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BRITISH GT CHAMPIONSHIP REGULATIONS 2017



.....
Benjamin Franassovici – Co-ordinator

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Date

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The
Stephane Ratel Organisation



2017 British GT Championship Regulations

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British GT Champions

2016	Derek Johnson & Jonny Adam	Great Britain/Scotland	TF Sport – Aston Martin GT3 Vantage
2015	Andrew Howard & Jonny Adam	Great Britain/Scotland	Beedean AMR – Aston Martin GT3 Vantage
2014	Marco Attard	Great Britain	Ecurie Ecosse – BMW Z4 GT3
2013	Andrew Howard	Great Britain	Beechdean AMR – Aston Martin GT3 Vantage
2012	Daniele Perfetti & Michael Caine	Switzerland/Great Britain	Motorbase – Porsche 997 GT3 R
2011	Jim & Glynn Geddie	Scotland	CRS Racing – Ferrari 458 Italia
2010	David Ashburn	Great Britain	Trackspeed – Porsche 997 GT3R
2009	David & Godfrey Jones	Great Britain/Great Britain	Team Preci – Spark – Ascari KZ1R
2008	Jon Barnes & James Gornall	Great Britain/Great Britain	Team Trimite Brookspeed - Viper Competition Coupe GT3
2007	Alex Mortimer & Bradley Ellis	Great Britain/Great Britain	Team RPM - Viper Competition Coupe GT3
2006	Chris Niarchos & Tim Mullen	Canada/Northern Ireland	Scuderia Ecosse - Ferrari 430 GT2
2005	Andrew Kirkaldy & Nathan Kinch	Scotland/Scotland	Scuderia Ecosse - Ferrari 360GTC
2004	Johnathan Cocker	Great Britain	Gruppe M - Porsche
2003	Tom Herridge	Great Britain	Rollcentre Racing - Mosler MT 900R
2002	Thomas Erdos & Ian McKellar (GT1)	Brazil/Great Britain	Graham Nash – Saleen
2001	David Warnock & Mike Jordan	Great Britain/Great Britain	Lister Storm
2000	Calum Lockie	Great Britain	Marcos Mantara LM600
1999	Julian Bailey & Jamie C. Walter	Great Britain/Great Britain	Lister Storm GTL
1998	Kurt Luby & Richard Dean	Great Britain	Oftedahl Chrysler Viper GT S-R
1997	Tim Sugden & Steve O'Rouke	Great Britain/Great Britain	Porsche 911 GT2
1996	Ken Thomson	Great Britain	Darrian T90
1995	Chris Hodgetts	Great Britain	Marcos LM600
1994	Thorkild Thyrring	Denmark	Lotus Esprit S300
1993	John Greasley	Great Britain	Porsche 935 K3 Turbo

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1 SPORTING REGULATIONS – GENERAL

1.1 Title & Jurisdiction

The 2017 British GT Championship (“the Championship”) is organised and managed by the British Racing & Sports Car Club (“BRSCC”) and is promoted by The Stephane Ratel Organisation Limited (“SRO”), collectively and separately “the Organisers”, in accordance with the General Regulations of the Motor Sports Association (“MSA”) incorporating the provisions of the International Sporting Code of the FIA, these Championship Regulations and the SRO Commercial Undertakings.

The Organisers reserve the right to issue championship bulletins amending or clarifying the Regulations in accordance with the MSA Regulations [D 11.1.3] at any time before or during the championship and further issue additional statements concerning the regulations from time to time, subject to MSA approval, and all such statements will be issued by championship bulletin to the MSA and to all registered competitors either by post to the address detailed on the registration form, e-mail, website, fax or delivery by hand. It is the responsibility of registered competitors to notify all members of their Team and ensure that they are fully aware of the Regulations and any subsequent clarifications and/or amendments. It is a condition of entry into the championship that all competitors, teams, team members and persons associated with any of the above agree to be bound by the Regulations including any amendments, variations or statements relating thereto.

MSA Championship Permit No: **CH2017/R002**

Race Status: **International**

MSA Championship Grade: **A**

1.2 Officials

1.2.1	Championship Co-ordinator	Benjamin Franassovici
1.2.2	Championship Eligibility Scrutineer	Jon Crook
1.2.3	Permanent Championship Race Director	Bernard Cottrell
1.2.4	Championship Stewards	David Walton Jamie Champkin Richard Norbury Esmor Jones

Any three of the Championship Stewards may make a decision.

In the event of any of the Championship Stewards listed above being unavailable or being unable to consider any particular matter due to a perceived conflict of interest, the Organisers reserve the right to appoint an alternative Championship Steward or, if deemed to be necessary, more than one alternative Championship Steward.

G) 2.7 Championship Stewards may only adjudicate on any disputes, irregularities or appeals arising from the approved Championship regulations.

(G) 2.7.1 Championship Stewards are also empowered to consider any request from the Championship co-ordinator to penalise any Competitor for any breach of Championship regulations after holding a formal hearing to impose a penalty in accordance with C.2.1.1 (subject to the rights of appeal provided for in Section C).

(W) 2.2.1 The Championship Stewards can only adjudicate upon any disputes, irregularities or appeals arising from the approved Championship Regulations. They are also empowered to consider any request from the Championship Co-ordinator to penalise any Competitor for breach of Championship Regulations and, after holding a formal hearing, to impose a penalty in accordance with C.2.1, subject to the rights of appeal to the MSC provided in Section C.

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1.3 Competitor Eligibility

1.3.1 Entrants must be in possession of a valid Entrant International **Restricted** Licence and if the entry is not made by a holder of a valid International Entrants Licence, the driver(s) will be considered to be the entrant under MSA Regulations.

1.3.2 All drivers:

(a) should be graded by the FIA <http://www.fia.com/fia-driver-categorisation>

(b) must complete their eligibility form and submit it to the championship organiser. At the start of the season, or before each race, drivers who have not previously been classified must apply to the Championship Coordinator in order to receive a classification. This must be received in good time, late requests needing grading may incur additional weight or time penalty to the entry.

(c) be in possession of a current valid International (C) competition licence as a minimum

(d) and valid International Medical Record Card. Holders of competition licences issued by ASN's other than the MSA must produce permission (visa) to compete from their licence-issuing ASN (National Sporting Authority), under Article 3.9.4 of the International Sporting Code.

(e) If participation in the Championship requires absence from education a driver, in full time school education is required to have the approval of their head teacher and a letter stating such approval from their school in order to fulfil registration for the Championship. A driver shall not take time out of their education to participate in motor sport without the prior written approval of the education establishment.

1.3.3 All Competitors must sign on before taking part in each event and all necessary documentation must be presented at this time for checking.

Entrant: all new competitors' entrant licence will be checked during sign-on at their first round. Competitors not holding a valid entrant licence will need to inform the Championship Coordinator of the entrant name. The Clerk of the Course will only communicate with the entrant in the event of any judicial decision.

1.3.4 Competitors must ensure that their cars comply with the conditions of eligibility and safety throughout the entire event.

All competitors cars should be presented to the event Scrutineers at the allotted times.

Any vehicles reported as having been involved in contact incidents during races or practice must be re-presented to the event Scrutineers before continuing in the event.

1.4 Registration

1.4.1 Any teams wishing to take part in the Championship must register as competitors by returning the Registration and Entry Form and appropriate Fee to the Championship Coordinator by **February 28th** 2017. Only teams with an Entrants Licence will be allowed to register for the championship.

Teams joining the Championship during the season must enter a minimum of 7 working days prior to the start of the first event they wish to enter, failing which they may incur a £500 admin charge.

1.4.2 The Entry Fee must be paid in full to SRO for an amount of:

GT3 £22,500 plus VAT

GT4 £20,500 plus VAT

GTC £19,000 plus VAT

This will cover the entry for one car in all Championship events for the season.

Race by Race entries will be accepted at the following rates:

GT3, GT3 B, GT4, GTC and Invitation Class per Event £3,500 plus VAT

Race by Race entries will work from the paddock unless garages are available.

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Please note: the current rate for VAT is 20% and is subject to any change in the official rate during the season

- 1.4.3 Upon registration permanent competition numbers for the Championship will be issued by the Championship Coordinator. The Championship number panels and decals cannot be modified in anyway.

GT3 & GT3 B	2 – 39
GT4	41 – 69
GTC & Invitation	70 – 99

Specific numbers can be requested and may be accepted at the organisers discretion.

The number 1, 40 and 70 plates will be issued by SRO at their discretion.

- 1.4.4 No refund will be made should an Entrant/Driver not take part in one or more of the Championship events.
- 1.4.5 The Entrant is responsible for advising the Championship Coordinator in writing at least one week before the event of any changes to their entry. Any pairing changes are subject to approval by the organisers and may result in a weight or time adjustment.
- 1.4.6 Acceptance or rejection of an Entry is entirely at the discretion of the organiser.

Specific numbers can be requested and may be accepted at the organisers discretion.

The number 1, 40 and 70 plates will be issued by SRO at their discretion.

1.5. Championship Rounds

- 1.5.1 The 2017 British GT Championship will be contested over **7 Events for GT3, GT3 B, GT4, GTC and Inv** at the following venues:

Event	Dates	Rounds	Venue	Club
1	15 & 17 April	1 & 2	Oulton Park	MSVR
2	29 - 30 April	3	Rockingham	BRSCC
3	27 - 28 May	4 & 5	Snetterton	MSVR
4	10 – 11 June	6	Silverstone 500	BRSCC
5	7 – 8 July	7	Spa Francorchamps	RACB
6	5 – 6 August	8	Brands Hatch	MSVR
7	23 -24 September	9	Donington Park	BRSCC

- 1.5.2 Certain rounds may be designated as qualifying rounds for additional awards. These additional awards and the qualifying rounds (if any) will be notified in an official Championship Bulletin.
- 1.5.3 The Championship Organisers reserve the right to amend the format for each round and the published list of rounds, in which case an official Championship Bulletin will notify all registered competitors and neither the Championship Organisers, nor the race organisers or promoters shall be liable for any consequential loss or damages. MSA Regulation [D 11.1.3] applies.

1.6 Scoring

- 1.6.1 Points will be awarded for each race towards the individual class championships, Pro/Am, **Silver/Am, Am Cup** and Silver Cup Classifications as follows:

1 st	2 nd	3 rd	4 th	5 th	6 th	7 th	8 th	9 th	10 th
25	18	15	12	10	8	6	4	2	1

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150% points will be awarded for races longer than 1 hour as follows:

1 st	2 nd	3 rd	4 th	5 th	6 th	7 th	8 th	9 th	10 th
37.5	27	22.5	18	15	12	9	6	3	1.5

Race by Race entries will **not score points from and including Round 4 (Silverstone 500)** unless they have already competed during the season with the same driver pairing (subject to Organisers approval).

