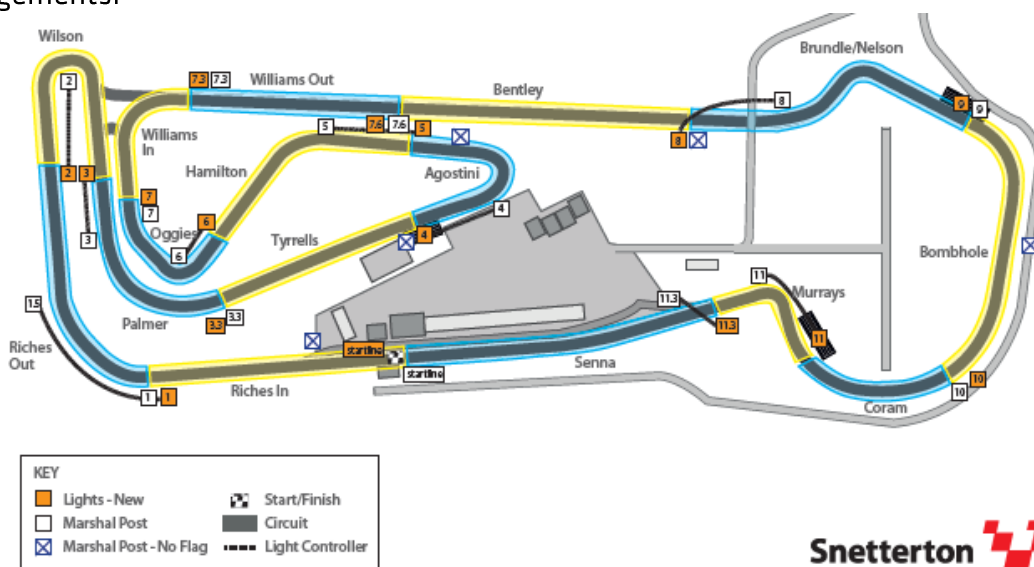


## 14. Pit Stops/Working Line:

- The working line is defined by the yellow line outside the garages or pit allocation.
- An allowance of 150mm over the working line has been made for the positioning of permanently placed air bottles that are part of the sprint rigs, placed in an agreed location. No other equipment is permitted over the working line until the car is stopped.
- Any team member stepping over the line will be considered active during the pit stops. Except for the paddock-based cars (without garages), where their tyre heaters are positioned in the pit lane necessitating tyre personnel over the working line.
- 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.
- Additional personnel 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.
- 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 mechanics and Car Controller wear flame-resistant overalls, long underwear including balaclava, gloves, socks and shoes and suitable helmets while they are working on the pit lane. Flame-resistant shoes are mandatory for all those wearing armbands. Eye protection in the form of visors or safety glasses is highly recommended for all personnel in the working lane, and mandatory for those wearing armbands.

## 15. Circuit light panels and in car dashboard signalling system

- The circuit will be using light panels. With back up from flag signals
- 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.



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## 16. 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 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. In car signalling display may also illuminate green LEDs.
- Cars may not overtake until they pass the control line.
- If during a safety car period a car is released from a mandatory 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.

## 17. Parc Ferme:

- **After FP1:** The Race Director may instruct selected cars to be placed under parc ferme conditions in their garages or at the Scrutineering Bay.
- **After Pre-Qualifying:** The Race Director will instruct selected cars to be placed under parc ferme conditions in their garages or at the Scrutineering Bay.
- **After Qualifying:** Selected cars will be directed to Scrutineering – pit exit, all other cars back to Garages or Awnings under parc ferme conditions – nose out.
- **After Race:** Podium cars and selected cars will be directed to Scrutineering – pit exit, all other cars under parc ferme conditions back to Garages or awnings, nose out.
- **Required Podium Cars:** 1<sup>st</sup> 2<sup>nd</sup> 3<sup>rd</sup> GT3 & GT4 Overall, GT3 Silver-Am, GT4 Pro-Am
- 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