

2025 British GT Championship

Round 1 – Donington Park: 5 – 6th April 2025

Bulletin 5 – Driver Briefing Notes



1. Sunday 08:45 mandatory front row start driver briefing

- GT3 and GT4 1st and 2nd place starting drivers to be briefed by the Race Director on the grid, meet in pit lane outside garage 14-15 (weather dependent – confirmed on the app)

2. Sunday 11:45 – 12:10 mandatory pit lane autograph session

- It is mandatory for all drivers to be present in front of their garage for autograph signing.
- It is encouraged that cars are pushed out of garages for display, but not mandatory.

3. 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).

4. Pit Lane Checks

- Each team’s fire extinguisher will be checked by the BGT pit managers. New purchase receipt or current valid service certificate is required.
- Each teams refuelling equipment and rigs will be checked by the scrutineers on Sunday AM.

5. Onboard Camera and Pit Area Camera Footage

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

6. 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.
- SRO, Race Director and British GT Stewards 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 British GT Stewards need to speak to the team manager in session please come to race control when requested.
- The Race Director will 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.

7. 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.

8. Pit Lane:

- Speed Limit in the Pit Lane is **40 Kph**.
- STOP GO penalty box is located at **Pit Exit**
- A tyre stack will be located to the left hand side of the pit entry timing line.



2025 British GT Championship

Round 1 – Donington Park: 5 – 6th April 2025

Bulletin 5 – Driver Briefing Notes



- 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 FP, but by PQ, teams pit allocations are set, no more adjustments concerning your neighbours and other pit allocations.

9. 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 30kph and being used to pad out your pit stop time.
- Refuelling is only permitted during warm up and Race. 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 NCR Ch.12.App11.Art.2
- Draining fuel during Free Practice, Pre-Qualifying and Qualifying is not allowed.

10. 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, 4 and 7 using automatic cameras and sensors.
- A tyre stack will be positioned on the inside of T9 and T10. Race Control will monitor the tyre stack for safety, track limits will not be called. If the tyre stack is significantly displaced, the session will be stopped.
- Track Limits: 3 warnings, 4th infringement = black and white flag, 5th 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.



2025 British GT Championship

Round 1 – Donington Park: 5 – 6th April 2025

Bulletin 5 – Driver Briefing Notes



- After a fourth infringement, a car will receive a Black and White Flag. After a fifth infringement, a car will receive a Drive Through Penalty – Team Manager will be requested to call or see the Race Director to confirm penalty.
- Further infringements will result in another black and white, followed by another Drive Through Penalty etc for the remainder of the race. Track limits will not reset on the hour.

11. 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.

12. 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.
- 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.

13. Grid Board / Grid Walk:

- Grid boards must be present in the middle of the pit lane (outside garage 14 - 15) 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.

14. 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 10 and be lined up two by two by Turn 12.
- Cars must remain in two lines passing above the boxes.
- When the leading car (safety car) pulls off into the pit lane, 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.

15. Pit Stops/Working Line:

- The white line is the working line (as per briefing slides)
- The working lane is defined as being from the white line to the first white (hatched line). The white hatched area is out of bounds.
- 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 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.



2025 British GT Championship

Round 1 – Donington Park: 5 – 6th April 2025

Bulletin 5 – Driver Briefing Notes



- 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.
- Each Competitor must ensure that its 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 in the working lane, including those involved in refuelling (both by refuelling rig and by dump churn). 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.

16. Circuit light panels and in car marshalling system

- All cars must have in car marshalling display system 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.

17. Full Course Yellow

- In accordance with the Article 46.4 of the 2025 British GT Championship Regulations, the FCY procedure is detailed in an Event Bulletin

18. 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 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 T8 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 T8 – 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.



2025 British GT Championship

Round 1 – Donington Park: 5 – 6th April 2025

Bulletin 5 – Driver Briefing Notes



- 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.

19. Parc Ferme:

- **After Free Practice / Pre Qualifying :** No parc fermé; selected cars may be directed to Scrutineering – BGT Tech Bay at pit exit.
- **After Qualifying:** Selected cars will be directed to go to Scrutineering – BGT Tech Bay at pit exit scrutineering parc ferme area (send 2 mechanics for assistance) all other cars back to Garages under parc ferme conditions.
- **After Race:** Podium cars and selected cars will be directed to go to Scrutineering – BGT Tech Bay at pit exit scrutineering parc ferme area.
- 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 and GT4 Endurance Cup

Winning co-driver must go to the PODIUM 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 10684