GT3 Am Cup Entries will score 150% GT3 Pro/Am points if they finish in overall Top Ten.

GT3B Entries will score GT3 points if they finish in overall Top Ten.

- 1.6.2 Full points will be awarded to each driver being classified for each race when a final result is published. Only eligible drivers may score points. Drivers of Invitation Class cars will not score points. Points will be awarded for the overall classification in each class and additionally in Pro/Am, **Silver/Am, Am Cup** and Silver Cup Classifications
- 1.6.3 Ties will be resolved according to MSA Regulation [W 1.3.4] in the current MSA Yearbook.
- 1.6.4 Where the race distance has been reduced (2.6) it shall count as a full points scoring round.
- 1.6.5 Each car will be driven by two drivers (three driver option is possible during races longer than 2 hours – subject to driver grading and Organiser's approval)

The drivers will be classified in four different categories: A - Platinum, B - Gold, C - Silver and D - Bronze. They will be categorised by the Championship Panel. The Championship Panel will consist of

- Benjamin Franassovici
- Jon Crook
- Dominic Ostrowski

The Championship Panel will adjudicate this list and any driver who is dissatisfied with their classification may appeal this decision in writing to the Championship Stewards.

The following pairings will not be allowed.

A + A	Not Allowed
A + B	Not Allowed
A + C	Not Allowed
B + B	Not Allowed
B + C	Not Allowed

Category C + C pairings will incur a penalty. Please refer to Section 4 (Championship Penalties).

The Organisers reserves the right to re-grade drivers and adjust specific pairings by weight or time adjustment or by other means of adjustment during the season.

At the discretion of the Organisers permission may be given for a driver to be a single driver entry. A time penalty will be imposed as Section 3 (Championship Penalties).

Any driver found to have misled the organisers may forfeit all his points up to the time of disclosure. In addition his co-driver and his team will also forfeit all points contributed to by that driver

- 1.6.6 If there are less than 3 (three) starters in each class, the points awarded for that class will be divided by two.
- 1.6.7 Time Penalties will be allocated to cars and drivers finishing in the top three places in GT3 and GT4 in a race. These time penalties will be added to the minimum pit stop duration for that competitor at the next championship round in which that competitor competes.

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	1 hour races
1 st	10 seconds
2 nd	7 seconds
3 rd	5 seconds
	Races longer than 1 hour
1 st	20 Seconds
2 nd	15 Seconds
3 rd	10 Seconds

Time penalties will correspond either to the time penalties allocated to the car or to that allocated to any driver entered in the car, whichever is greater. The organiser reserves the right to adjust stoppage times

1.7 Awards

1.7.1 All awards are to be provided by SRO.

1.7.2 Per Round

1.7.2.1 A trophy to 1st, 2nd & 3rd in GT3 and GT4.

1.7.3 Championship

1.7.3.1 The title/trophy of British GT Champion will be awarded to:

The driver or pair of drivers who have the most points from the GT3 category.

A trophy will also be presented to the driver or drivers finishing 2nd & 3rd in class.

1.7.3.2 The title/trophy of winner of the GT4 will be awarded to:

The driver or pair of drivers who have the most points from that category.

A trophy will also be presented to the driver or drivers finishing 2nd & 3rd in class.

1.7.3.3 The Team Trophy.

The Team Awards will be awarded in GT3 and GT4 to the team scoring the most points in accordance with the following:

- Teams with two cars registered in the same class will both score points if eligible toward the Teams title in GT3 and GT4 and will receive a Trophy.
- Team Trophy Points awarded will be as per the class race points, i.e. 25-18-15-12-10-8-6-4-2-1. The team can only be awarded the points scored if the drivers of the car are eligible; i.e. if the drivers are not eligible to score points, the team will not be awarded points. All rounds to count.
- MSA Regulation [D 7.1.12] applies. Entrant Licence holders only may qualify per team award. Trophies will be consigned to the entrant licence holder or the designated entrant driver.

1.7.4 Presentations

Trophies will be provided for each round (as applicable) and will be presented at the end of each race.

Attendance at the presentation ceremony is mandatory. The top three driver pairings in the GT3 and GT4 classes should attend the podium within 5 minutes of the race finish. Drivers' overalls must have the official Championship patches and

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drivers must wear the official Championship caps during the presentation ceremony - Failure to do so may lead to a penalty being imposed.

1.7.5 Entertainment Tax Liability

In accordance with current Government Legislation, the Organisers of every round are legally obliged to withhold tax at the current basic rate on all payments to non-UK resident sportsmen/sportswomen. That is, those persons who do not have a normal permanent residence in the UK. The UK does not include the Isle of Man, Channel Isles or Eire.

This means that the organisers of every round are required to deduct tax at the relevant rate, from such payments they may make to non-UK residents.

Under certain circumstances, it may be possible for competitors to enter into an agreement with the Inland Revenue to limit tax withheld. Any application for such an arrangement must be made in writing and not later than 30 days before payment is due.

For further information contact: - The Inland Revenue, Foreign Entertainers centre for Non-residents, Standard John's House, Merton Road, Merseyside. L69 9BB. Tel: 0151 472 6488

1.7.6 Title to All Trophies

In the event of any provisional results being revised after any provisional presentations and such revisions affecting the distribution of any awards the competitors concerned must return such awards to the SRO in good condition within 7 days.

1.7.7 Bonuses

The organisers/sponsors/promoters reserve the right to provide additional awards for and during the Championship.

1.8 Advertising

1.8.1 Competitors may put their own advertising decals on the car, subject to compliance with the relevant MSA Regulations and these Championship Regulations.

Competitors are reminded of the restrictions on tobacco advertising; (see MSA Regulations H28. No display may contain offensive material and any ALCOHOL related advertising on a car MUST BE AUTHORISED IN WRITING by SRO, no later than 7 days before the event.

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2 CHAMPIONSHIP RACE MEETINGS and RACE PROCEDURES

2.1 Entries

2.1.1 Competitors are responsible for submitting correctly signed and completed entries prior to the closing date for entries before each event.

2.1.2 Incorrect or incomplete entries are to be held in abeyance until they are complete and correct. The date of receipt for acceptance of entry purposes shall be the date on which the Meeting Organiser receives the missing or corrected information or fee.

2.1.3 Any withdrawal of entry or driver/car changes made after the acceptance of any entry must be notified to the Meeting Organisers in writing (MSA Regulation [D 25.1.12] applies).

Changes of this nature will incur an administration charge.

2.1.4 The Registration and Entry Form must be lodged with the Championship Coordinator on behalf of the Championship Organisers. This single entry form can cover all rounds/events of the Championship for the 2017 season.

2.1.5 Any team wishing to take part in any single event in the Championship must register as competitors by returning the Entry and Registration Form with the entry fee to the Championship Coordinator a minimum of 7 working days prior to the start of the event to be entered.

A payment made out to SRO for the amount specified in the Championship Regulations must accompany the Entry and Registration Form along with copies of both the Entrants Licence and the Drivers' Race Licences.

2.1.6 The Race Organisers will acknowledge all correct and complete Entry and Registration Forms within 8 days of receipt.

2.1.7 Competitors will receive for each car registered personnel passes and vehicle passes. A charge will be made for any passes that have to be replaced for any reason.

2.1.8 The Entry List must match the title on the Entrant's Licence.

2.1.9 At each circuit where a round of the Championship will be held the MSA track licence will specify the maximum number of cars allowed to start a race ("the race starters number").

In accordance with MSA Regulation [Q 4.5.4], the number of cars permitted to practice/qualify can exceed the race starters number by 20% ("the qualifying number").

If the number of entries for any race exceeds the race starters number, all competitors will be allowed to take part in the race practice/qualifying sessions, subject to the number not exceeding the qualifying number.

2.1.10 If a round of the Championship is over-subscribed to the extent that all competitors cannot be accommodated, then the organisers will select the cars accepted to qualify by applying the following priorities:

- A Registered competitors who have entered in the Championship for the full season.
- B Date of Payment
- C Registered competitors who have taken part in previous rounds of the Championship in order of the number of rounds contested.
- D Registered competitors who have scored points in the Championship class in order of points scored to date.
- E Registered competitors competing in the Championship for the first time.

2.1.11 Reserves may be nominated according to their class, a pro rata criteria will be applied between GT3, GT4, GTC and GT3 B

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2.1.12 Reserves who set a time in the correct qualifying session will take precedence, in reserve number order, over any accepted entry whose qualifying times are disallowed, or who does not set a time during the correct qualifying session for the race.

2.2 Briefings

2.2.1 The Organisers should notify competitors of the times and locations for all briefings in either the final instructions and/or bulletins issued for all meetings.

2.2.2 It is mandatory that all drivers attend briefings at the specified times (MSA Regulations [H 33.1.3]). A driver non-attendance or late arrival at driver briefings may result in penalties being imposed by the Clerk of the Course. Each driver must sign an attendance sheet on arrival at the briefing.

2.3 Qualification Practice & Testing

2.3.1 Should any Practice session be disrupted the Clerk of the Course shall not be obliged to resume or re-run the session; the decision of the Clerk of the Course shall be final.

2.3.2 Each driver should complete 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 in order to qualify for selection and order of precedence. Should any driver fail to meet this criteria, the car may be permitted to start at the discretion of the Clerk of the Course after application of the penalty as detailed in Section 4 – Championship Penalties.

2.3.3 Free Practice may include a Bronze (Category D driver) only session (see event timetable).

2.3.4 Should the need arise to stop practice/qualifying, Red lights will be switched on at the Start Line and at all Signalling Points around the circuit in conjunction with red flags. This is the signal for all drivers to cease driving at racing speed and proceed slowly, without overtaking, and with maximum caution to the pits obeying marshals instructions and being prepared to stop should the track be blocked.

2.3.5 Registered entries (cars with drivers) are prohibited from testing at the same relevant venue/circuit from the Monday before the race weekend. Testing is prohibited in any form of vehicle unless permission is granted by the Organisers. A list of pre-approved professional driver coaches will be permitted to coach non-British GT related clients within this ban subject to organisers approval. If this privilege is abused it will be revoked. Bronze drivers are forbidden to test or coach the week before the relevant event.

Registered entries testing within this ban will start from the back of the grid and may be fined up to £5,000. Any doubts, please check with the organisers before going ahead. Official testing sessions may be permitted and if so will be announced via team bulletins.

2.3.6 All drivers should complete a minimum of 3 timed laps in Free Practice unless with prior arrangement of the Race Director.

2.3.7 The drivers must, in order to qualify, set a time lower than or equal to 115% of the fastest time in their respective class. Drivers not complying with the above may be able to start at the discretion of the Clerk of the Course. The Clerk of the Course and/or Stewards of the Meeting shall have the right to exclude any driver whose practice times or racing are considered unsatisfactory.

2.3.8 Qualifying for 1 Hour Races

Each Class will have two qualifying sessions, one for each driver. The first qualifying session will set the grid for the first race and the second qualifying session will set the grid for the second race. No refuelling is allowed between qualifying sessions

The driver starting the first race must qualify in the first session and the driver starting the second race must qualify in the second session. Only one driver is permitted in each qualifying session. The driver with the highest ranking must start the second race. In the event of both drivers having the same ranking, the most experienced/ fastest driver must take part in qualifying session 2 and start race 2. The Team must notify the Championship Co-ordinator which driver will start each race before the end of the published scrutineering time. This will be subject to the approval of the Organisers. The official form,

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available from the Championship Co-ordinator, must be used for this purpose. If the name of the driver is not handed in within the stipulated time, the Clerk of the Course will designate the drivers.

2.3.9 **Qualifying for Races longer than 1 Hour**

Each Class will have two qualifying sessions, one for each driver. Each driver will qualify in a session with the lowest graded driver taking part in the first session. Driver pairings with the same ranking will be allocated a session by the Organiser. Both drivers must compete 2 timed laps (not including Out and In laps). Fastest lap times from both sessions will be aggregated and will be used to determine the grid order with the lowest aggregate time in pole position. Lowest ranking driver will start the race (2 hours and 3 hours). If pairings have the same grading, then the driver with the slower time in qualifying will start the race. Should either or both drivers not be able to set a lap time during the qualifying session, the Team may be allowed to start at the back of the grid at the discretion of the Clerk of the Course.

Approved 3 driver line ups for the 3 hour race must nominate the lowest ranking driver to take part in the qualifying session. All driver to at least take part in the Free Practice sessions.

The Organisers reserve the right to amend the qualifying format via a team bulletin on event or during the season.

2.3.10 After the qualifying sessions, if the number of cars qualified is greater than the maximum number of cars authorised to take part in the race priority will be given to the competitor as per 2.1.10

2.4 **Races**

2.4.1 Should any race be disrupted the Clerk of the Course shall not be obliged to resume or rerun the race (Q 5.4) (1.6.4. above applies).

2.4.2 Each race will have a scheduled race distance specified as a period of time by the race organisers. The race leader will be deemed to have finished the race the first time that the race leader crosses the Finish Line after the time period has elapsed.

2.4.3 In a case where more than one race is scheduled at the same event they may be combined to form an endurance race at the Organisers' discretion.

2.4.4 Where two races are to be run, any competitor whose car has not been classified for whatever reason in the first race, must confirm the participation of the car in the second race at the latest 60 minutes before the start of the race.

2.5 **Starts**

No tyre trolleys are permitted on the grid unless confirmed by the Clerk of the Course by radio. 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 Clerk of the Course.

2.5.1 **Countdown**

Unless the Detailed Event Timetable specifies otherwise, the normal countdown procedures/audible warning sequence shall be:

12 minutes to start of pace lap Pit exit open in two minutes audible warning.

10 minutes to start of pace lap Pit exit opened audible warning.

7 minutes to start of pace lap Pit exit closes in two minutes audible warning.

5 minutes to start of pace lap Pit exit closed audible warning. All cars must have wheels fitted. Teams must have On-Board Camera switched on and recording.

3 minutes to start of pace lap Audible warning and 3-minute board shown at Start Line. Clear the Grid of all non-

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team personnel and major equipment. Cars must be resting on their wheels on the ground. Any car not resting on wheels on the ground may be given a stop and go penalty

2 minutes to start of pace lap	Audible warning and 2-minute board shown at Start Line. Clear the grid signal/Grid closed. All work on cars must be complete by this time. Any car being worked on after the showing of the 2 minute board may be given a stop and go penalty.
1 minute to start of pace lap	Audible warning and 1 minute board shown at Start Line. Clear the Grid/Start engines.
30 seconds to start of pace lap	Audible warning and 30 second board shown on Start Line.
Green Flag. Start of the pace lap	The pace lap will normally be one lap. Exceptions to this are either when track conditions dictate or the grid formation is not correct for the start.

The organisers reserve the right to modify the above countdown if deemed necessary.

Cars re-entering the pit lane before the start of the race will not be allowed to rejoin the grid and will start the race from the pit lane.

2.5.2 Rolling Starts

2 x 2 line astern Grid formation.

2.5.2.1 The Organisers official leading car will pull off at the end of the pace lap. The cars will continue on their own with the pole position leading at a minimum speed of 70kph and a maximum of 90kph. A judge of fact may monitor the speed of the car in pole position by radar. Any divergence between the prescribed speeds (70/90kph) before the start is given may result in a stop and go penalty. During the formation lap the red light will be on. No car may overtake another one before the starting signal is given. The Race Director at his discretion may direct that when the starting signal is given no car may overtake another until they have crossed the start line. Competitors will be informed by an Event Bulletin. In the event that the starting lights fail the Starter will revert to using the National Flag.

2.5.2.2 Any cars removed from the grid after the 1-minute stage or driven into the pits on the pace lap shall be held in the pit lane. They may start the race after the last car to take the start from the grid has passed the start line or pit lane exit, whichever is the later

2.5.2.3 If one or more cars are removed from the starting grid, these gaps will not be closed up.

2.5.2.4 Any drivers unable to maintain grid positions on the pace lap MUST drop to the back of the grid if all of the cars have passed. All other cars must maintain their original grid positions and not close any gaps. A driver can only re-take his place if all the cars have not passed him.

2.5.3 Aborted Start

If the start is aborted prior to the leading car pulling off, the leading car will not extinguish his roof lights and will continue to lead the field around the circuit for an additional pace lap and a new start will be attempted in accordance with the above.

If the race start is aborted after the leading car has left the circuit the signal to start will not be given, and the start lights will remain at red. When this signal is given, all cars should exercise extreme caution and return slowly round the circuit maintaining their original grid positions stopping on the grid. The race start countdown procedure will then be repeated from the one-minute countdown point. At the discretion of the Clerk of the Course, the race distance may be reduced accordingly.

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2.5.4 **False Start**

If a competitor is judged to have started illegally and thus gained an advantage the Clerk of the Course may impose a drive-through penalty.

2.5.5 **Drive Through Penalties**

2.5.5.1 The driver will be notified as soon as possible by means of a board displayed at the Start Line and the team will be notified where possible via the timing screen monitor or verbally by an official of the meeting.

2.5.5.2 After notification has been given the competitor must not complete more than 3 laps before taking the Drive Through Penalty. The driver must enter the Pit Lane, obeying the Pit Lane Speed Limit and drive through the Pit Lane without stopping at their pit and rejoin the race. However, a driver is not permitted to enter the Pit Lane to take a Drive Through Penalty during a Safety Car Intervention period, which for this purpose is deemed to be over when the car, subject to the Penalty, passes the Green Flag at the Start/Finish Line on the track.

2.5.5.3 Any driver failing to comply fully with this Regulation may be black-flagged. Failure to observe the Pit Lane speed limit whilst taking a Drive Through Penalty will result in a similar penalty or retrospective time penalty being applied.

2.6 **Session Red Flag**

2.6.1 Should the need arise to stop any race, red lights will be switched on at the Start Line and red flags will be displayed at the Start Line and at all Marshals/Signalling Points around the circuit.

This is the signal for all drivers to cease circulating at racing speeds, to slow to a safe and reasonable pace with no overtaking and to return to the starting grid area, which will automatically become a Parc Fermé area.

Cars may not enter the pits unless directed to do so. Work on cars already in the pits must cease when a race is stopped.

2.6.1.1 **Case A: Less than two laps completed by the race leader.**

The Race will be null and void. The race will restart from the original grid positions. Competitors unable to take the restart may be replaced by reserves who will start from the back of the grid in reserve order. Gaps on the grid should not be closed up. The length of the restarted race will be determined by the Clerk of the Course. MSA Regulation [Q 5.4.1 applies]

2.6.1.2 **Case B: More than two laps completed by the race leader but less than 75% of the scheduled distance**

The race will be considered to have been suspended and run as a two part race. Cars will be restarted from a grid set out in the finishing order of the first part of the two part race, which shall be based upon the order of crossing the finish line (track position not race order) at one lap less than at the time of the first showing of the Red flag. Competitors in the pits at the time of the Red Flag will be allowed to join the back of the train when safe to do so. The result of the race will be the finishing order at the end of the restarted race (drivers "one lap down" in the first part shall be deemed to have finished the race "one lap down" unless they have unlapped themselves). The length of the restarted race will be determined by the Clerk of the Course.

2.6.1.3 **Case C: More than 75% of race completed.**

If the leader has completed more than 75% of the race distance or duration it shall not be re-started and the results will be declared in accordance with MSA Regulation [Q 5.4.3], unless the Clerk of the Course, in consultation with the Stewards deem it appropriate to restart the race.

2.7 **Pits, Paddock & Pit Lane Safety**

2.7.1 **Pits**

Competitors must ensure that the MSA, Circuit Management and Organising Club Safety Regulations are complied with at all times.

2.7.2 **Pitlane**

The outer lane or lanes are to be kept unobstructed to allow safe passage of cars at all times. The onus shall be on all drivers

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to take all due care and drive at minimum speeds in the pits.

2.7.3 Refuelling
See section 3

2.7.4 Speed Limit
Pit Lane Speed Limited will be 50 km/h.

2.8 Race Finishes

After taking the Chequered Flag drivers are required to progressively and safely slow down and remain behind any competitors ahead of them, return to the Pit Lane entrance/Parc Ferme as instructed, comply with any directions given by marshals or officials and keep their helmets on and harnesses done up while on the circuit and in pit lane.

2.9 Results

2.9.1 All Practice Timesheets, Grids, Race Results are deemed provisional until all vehicles are released by Scrutineers after Post Practice/Race Scrutineering and/or after completion of any Judicial or Technical Procedures.

2.9.2 In order to be classified in the results, competitors must have completed 70% of the race distance (laps) covered by the class winner.

2.10 Timing Modules

2.10.1 All competitors will be required to purchase and fit an Electronic Self Identification Modules to their cars for the purposes of accurate timing (These modules must be compatible with the timing systems used for the championship). Holders for these and detailed fitting instructions will be issued with the transponders and it will be the responsibility of the competitor to fit these in the car in the position and manner specified. The Modules must be in place and functioning correctly for all Championship qualifying practice sessions and races. The setting and servicing of these items must only be carried out by properly authorised MSA licensed Timekeepers. Competitors will be charged by the timing company for replacement of the Modules due to misuse or loss at any time during the season.

2.10.2 A driver Identifying Transponder (MyLaps Direct Power Transponder with Driver ID5) will be required. It is the competitor's responsibility to ensure that these are used correctly and that the driver in the car is shown correctly on the timing screens for every session during the weekend.

2.10.3 Competitors may not place electronic timing equipment within five metres of the official Start and/or Finish Line or any other official timing lines at any event or test session/day. Any such equipment placed within these zones will be removed.

2.11 Qualification Races

Not applicable

2.12 Operation of Safety Car/Neutralisation of a Race

The safety car will be brought into operation and run in accordance with Section Q, Appendix 2 of the MSA Genreal Regulations.

2.13 On Board Cameras

All cars must carry an Official Judicial On-Board Camera supplied by and rented from SRO by the competitor. It is the responsibility of the Team to ensure the camera is fully functional and these procedures are adhered to. Any non-compliance with these procedures may result in penalties being applied by the Race Director.

2.13.1 The Official Judicial On-Board Camera must be fixed to the car with camera facing forward. Installation and the fixing for the

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Official Judicial On-Board Camera must be approved by the Scrutineers.

- 2.13.2 The Official Judicial On-Board Camera must be fitted with a memory card, switched on and recording before cars are released from the Pit Lane all sessions.
- 2.13.3 The Official Judicial On-Board Camera must be switched on and recording at least 5 minutes prior to start of the Warm Up Session and the Formation Lap for all races.
- 2.13.4 Should a car retire from any session, the Official Judicial On-Board Camera must not be turned off **by the team**
- 2.13.5 Any memory card used in the Official Judicial On-Board Camera during the event **must not be removed or tampered with.**
- 2.13.6 A competitor must request permission to install a personal onboard camera (Request Form in the Commercial Undertakings) Installation and the fixing for this camera must be approved by the Scrutineers and the Official Judicial On-Board Camera must have priority. Footage from this Personal On-Board Camera may be requested and used by Officials for judicial reasons. Any footage may not be used by a competitor for judicial purposes unless authorised by the Race Director.
- 2.13.7 SRO shall own the entire copyright and all other rights, title and interest, including all other intellectual property rights, in, to and in connection with any footage taken on an Official Judicial On-Board Camera or on a Personal On-Board Camera. Competitors or teams may not use, distribute, share, upload or download any footage taken on an Official Judicial On-Board Camera. Competitors and/or teams may only use, distribute, share, upload or download any footage taken on a Personal On-Board Camera with the prior written consent from the Organisers.
- 2.13.8 On-Board Camera procedures may be amended throughout the season by Championship Bulletin.

3. SPECIFIC CHAMPIONSHIP REGULATIONS

3.1 Pit Stops/Driver Changes /Refuelling

3.1.1 Pit Stops

- 3.1.1.1 The organisers will specify the area in the Pitlane which will be referred to as the "Working Pit Lane" at each event by issuing an Event Bulletin
- 3.1.1.2 All Team personnel in the Working Pit Lane must wear fire proof overalls and helmet as a minimum. The following armbands will be issued per entered car for use during pit stops:
- I. 1 White armband for car controller
 - II. 4 Red armbands for mechanics
 - III. 4 Green armbands for pit wall
 - IV. A maximum of one armband may be worn at any time. Penalties may be awarded by the Stewards of the Meeting.
- 3.1.1.3 No more than 4 people per car excluding the driver will be allowed on the pit wall at any one time.
- 3.1.1.4 Pit stops and driver changes will take place in front of each teams allocated pit garage or pit area ("the pit box").
- 3.1.1.5 Only the team manager is allowed in the working pit lane a maximum of one lap before the pit stop of the car.
- 3.1.1.6 No equipment must be in the working pit lane before the car has stopped in front of the garage.
- 3.1.1.7 The engine must be stopped immediately, unless the driver is in the car with the belts done up.
- 3.1.1.8 While the car is in the pit lane the engine must NOT be running unless all four wheels are on the ground.
- 3.1.1.9 During any pit stop (driver change or other), the maximum number of mechanics (except the Team Manager and the driver exiting the car assisting the driver replacing him) authorised to work on the car or to help the drivers to get in and out of the car is limited to four plus the drivers. Any person in the Working Pit Lane is deemed to be working on the car.
- 3.1.1.10 No more than 2 wheel nut removing tools may be used per car.
- 3.1.1.11 The car cannot leave the pit until the mechanics in charge of the wheel changes and the equipment are no longer in the working area.
- 3.1.1.12 The speed limit in the pit lane is 50 km/h.
- 3.1.1.13 Parking rules as below or as specified in an event bulletin will apply.
For all sessions and races, when the car makes a pit stop in the working lane for refuelling (if authorised), tyre and driver change, it must be parked parallel to the pit lane. If the car is stopped in the pit lane for any length of time, it must be parked at an angle of 45 degrees to the pit lane, with the rear of the car to the garage and nose facing towards the pit exit. At all times, cars must be pushed in front of the pit/garage and the engine must be restarted by the driver alone, and the car must leave the working area with no external assistance.
- Penalties may be imposed for failing to adhere to any of the above
- 3.1.1.14 Use of skates is permitted
- 3.1.1.15 Penalties may be imposed for an unsafe release during any session
- 3.1.1.16 Individual GT4 Teams may receive an additional pit stop time adjustment at the discretion of the organisers.

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3.1.2 Races of One Hour Duration or Less

3.1.2.1 During the race a mandatory driver change must take place under the responsibility of the Team Manager. It will, however, be of a controlled duration (Mandatory Pit Stop Time). Before the start of the meeting all competitors will be notified of the Mandatory Pit Stop Time by Bulletin.

3.1.2.2 The pit stop must be carried out by passing the pit lane entry timing loop between the 25th and 35th minutes from the start of the race (not before 25m.00s.000 and not after 34m.59s.999). Timing for the pit stop begins when the car triggers the timing loop at the pit lane entry. The stop is considered to be complete when the car triggers the timing loop at the pit lane exit.

3.1.2.3 If a driver does not make their obligatory pit stop for the driver change within the mandatory pit stop window, the team will have to perform a Stop and Go Penalty. (Refer to Section 4 - Championship Penalties)

If it is impossible for this stop and go to take place during the race, a time penalty will be added to the car's race time.

3.1.3 Two Hour Format Race

3.1.3.1 Only 2 drivers are permitted in 2 Hour races

3.1.3.2 The driver changes are free except that the minimum drive time of the starting driver is 60 minutes. Drive time begins when the race countdown clock is started, until the car triggers the timing loop at the pit lane entry. The following stint begins when the car triggers the timing loop at the pit lane exit with a different driver on board and ends when the car triggers the timing loop at the pit lane entry or when the car crosses the finish line at the showing of the chequered flag.

3.1.3.3 Any stops involving driver changes and/or refuelling are subject to the Mandatory Pit Stop Time with the time penalties added from the previous race (penalty served once).

3.1.4 Three Hour Format Race

3.1.4.1 Any stops involving driver change (two or three driver crews) and/or refuelling are subject to the Mandatory Pit Stop Time.

3.1.4.2 During the race the car must make a minimum of three pit stops each of which include a driver change.

3.1.4.3 Time penalties added from the previous race will be enforced at the last mandatory pit stop only

3.1.4.4 For 2 driver entries the number of driver changes are free except that the maximum drive time per driver is 100 minutes. Drive time begins when the race countdown clock is started, until the car triggers the timing loop at the pit lane entry. The following stint begins when the car triggers the timing loop at the pit lane exit with a different driver on board and ends when the car triggers the timing loop at the pit lane entry or when the car crosses the finish line at the showing of the chequered flag. **Three Hour Format for 2 driver entries subject to amendment via championship bulletin**

3.1.4.5 For 3 driver entries the maximum total drive time per driver is 100 minutes. The minimum drive time is 40 minutes. Drive time begins when the race countdown clock is started, until the car triggers the timing loop at the pit lane entry. The following stint begins when the car triggers the timing loop at the pit lane exit with a different driver on board and ends when the car triggers the timing loop at the pit lane entry or when the car crosses the finish line at the showing of the chequered flag. After qualifying the co-ordinator must be advised of the name of the driver doing two stints who must be one of the lowest graded driver(s). 3 driver crews must be proposed in advance and approved by the organisers (typically Bronze crews). **Three Hour Format for 3 driver entries subject to amendment via championship bulletin**

3.1.5 Refuelling

3.1.5.1 Refuelling is only permitted during Warm Up and races in excess of one hour duration. For the avoidance of doubt, refuelling is not permitted during qualifying or Free Practice unless authorized by Race Control.

3.1.5.2 Refuelling may only be carried out in accordance with MSA Regulation [Q 13], Circuit Management Regulations or Final Instructions issued for each event.

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- 3.1.5.3 Refuelling is only allowed in front of each teams allocated pit garage or pit area. Any Team entering two or more cars will be limited to a single re-fuelling rig unless approved by the organisers
- 3.1.5.4 Refuelling must be carried out using equipment complying with MSA regulation [Q 13.1.2] and passed by event scrutineers. It is the responsibility of the team to assemble and test the equipment for correct and leak free operation before the notified time for inspection.
- 3.1.5.5 Refuelling may only be carried out either at the beginning or at the end of a pit stop. During refuelling, the only personnel permitted in the Working Pit Lane are:
- The Team Manager
 - The Refueller (nozzle man)
 - The Vent Man if applicable (see 3.1.5.12)
 - The Fireman
 - The person manning the cut-off valve
- Once the refueller (nozzle man) has left the Working Pit Lane area, work may begin on the car.
- 3.1.5.6 The clothing worn by pit crew designated as refuellers and firemen must comply with MSA regulation [Q 13.1.2]. In addition to this, during the refuelling process, these persons must wear helmet and goggles all clothing must be worn correctly. Appropriate extinguishers/equipment is required for the fuels being used.
- 3.1.5.7 A self-closing 90° cut-off valve, situated at the outlet of the supply tank and controlling the fuel flow, must be manned at all times during refuelling. This person's clothing must comply with 3.1.5.6.
- 3.1.5.8 Before and during any refuelling operation, the car must be electrically earthed by means of an independent copper wire whose only purpose is to earth the car. This must be placed by a mechanic which may be the mechanic tasked with helping the driver. Once the refuelling is finished the earthing wire must be removed by one of the people authorised to work on the car.
- 3.1.5.9 While refuelling is being carried out, the car must remain on its wheels and no other work can be done on the car.
- 3.1.5.10 When refuelling couplings are attached to the car, the engine must be stopped, it's doors must be closed and no person can be inside it.
- 3.1.5.11 Throughout refuelling it is mandatory for one team member, (the fireperson) with an extinguisher (minimum capacity, 5 kg) ready to work, to be beside the car. An additional person for the purpose of refueling may be used. They will also be considered to be a refueller for the definition of the clothing to be worn.
- 3.1.5.12 For cars which have the vent valve and the refuelling valve on opposite sides of the car, the vent man may enter the pitlane shortly before the arrival of the car.
- 3.1.5.13 All fuel stocked in the pits must be in leak-proof containers which have been tested to a pressure of three atmospheres.

3.2 Incidents & Re-Scrutiny

- 3.2.1 Any Driver, who abandons a car on the circuit, must leave it in neutral or with the clutch disengaged and with the steering wheel in place. Failure to comply may result in a penalty from the Clerk of the Course.
- 3.2.2 Any vehicle involved in an accident or having been modified in any way subsequent to pre-event scrutiny, must be represented to the Scrutineers for further examination.
- 3.2.3 At any time during an event, the Clerk of the Course or the Scrutineers may order that a vehicle be re-examined, even if this involves stopping a vehicle whilst practising or competing in a race.

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4. CHAMPIONSHIP RACE PENALTIES

The following infringements will incur penalties as described below: (Ref to MSA Regulation [Q 13]).

Infringement	Penalty
i) False Start	Datum penalty - Drive Through. Maximum penalty variable stop and go
ii) Car not resting on its wheels after 3 minute warning. Working on car After 2 Minute Warning	10 Second Stop and Go
iii) A pit stop less than the mandatory time	Datum penalty - stop and go equal to the time short.
iv) Pit stop made outside the mandatory pit stop window	The maximum penalty will be a stop and go penalty equal to the time that the pit stop was made outside the mandatory pit stop window. If the penalty is not taken during the race, up to 2 minutes might be added to the race time. MSA Regulation [Q 12.6] Stop-Go Penalty applies.
v) Engine running on Jacks	Datum penalty - 10 seconds stop and go
vi) Too many mechanics working on the car	Datum penalty - 10 seconds stop and go
vii) Exceeding Pit Lane Speed Limit	
- During free practice	£25 per km exceeded
- During qualifying	All times set by the relevant driver before the time of the infraction will be cancelled and £25 per km exceeded.
- During the race	During the race: 1 second and £25 per km exceeded stop and go.
viii) 'A' category driver, driving solo	Datum penalty – A minimum 50 seconds added to the mandatory pit stop time
ix) 'B' category driver, driving solo	Datum penalty – A minimum 40 seconds added to the mandatory pit stop time
x) 'C' category driver, driving solo	Datum penalty – A minimum 30 seconds added to the mandatory pit stop time
xi) 'D' category driver, driving solo	Datum penalty – A minimum 20 seconds added to the mandatory pit stop time
xii) C' category driver, driving together with 'C' category driver. Silver Cup Classification	Will carry an adjustment defined by the Championship Panel to balance Silver Cup cars to race at equal pace to Pro/Am cars. Alternative weight penalty or time penalty may be imposed to specific entries or any other means of adjustment.
xiii) More than 4 people on the pit wall	Datum Penalty – 10 seconds stop and go
xiv) None attendance at trophy presentation	Datum penalty - £250.00
xv) Driver(s) failing to complete 2 timed laps during qualifying	Drop of up to 10 grid positions
xvi) Official decals or patches not in the correct location during race weekends	Fine for the driver and team and/or drop in grid spot for the following event.

For all other irregularities, sanctions are left to the discretion of the officials.

The above table is a guideline for first time infringements at any given event. Repetition of infringements by Entrants and/or individuals may be dealt with more severely.

Penalties may be revised via Championship bulletins.

Weight is subject to a reasonable maximum total ballast weight. Alternative penalties can be applied e.g. ride height etc.

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4.1 Sporting Disputes

4.1.1 Disputes on the Sporting Regulations and/or their application by the Championship Coordinator that arise during the season will be settled by the Championship Stewards in accordance with MSA Regulations, these Championship Regulations and any Official Championship Bulletins that have been issued. The case for any dispute must initially be submitted to the Championship Coordinator in writing together with the appropriate MSA prescribed protest or appeal fee. The Championship Stewards' judgement will be subject only to a right of Appeal to the MSA. An appeal against any decision of the Championship Coordinator must be submitted in writing to the Championship Stewards within 7 days of the date of dispatch of such a decision and accompanied by the MSA prescribed appeal fee.

4.1.2 Any clarifications necessary during the year will be notified in writing to all registered competitors in an Official Championship Bulletin.

4.1.3 The Championship organiser reserves the right to impose further penalties on teams/competitors proven by the Officials of any meeting to have behaved on or off the track, in a manner considered likely to bring the Championship into disrepute. Penalties may include individual race bans, loss of Prize/Bonus /Refund monies and /or end of season awards. In the case of repeated offences the Organisers reserve the right to exclude any team/competitor for a fixed number of races or the whole Championship. In such cases no other competitor's scores shall be adjusted.

Any driver found to have misled the organisers in any way in registering and entering this championship may forfeit all his points up to the time of any disclosure. In addition his co-driver and his team will also forfeit all points contributed to by that driver.

4.1.4 If it appears from the official video recordings or from any other additional evidence that there may have been a breach of driving standards or behaviour, on or off the track, in a manner the Championship Coordinator considers to have brought the Championship into disrepute, he may request that the Championship Stewards consider to investigate this matter furthermore.

4.2 Infringements of Technical Regulations

4.2.1 **Arising from post practice Scrutineering or Judicial Action**
Minimum Penalty: The provisions of MSA Regulation [C 3.3].

4.2.2 **Arising from post race Scrutineering or Judicial Action**
Minimum Penalty: The provisions of MSA Regulations [C 3.5.1 (a) & (b)].

For infringements deemed to be of a more serious nature the Clerk of the Course and/or the Stewards of the Meeting are to invoke the provisions of Regulations [C 3.5.1 (c)].

4.3 Infringements of Non-Technical MSA Regulations and The Sporting Regulations issued for the Championship

4.3.1 As per current MSA Judicial Procedure Regulations.

4.3.2 In order to maintain standards of conduct, the Championship Coordinator will monitor all Officials/Observers reports of adverse behaviour at race meetings. If any individual is included on two such reports during one racing season he/she will receive written warning from the Championship Coordinator that their driving/behaviour is to be specifically observed at future race meetings. Any adverse reports during this period of observation could result in a Championship Stewards' enquiry, with possible loss of Championship points and refusal of further race entries.

4.3.3 For offences under MSA Regulations [C1.1.5], [C1.1.6], [Q14.4.2] and [Q14.5], the Clerk of the Course, at his discretion, may additionally impose a Championship Penalty in the form of the following:

- (i) For an offence in qualifying; a grid penalty of up to ten places
- (ii) For an offence in a race; a time penalty of up to one minute, drive through or stop/go penalty, a grid

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penalty/pitstop time penalty at the next championship race the offending driver competes, or any combination of the above

(iii) For an offence in a race where the offending driver is not classified; a grid position penalty/pitstop time penalty in the next championship race the offending driver competes in

(iv) The Clerk of the Course can amend or add to the Championship Penalties

For a driver who has already received a penalty during the course of a season, any subsequent penalty WILL have a championship penalty applied. Where a championship penalty has previously been applied, the severity will be increased

5. TECHNICAL REGULATIONS

5.1 Introduction

The following Technical Regulations are set out in accordance with the MSA specified format and it should be clearly understood that if the following texts do not clearly specify that you can do it you should work on the principle that you cannot.

The 2017 British GT Championship is open to FIA Homologated GT3 and GT3 cars with national homologation by other ASN's (subject to MSA agreement in each case), cars that comply with the requirements of the European GT4 and GTC cars and cars which are accepted by the championship organisers for registration in an Invitation class. All cars must comply with the Technical Regulations published below.

Hereafter, any reference to European GT4 regulations within these regulations refers to the latest GT4 Technical Regulations issued by SRO Motorsports Group.

5.2 General Description

5.2.1 GT3. These cars will normally run to the FIA International Sporting Code Appendix J Art. 257A (forthwith referred to as the current FIA GT3 technical regulations), and GT3 cars with national homologation by other ASN's, subject to MSA agreement in each case and their respective technical forms.

The latest evolutions are not compulsory. 2012 homologated and 2011 homologated cars may compete in accordance with the Balance of Performance valid at the end of the season in question.

2012 and 2013 homologated cars can still use the 2012 and 2013 homologated wheels.

GT3 cars fitted with an endurance kit homologated by the FIA may be accepted in the sprint events, on condition that they are in compliance with the BOP defined for the 2013 version. The full VO extension kit must be used.

GT3 cars fitted with adaptations solely for the purpose of allowing their use by handicapped drivers may be authorised subject to approval by the Championship Organisers and the Championship Eligibility Scrutineer.

GT3 cars that can no longer get replacements parts or safety enhancements from the manufacturer or require reliability modifications or weight reduction will be permitted to compete in the GT3 Class, subject to written approval by the organisers.

GT3 B. These cars will normally run to the FIA GT3 Technical Regulations and respective technical forms that were current at the end of 2008 but deviations from these may be accepted at the organisers' discretion.

GT4 cars will run strictly to the GT4 regulations as per their relevant class in the European Championship.

GTC cars are required to comply with the technical regulations as listed together with an individual technical specification approved by the organisers prior to the first event entered.

5.2.2 British GT equalisation measure

The Championship organiser's reserve the right to impose equalisation measures, in line with or varying from those imposed by the FIA equalisation bureau and European equalisation bureau.

Restrictors must adhere to the FIA restrictor geometry definition and must be in accordance with those deposited with the FIA.

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At all events the car & driver will be required to comply with a maximum power to weight ratio of 0.34HP/kg when measured at the driving wheels with the same tyres used as at the end of the event. The Organisers reserve the right to adjust that power to weight ratio. The Organisers reserve the right to use additional methods to limit or adjust performance.

This power figure may be checked by a nominated technician or eligibility scrutineer at the organiser's approved rolling road test facility. A tolerance of plus 5% will be allowed above the base figure to allow for any variation in the calibration of the test facility, atmospheric conditions within the test area or the operation of the test.

There will be NO exceptions above the tolerance of 5%. Competitors who present cars that exceed the base figure may be excluded from future events at the discretion of the organisers. The power to weight ratio may be amended by the organisers at their absolute discretion.

Prior to acceptance into the GTC Class, the entrant must define the actual source of independent information to confirm the eligibility of standard manufacturers' parts. This source of information must be approved by the organisers.

5.2.3 Invitation Class

This class will be for cars, selected by the organisers, which for any reason do not comply with the regulations for either GT3, GT4 or GTC. Entries to the Invitation Class is totally at the discretion of the Organisers. No points will be awarded for the Invitation Class.

5.2.4 Examination Of Vehicles

The organisers (in addition to any other powers they may have under these Regulations) reserve the right before or after any race in the championship/series to designate any one or more of the competing cars for special eligibility scrutineering. Upon such election being made the competitor shall immediately place the car under the control of the organisers and be deemed to have permitted all such scrutineering, examination and testing as the organisers may responsibly require to undertake. The organisers have the right to:

- a, Examine the car at the circuit for such period as they may reasonably require and take fuel samples, and/or
- b, Retain the car for detailed examination at premises chosen by the Organisers. If the Organisers elect to retain the car they shall make it available for collection by the competitor at least seven days prior to the qualification session for the next race in the Championship unless the car is found to be in breach of these regulations, and/or
- c, Seal the car and its components in such a manner as they may choose and require the competitor at their own expense to present the car at any other premises chosen by the organisers for detailed examination within a specified period and /or remove the car by transporter at no expense to the competitor to an appointed location. The competitor will be advised in writing of the time, date and location of the subsequent testing or eligibility examination.

The overseen stripping of the engine or any required component will be undertaken by the competitor and /or mechanic/technician nominated by the competitor.

All costs of any stripping, examination and rebuild will be the responsibility of the competitor. This will include all the associated costs of championship or technical officials who are required to attend.

The organisers reserve the right to re-inspect vehicles at any time during the course of the season, should there have been a regulation infringement or circuit incident.

Competitors will be personally and solely responsible for ensuring that their cars comply with their registration details and with these regulations for each event at which they are entered. Failure to comply in either respect will be a breach of these regulations. Queries concerning eligibility should be referred in writing to the Championship Eligibility Scrutineer at least seven days prior to an event entered, to permit a ruling in advance of any meeting at which it is intended to compete.

Tests to establish the power output of any car may be carried out by the Organisers or their representatives. Such power

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testing will be carried out using rolling dynamometer equipment.

The organisers reserve the right to require the fitment of a nominated championship data logger. All costs of purchase and installation will be the responsibility of the competitor. Race by race entrants may not have to fit a data logger.

5.3 Validity of the Homologation

Definition 1: All homologations for a model lapse when the FIA homologation ceases, i.e. 7 years after the production of that model ceases, that is to say 7 years after the annual production has fallen below 1 item.

Definitions 2 and 3: All homologations relating to one model lapse 7 years after the production of this model has been abandoned, that is to say 7 years after the annual production has fallen beneath 1 item.

5.4 Definitions - General Description

5.4.1 Grand Touring Car

A closed automobile that has no more than one door on each side, no more than four seats, is fully legal for road use and has been modified to ensure suitability for speed races on circuits or closed courses.

5.4.2 Production/Standard Specification

The manufacturer's specification of the base model of the car to be used for racing includes all devices, equipment, accessories or components of the car as they are fitted on the production model. Optional equipment and performance kits listed in the manufacturer's catalogue are not permitted.

5.4.3 Original

As fitted in all respects (whether as to shape, size, material, manner of construction or otherwise) with the manufacturer's accepted specification for the production car or item in respect of which the expression is used, accepted and recorded as necessary by the Championship Organisers. The current homologation documentation shall be used as evidence of original as defined by Article 257A.1.2 of Appendix J of the current FIA GT3 regulations.

5.4.4 Weight

GT3, GT3 B and GT4: The homologated weight and any additional weight as required by the championship's equalisation bureau and/or the Organisers.

GTC and Invitation Class: The weight of the car with no driver and no fuel on board.

The average weight of pairings may be introduced using the following procedure. Championship bulletin will confirm.

The average weight of the drivers in any car competing in the British GT Championship must be 85kg. Should the average weight of the drivers in any specific car be less than 85kg, the car will be expected to carry Driver Ballast to compensate.

The following procedure will be followed:

- i. Each driver must declare his weight, including overalls, underwear, gloves, helmet and HANS
- ii. The average weight of the drivers in the car will be calculated and rounded up to the nearest integer (W)
- iii. If $W < 85$, then the Driver Ballast to be carried by the car will be $85 - W$
- iv. The Driver Ballast must be installed in the ballast box and sealed before qualifying.

The Driver Ballast, as well as the individual weight of the drivers in question, may be checked at any point during the event. Any anomalies will be reported to the Stewards of the Meeting. Penalties may go as far as cancellation of times in Qualifying or Exclusion from the race.

5.4.5 Bodywork

All entirely sprung parts of the car in contact with the external air stream, except the parts definitely associated with the mechanical functioning of the engine, transmission and running gear. Any air intake shall be considered to be part of the bodywork.

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- 5.4.6 **Cockpit**
The volume that accommodates the driver and the passenger, its limits are defined by the roof, the floor, the doors, the lateral parts, the glazed parts and the front and rear bulkheads. Note: Minimum Cockpit sizes must be relevant to the FIA regulations at the time of the car's original construction. The organisers reserve the right to accept Invitation Class cars which do not comply with this regulation
- 5.4.7 **Wheel**
Flange and rim. Complete wheel: Flange, rim and tyre.
- 5.4.8 **Door**
That part of the bodywork that opens to give access to the driver and passenger compartments.
- 5.4.9 **Supercharging**
Increasing the weight of the charge of the fuel/air mixture in the combustion chamber (over the weight induced by normal atmospheric pressure, ram effect and dynamic effects in the intake and/or exhaust system) by any means whatsoever. The injection of fuel under pressure is not considered to be supercharging
- 5.4.10 **Sprung Suspension**
The means whereby all complete wheels are suspended from the body/chassis unit by a spring medium.
- 5.4.11 **Active Suspension**
Any system which allows control of any part of the suspension or of the trim height when the car is moving.
- 5.4.12 **Mechanical Components**
All those necessary for the propulsion, suspension, steering and braking, as well as all accessories, whether moving or not, which are necessary for their normal working.
- 5.4.13 **Telemetry**
The transmission of data between a moving car and anyone connected with the entry of that car.
- 5.4.14 **Semi Automatic Gearbox**
One which, when the driver calls for a gear change, takes over the control of one or more of the engine, clutch and gear selectors momentarily to enable the gear to be engaged.
- 5.4.15 **Brake Calipers**
All parts of the braking system outside the survival cell, other than brake discs, brake pads, calliper pistons, brake hoses, master cylinder and fittings, which are stressed when subjected to the braking pressure.
- 5.4.16 **Location**
A site defined relative to the original: axle centres, longitudinal and/or lateral centre line of vehicle, cockpit, luggage compartment and engine compartment. Location within an engine is a site relative to the crankcase and cylinder head.
- 5.4.17 **Position**
The site defined by dimensions from the original vehicle data e.g. axle centres and longitudinal and/or lateral centre line of vehicle.
- 5.4.18 **Orientation**
Is the relationship of the component to the longitudinal and/or lateral axis of the vehicle. If the component is turned 180° this will be regarded as a change in orientation.
- 5.5 **Safety Requirements**
At all times the safety of the driver is paramount.

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The following equipment must comply with current/relevant Articles of the FIA International Sporting Code Appendix J with regards to:

Fire Extinguishers, Safety Harness, Master Switches, Towing Eyes, Seats, Head Rests, Firewalls, Rollover Structure, Additional Fasteners, Rear View Mirrors – unless specifically approved by the Organisers.

The following equipment is mandatory and must comply with current/relevant Articles of the FIA International Sporting Code Appendix L with regards to:

Helmets, HR Device and fire proof Clothing.

5.6 General Technical Requirements & Exceptions

5.6.1 GT3, GT4, GTC and GT3B

Prospective competitors are encouraged to contact the Championship Organisers prior to preparing cars, as before a vehicle can be eligible to race in this Championship the specification of the base vehicle must be known and acceptable to the Organisers. The Organisers reserve the right at all times to refuse the entry of a car which, in their view, does not comply with the Technical Regulations, and further, to refuse the entry of a car whose design and construction does not comply with the spirit of a Grand Touring car prepared for racing. Competitors must make freely available for inspection by the organisers at any time a road registered model of the car to be raced complete and fully operational and suitable and legal for driving on the public highway. This must be a car other than the one to be raced.

The following Technical Regulations are set out in accordance with the MSA specified format. It should be clearly understood that if the following texts do not specifically permit modifications, of whatever nature, to the original car, competitors must work on the principle that modifications to the base model are NOT permitted.

Car eligibility and special cases are within the exclusive competence of the Organisers.

The car shall be designed for normal road use and must comply with the schedule of conditions according to European standards with no exceptional waiver.

Once presented to the Organisers for inclusion into the Championship, the vehicles dimensions (wheelbase, length, width, overhangs, doors, windscreen, cockpit, etc) and the body shape of the base model will be recorded by the Organisers and shall not be changed except as specified in these regulations.

The bodywork shall be neatly finished and fully cover all mechanical components with no potentially dangerous elements.

GT3 Nets must be as per the homologation

Glass areas, windscreen and all lighting equipment must bear a homologation reference mark (GT3 and GTC Headlights must be clear **whilst GT4 headlights must be yellow**)

Except modifications allowed by these regulations, the car must retain its standard appearance and condition. Modifications of these Regulations made on grounds of safety will be enforced immediately and without notice, and published in a Bulletin to all registered competitors, subject to MSA approval.

It is the duty of each competitor to satisfy the Scrutineers and the Clerk of the Course and/or the Stewards of the Meeting that his automobile complies with these regulations in their entirety at all times during an event. The Clerk of the Course and/or the Stewards of the Meeting may exclude a car, the construction of which is deemed to be dangerous.

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5.7 Chassis

5.7.1 GT3

These cars will normally run to the current FIA GT3 Technical Regulations and their current respective technical forms but deviations from these may be accepted at the organiser discretion.

GT3 B

These cars will normally run to the FIA GT3 Technical Regulations and respective technical forms that were current at the end of 2008 but deviations from these may be accepted at the organisers discretion.

GT4

These cars will run strictly to GT4 or Supersport European Cup technical regulations as per their relevant class in the European Championship and their current respective technical forms.

GTC

These cars must run in accordance with the technical dossier provided by the entrant and approved by the organisers.

Invitation Class

All cars in this class must comply with current FIA regulations for the class or be constructed as described on the technical dossier supplied by the entrant and approved by the Organisers.

5.8 Bodywork

5.8.1 GT3

These cars will normally run to the current FIA GT3 Technical Regulations and their current respective technical forms but deviations from these may be accepted at the organiser discretion..

GT3 B

These cars will normally run to FIA GT3 Technical Regulations and respective technical forms that were current at the end of 2008 but deviations from these may be accepted at the organisers discretion.

GT4

These cars will run strictly to GT4 or Supersport European Cup technical regulations as per their relevant class in the European Championship and their current respective technical forms.

GTC

In general all cars must retain the bodywork sizes as allowed in various one-make championships or as manufactured. Changes of bodywork, materials and sizes, or the addition of any bodywork and/ or aerodynamic elements

The organisers reserve the right to withdraw any such approvals at any time.

Invitation Class

The standard bodywork sizes and materials will be retained unless variations are approved by the Organisers.

5.9 Engines

5.9.1 GT3

These cars will normally run to the current FIA GT3 Technical Regulations and their current respective technical forms but deviations from these may be accepted at the organiser discretion.

GT3 B

These cars will normally run to FIA GT3 Technical Regulations and respective technical forms that were current at the end of

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2008 but deviations from these may be accepted at the organiser's discretion.

GT4

These cars will run strictly to GT4 or Supersport European Cup technical regulations as per their relevant class in the European Championship and their current respective technical forms.

GTC

Engine specification will be in accordance with the technical dossier provided by the entrant and approved by the organisers. The car shall remain at all times within the power / weight ratio described in these regulations.

5.9.2 All Cars - Electronic Engine Control Unit

It is not permitted to change the strength or form of any of the sensor signals to, or the outputs from, the unit(s).

The unit(s) may be interrogated by championship officials or their designated deputies at any time during an event. The diagnostic connector must be positioned to allow free access at all times.

Readings taken when the vehicle is first entered into the championship will be used as the base and compared to any future readings. Variations from this base are forbidden without the written permission of the championship eligibility scrutineer.

5.9.3 Provision must be made for the attachment of wire seals in positions that: -

- Are clearly visible to the technical officials when the engine cover is open without the need for any further stripping of component(s).
- Restrict the removal of the cylinder head(s) and sump cover from the main engine body without them being broken.

These seals may be positioned at anytime during the championship and cannot be broken without the written permission of the championship eligibility scrutineer or their designated deputy.

Whenever this permission is requested the championship reserves the right to witness the stripping and examine the components for compliance with the championship regulations.

5.10 Exhaust System & Silencing

At all times throughout a competition ALL cars must respect a noise limit of 108db (A) at $\frac{3}{4}$ of maximum RPM if this is less. This measurement will be taken at a distance of 0.5 metres from the exhaust outlet level at an angle of 45° with the exhaust axis. In all other ways the examination will be performed in accordance with MSA Regulations [J 5.17] & [J 5.18].

Non homologated exhaust/silencing components can be fitted to ensure compliance with the noise limit of 108db (A). These non homologated components must be approved by the Championship Eligibility Scrutineer.

The exhaust system must not be provisional. Exhaust gas may only exit at the end of the system. Parts of the chassis must not be used to evacuate exhaust gases.

If a vehicle type has a problem complying with the championship noise regulations teams may formally propose to change components homologated for use as part of the cars exhaust system for other parts. This will always be subject to acceptance by the championship eligibility scrutineer. If accepted these parts must be available to all other teams in the championship, with the same car model, at cost price.

5.11 Suspension

5.11.1 GT3

These cars will normally run to the current FIA GT3 Technical Regulations and their current respective technical forms but deviations from these may be accepted at the organiser discretion.

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Damping law is according to the homologation forms prior to the 2013 freedom. For cars homologated in 2014, the damping law must be deposited with the Committee of the Series before the first official test session.

GT3 B

These cars will normally run to FIA GT3 Technical Regulations and respective technical forms that were current at the end of 2008 but deviations from these may be accepted at the organiser's discretion.

GT4

These cars will run strictly to GT4 technical regulations as per their relevant class in the European Championship and their current respective technical forms.

GTC

Suspension specification will be in accordance with the technical dossier provided by the entrant and approved by the organisers. In all cases the suspension pick up points must remain in the same location and be fitted with standard parts except where changes are approved by the organisers.

5.12 Transmission

5.12.1 GT3

These cars will normally run to the current FIA GT3 Technical Regulations and their current respective technical forms but deviations from these may be accepted at the organiser discretion.

GT3 B

These cars will normally run to FIA GT3 Technical Regulations and respective technical forms that were current at the end of 2008 but deviations from these may be accepted at the organiser's discretion.

GT4

These cars will run strictly to GT4 technical regulations as per their relevant class in the European Championship and their current respective technical forms.

GTC

Transmission specification will be in accordance with the technical dossier provided by the entrant and approved by the organisers. In all cases the transmission pick up points must remain in the same location and be fitted with standard parts except where changes are approved by the organisers.

5.12.2 Provision must be made for the attachment of wire seals in positions that: -

- Are clearly visible to the technical officials when the car is raised in the air without the need for any extensive stripping of component(s).
- Restrict access to the internal components without them being broken.

These seals may be positioned at anytime during the championship and cannot be broken without the written permission of the championship eligibility scrutineer or their designated deputy.

Whenever this permission is requested the championship reserves the right to witness the stripping and examine the components for compliance with the championship regulations.

5.13 Electrics

5.13.1 GT3

These cars will normally run to the current FIA GT3 Technical Regulations and their current respective technical forms but deviations from these may be accepted at the organiser discretion.

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GT3 B

These cars will normally run to FIA GT3 Technical Regulations and respective technical forms that were current at the end of 2008 but deviations from these may be accepted at the organiser's discretion.

GT4

These cars will run strictly to GT4 technical regulations as per their relevant class in the European Championship and their current respective technical forms.

GTC

The electrical specification will be in accordance with the technical dossier provided by the entrant and approved by the organisers. The electrical systems must comply with MSA regulations

5.13.2 Telemetry – All Cars

The use of telemetry is forbidden

5.13.3 All Cars

A starter must be fitted and be in working order at all times during an event. The driver must also be able to operate the starter when seated normally.

5.14 Brakes

5.14.1 GT3

These cars will normally run to the current FIA GT3 Technical Regulations and their current respective technical forms but deviations from these may be accepted at the organiser discretion.

GT3 B

These cars will normally run to FIA GT3 Technical Regulations and respective technical forms that were current at the end of 2008 but deviations from these may be accepted at the organiser's discretion.

GT4

These cars will run strictly to GT4 technical regulations as per their relevant class in the European Championship and their current respective technical forms.

GTC

Brake specification will be in accordance with the technical dossier provided by the entrant and approved by the organisers. All braking systems must comply with MSA regulations.

5.15 Wheels & Steering

5.15.1 GT3

These cars will normally run to the current FIA GT3 Technical Regulations and their current respective technical forms but deviations from these may be accepted at the organiser discretion.

GT3 B

These cars will normally run to the current FIA GT3 Technical Regulations and respective technical forms that were current at the end of 2008 but deviations from these may be accepted at the organiser's discretion.

GT4

These cars will run strictly to GT4 technical regulations as per their relevant class in the European Championship and their current respective technical forms.

GTC

These cars must run in accordance with the technical dossier provided by the entrant and approved by the organisers.

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5.15.2 **Pressure Control Valves – All Cars**

Pressure control valves on the wheels are forbidden.

5.16 **Pneumatic Jacks**

Pneumatic jacks may be fitted to the car, but compressed air bottles are not to be carried on board.

5.17 **Tyres**

5.17.1 The Designated tyre supplier shall supply all tyres. Tyres produced by other manufacturers shall not be permitted unless approved by the organisers at their absolute discretion.

Only tyres from Pirelli, approved and registered by the Promoter and sold at a British GT event, will be accepted. Tyres must be ordered by the deadlines set by Pirelli, and paid for in advance, failing which tyres may not be supplied.

The maximum number of tyres to be nominated for and used by each car entered during each event is as follows:

- A total of 5 sets for GT3 or 4 for GT4 the first meeting entered all of which may be new
- A total of 5 sets for GT3 or 4 for GT4 for each subsequent meeting (a total of 6 sets for GT3 or 5 for GT4 permitted for a 3 Hour Race). Within these totals, at least one set must have been nominated at a previous British GT event from that car subject to the tyre manufacturer's agreement that the condition and type is acceptable.

Penalty for non compliance – Competitor will start the race or subsequent race from the back of the grid and may be fined up to £5,000

Four additional Joker tyres per car will be permitted per season. These will only be available as replacements for tyres nominated for the event and damaged beyond use. This must be agreed with the Championship Eligibility Scrutineer before they are used. Application for Joker tyres should be made in writing.

5.17.2 The unique reference numbers/barcode on the nominated tyres for each car will be recorded either by tyre marking, on a championship form or by electronic means in the tyre supplier's work area by the Eligibility Scrutineer or his nominated representative. The onus is on the Entrant to ensure that all nominated tyres have been recorded in accordance with the championship issued procedure. **All slick tyres for the event must be nominated** 30 minutes prior to **the start of the events first session on track**.

The tyres nominated for an event can be used in any combination provided that there is compliance with all other championship regulations and relevant technical forms.

Tyres must only be used in the standard condition as supplied by the manufacturer.

The application of any material (liquid, solid or gas) to any part(s) of the tyre is forbidden.

Tyres can be heated prior to use. Heat retention devices and compounds is forbidden at any time. The only exceptions are the use of domestic water / detergents for cleaning purposes and lubricants applied to the tyre bead for fitting purposes.

The Organisers reserve the right to take samples of the tyre material at any time for laboratory analysis.

5.17.3 **Wet Tyres**

Tyres supplied specifically for use in wet weather will not be subject to this number limiting regulation (no intermediate tyres will be available/supplied and their use is forbidden). It is not permitted to use tyres supplied specifically for use in wet weather on dry tracks during official timed sessions. For the avoidance of doubt any official track session deemed to be "wet" in the sole opinion of the Clerk of the Course will be indicated to competitors by the display of a "Wet" board at the Pit Lane exit or by being displayed on the timing display screens.

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5.18 Weight Limit (Minimum)

5.18.1 GT3

These cars will normally run to the current FIA GT3 Technical Regulations and their current respective technical forms but deviations from these may be accepted at the organiser discretion.

GT3 B

These cars will normally run to FIA GT3 Technical Regulations and respective technical forms that were current at the end of 2008 but deviations from these may be accepted at the organiser's discretion.

GT4

These cars will run strictly to GT4 European Cup technical regulations as per their relevant class in the European Championship and their current respective technical forms.

GTC

The weight of the car shall not be less than 600kg without the driver or fuel – subject to the approval of the organisers.

5.19 Handicap System

5.19.1 Ballast

Provision shall be made to secure ballast, such that tools are required for its removal and to allow the fixing of seals by scrutineers and must comply with drawing 257A-1 of the current FIA GT3 Technical Regulations. The handicap weights shall be positioned on the floor of the passenger side and located by the same fixing points as for the passenger seat. Variation from this will be subject to the discretion and written consent of the Championship Eligibility Scrutineer.

The weight of any frame and fasteners that are used to utilise the seat mounting points for this purpose may be included as part of the ballast weight but must not exceed 10Kg without the written permission of the championship Eligibility Scrutineer.

5.19.2 Adding Weight During An Event

The adding to the car during the race of any solid material whatsoever or the replacement during the event of any part of the car with another that is materially heavier is forbidden.

5.19.3 Liquids

The weight may be checked at any time during the event with the quantity of liquids remaining in the tanks or may be empty of all fuel. All other liquid levels will be as per the amount in the car when it finished the previous session.

5.20 Fuel Tanks

5.20.1 GT3

These cars will normally run to the current FIA GT3 Technical Regulations and their current respective technical forms but deviations from these may be accepted at the organiser discretion.

GT3 B

These cars will normally run to FIA GT3 Technical Regulations and respective technical forms that were current at the end of 2008 but deviations from these may be accepted at the organiser's discretion.

GT4

These cars will run strictly to GT4 technical regulations as per their relevant class in the European Championship and their current respective technical forms.

GTC

As an alternative to the FIA homologated tank, cars may use the standard manufacturers item in the original position with

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no modifications except the fitting of an FIA coupling. Acceptance of these parts will be by approval of the championship eligibility scrutineer.

Invitation Class

Fuel tanks are to have a valid current FIA homologation.

A list of approved manufacturers is available from the FIA.

5.21 Fuel

5.21.1 GT3, GT3 B, GT4, GTC and Invitation Class

The sole supplier of fuel allowed in the Championship is the designated fuel supplier.

The specification of this unleaded fuel will be available from the championship organisers but will be in accordance with FIA International Sporting Code Appendix J regulations.

Competitors must use the specification of fuel detailed. It is not permitted to mix the fuel or adjust the specification supplied in any way. The onus will be on the Competitor to ensure that there are no residual traces of non-approved fuels remaining in tanks/fuel systems at an event.

The use of this control fuel is mandatory during all event practice, qualifying sessions and races. The supplier will hold an identifying sample of the fuel and the Organisers reserve the right to take fuel samples from competitors' race cars at any time before, during or after practice, qualifying or racing, to be analysed for conformity with this identifying sample. As the control fuel tests will be carried out at the race meeting on the day of the sampling, the procedures as outlined in the MSA Regulation [D 34] is superseded by these regulations. Should tests prove that the fuel sampled is not that specified for the Championship, then the competitor will be deemed to be in breach of the Championship Technical Regulations and be penalised accordingly. (MSA Regulations [C 3.5.1 (c)]).

5.21.2 Fuel Testing

Fuel testing will be carried out in accordance with MSA Regulation [D 34].

It is the responsibility of the competitor to ensure the fuel system is thoroughly cleaned after any use of fuel, which is other than the Championship fuel as specified above, in advance of an event.

To facilitate the fuel sampling operation, each car MUST be fitted with a self-sealing connector, as detailed below, and the team must supply a drain tube. When a sample is taken, at least 100ml of fuel will be drained prior to the sample to ensure that the tube is flushed.

At the end of all track sessions the car must contain at least 1 Kg of fuel for the taking of samples. The fuel must be taken in parc fermé through an FIA approved self-sealing connector as detailed below.

The sample taking must be done prior to any check requiring the engine to be started.

The sample weight must be achieved whatever the ambient temperature or atmospheric pressure that exist on the day.

5.21.3 Fuel Fittings & Piping

Any breather pipe connecting the tank to atmosphere must exit on the outside of the bodywork, must be fitted with a non return valve and must be designed in such a way as to avoid any liquid leakage when the car is in any position.

All cars must be fitted with a self-sealing connector, which can be used by the scrutineers to obtain fuel samples. This connector must be a type approved by FIA, listed on their relevant technical list and must be fitted immediately before the injectors.

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5.21.4 **Fuel Capacity**

The maximum amount of fuel, which may be carried on board is as per each cars homologation form or in the case of cars entered in the GTC and Invitation Classes 100 Litres.

Any device, system, procedure, construction or design, the purpose and/or effect of which is to increase, even temporarily, the total fuel storage capacity beyond the maximums permitted is forbidden.

5.22 **Competition Numbers & Championship Decals**

5.22.1 All Championship decals must be carried as requested by the Organisers. Details of these will be listed in a bulletin to the competitors before the first event of the Championship.

5.22.2 The sun strip area of the front screen plus any other areas specified must be retained for the exclusive use of the Organisers.

In addition SRO's web site address may be displayed in two positions on each car as designated by the Organisers.

5.22.3 All competitors will be supplied with competition numbers (at least 23cm high and with a stroke at least 3.8cm wide) and suitable number panels. The number panels may not be reduced in size or altered in any way without the prior permission of the Organisers.

5.22.4 The number panels (approximate size 50cm wide x 45cm high) must be displayed on the front bonnet of the car and both side doors.

5.22.5 Additional competition numbers (approximate size 10 cm wide x 15cm high) will be supplied and must be displayed on the windscreen in a position immediately below the championship sun strip and the opposite side of the windscreen to the drivers position. These must be clearly visible and legible to the safety car observer when the car is travelling immediately behind the safety car.

5.22.6 **Drivers Race Suits**

To be eligible to claim points, prize money, awards and any Bonus Awards, drivers must carry the relevant Championship patches on their race suits or other patches as specified by the Championship Coordinator.

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6. APPENDICES

1. Race Organising Club & Contacts

British Racing & Sports Car Club

Homesdale Business Centre
Platt Industrial Estate
Maidstone Road
Borough Green
Kent
TN15 8JL

Tel: 01732 780100

www.brsc.co.uk

Stephane Ratel Organisation Ltd

110 Old Brompton Road
London
SW7 3RA

Tel: 020 7835 2578

Fax: 020 7370 4950

www.britishgt.com

Championship Race Director

Bernard Cottrell
BRSCC
Homesdale Business Centre
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TN15 8 JL
Tel: 01732 783140
Mobile : 07836 684100

bernard@brsc.co.uk

Designated Tyre Supplier

Pirelli Tyres

Ordering:

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00447557119804

Jason Buckley

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Championship Manager

Benjamin Franassovici

Tel: 020 7835 2573

Email: benjamin@sro-motorsports.com

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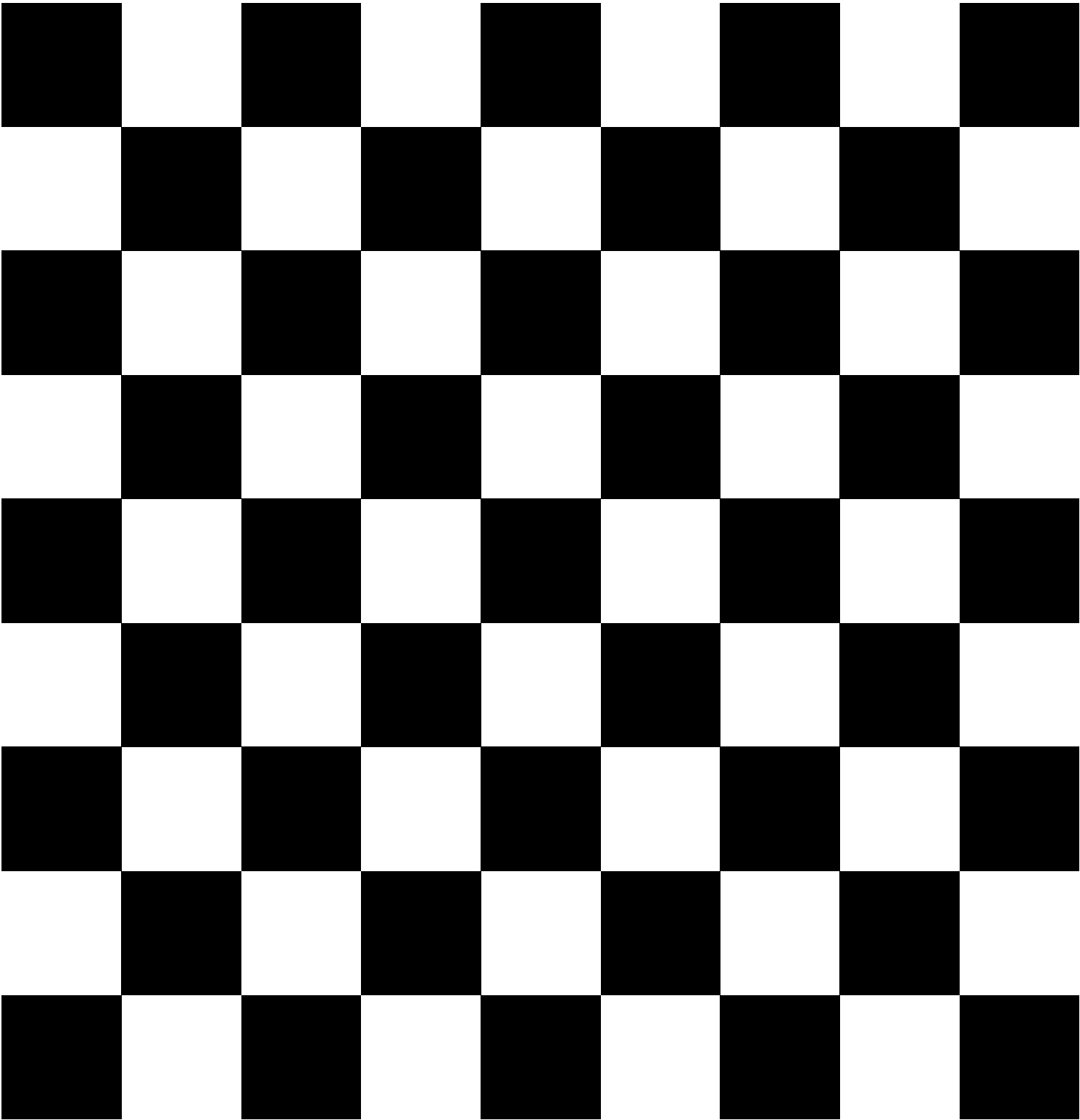
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