

# CHAMPIONSHIP BULLETIN 2020



## REGULATION AMENDMENTS & CLARIFICATION

### 2020 BRSCC Intelligent Money British GT Championship

**BULLETIN NUMBER** 01  
**DATE OF IMPLEMENTATION:** 01/07/2020  
**CHAMPIONSHIP PERMIT NO:** CH2020/R002

The following is a clarification to the official regulations already issued for the above Championship within the rights reserved in Art. 1.1. of the Championship Regulations. These will be implemented immediately or as shown subject to Motorsport UK yearbook regulations.

## AMENDMENT

### New Regulations

#### 1.1 Title & Jurisdiction

The 2020 Intelligent Money British GT Championship ("the Championship") is organised and managed by the British Racing & Sports Car Club ("BRSCC") and is promoted by SRO Motorsports Group ("SRO"), collectively and separately "the Organisers", in accordance with the General Regulations of the Motor Sports Association ("Motorsport UK") incorporating the provisions of the International Sporting Code of the FIA these Championship Regulations and the Team Commercial Agreement. **These Regulations are subject to changes and additional safety measures in accordance with any Covid-19 protocols issued by The organising club, SRO or venue and supplemented by regulations set by the various Governments and National Sporting Authorities (ASN's). Any such changes or measures will be communicated to the Teams through Event Bulletins and/or Final Instructions.**

The Organisers reserve the right to issue championship bulletins amending or clarifying the Regulations in accordance with the Motorsport UK 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 Motorsport UK approval, and all such statements will be issued by championship bulletin to the Motorsport UK 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.

Motorsport UK Championship Permit No: **CH2020/R002**

Race Status: **International**

Motorsport UK Championship Grade: **A**

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

GT3 £26,500 plus VAT

GT4 £24,500 plus VAT

GTC £23,000 plus VAT

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

Race by Race entries will be accepted **subject to availability at any round** ~~at the following circuits: Silverstone, Spa, Donington,~~ at the following rates: GT3, GT4, GTC and Invitation Category per Event £4500 plus VAT for all rounds.

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

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

#### 1.5 Championship Rounds

##### 1.5.1 The 2020 Intelligent Money British GT Championship will be contested over 9 Rounds for GT3, GT4, GTC and Inv at the following venues:

Event	Dates	Rounds	Venue	Format	Club
1	April 11 & 13	1&2	Oulton Park		MSVR
2	May 16 — 17	3&4	Snetterton		MSVR
3	June 6 — 7	5	Silverstone		BRSCC
4	June 20 — 21	6	Donington Park		BRSCC

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5	July 18–19	7	Spa-Francorchamps		RACB
1	August 1-2	1 & 2	Oulton Park	2 x 1Hr	MSVR
2	August 15-16	3 & 4	Donington Park	2H & 1 H	BRSCC
6 3	August 29 – 30	8-5	Brands Hatch	1 x 2H	MSVR
7 4	September 19 – 20	9-6	Donington Park	1 x 3H	BRSCC
5	October 3-4	10-7 & 8	Snetterton	2 x 1H	MSVR
6	November 7-8	11-9	Silverstone GP	1 x 3H	BRSCC

#### 1.6.1 Scoring

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

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

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

1 <sup>st</sup>	2 <sup>nd</sup>	3 <sup>rd</sup>	4 <sup>th</sup>	5 <sup>th</sup>	6 <sup>th</sup>	7 <sup>th</sup>	8 <sup>th</sup>	9 <sup>th</sup>	10 <sup>th</sup>
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 5 (Brands Hatch) 54 (Silverstone 500) unless they have already competed during the season with the same driver pairing (subject to Organiser's approval).

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

Each category 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. In the event of both drivers having the same ranking the Team must notify the Championship Co-ordinator which driver will take part in session 1 (usually the most experienced / fastest driver must take part in session 2) using the official Qualifying driver nomination form. This will be subject to the approval of the Organisers. If the name of the driver is not handed in within the stipulated time, the Race Director will designate the drivers. 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 drivers 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). In GT3 in the event of both drivers having the same ranking, the driver with the slower time in qualifying will start the race.

In GT4 in the event of both drivers having the same ranking the Team must notify the Championship Co-ordinator which driver will start the Race using the official Race Start driver nomination form.

~~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 of their Category at the discretion of the Race Director. The organisers reserve the right to amend the qualifying format via championship bulletin (1.5.3).~~

~~Approved 3 driver line ups for the 3 hour race must nominate the lowest ranking driver to take part in the qualifying session. All drivers must 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 Qualifying for new Donington – August (Format 2H + 1H)

Each category 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. In the event of both drivers having the same ranking the Team must notify the Championship Co-ordinator which driver will take part in session 1 (usually the most experienced/fastest driver must take part in session 2) using the official qualifying driver nomination form. This will be subject to the approval of the Organisers. If the name of the driver is not handed in within the stipulated time, the Race Director will designate the drivers. Both drivers must compete 2 timed laps (not including Out and In laps).

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#### For Race 1 (2 hour race)

Fastest lap times from both drivers will be aggregated and will be used to determine the grid order with the lowest aggregate time in pole position. The lowest ranking driver will start race 1 (2 hours).

In GT3 in the event of both drivers having the same ranking, the driver with the slower time in qualifying will start the race. In GT4 in the event of both drivers having the same ranking the Team must notify the Championship co-ordinator which driver will start the race using the official race start nomination form.

#### Race 2 (1 hour race)

The fastest times from the second qualifying session will set the grid for the second race. The driver who did not start race 1 will start race 2.

- 2.3.11** 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 of their Category at the discretion of the Race Director. The organisers reserve the right to amend the qualifying format via championship bulletin at an event or during the season (1.5.3).

Approved 3 driver line ups for the 3 hour race must nominate the lowest ranking driver to take part in the qualifying session. All drivers must 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~~ **12** 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.

- ~~2.3.11~~ **13** In relation to 2.38 and 2.39 GTC cars will qualify with GT3.

#### **2.13 Onboard Cameras**

It is mandatory for all cars to have an on-board camera or Vbox system fitted and functioning during every session. It is the teams responsibility to supply and fit the recording system. It is the teams responsibility to ensure the recording system is switched on and recording 5 minutes before every session that the battery has been charged sufficiently to record the entire session and that there is sufficient memory on the card inserted to record the entire session. A clear forward facing visual is required, the angle and quality of footage will be inspected at Round 1, and randomly tested at all events. The visual must be correctly date and time stamped.

It is the team's responsibility to have a USB or memory card per car, labelled with the relevant car number and that has the capacity to hold the session footage. ~~It is mandatory for teams to download the footage immediately after every session and deliver the footage to the designated location by the specified time after the session.~~ Should the Race Director require your onboard camera footage you will be notified via the Team App where to deliver your footage immediately. Should the car be under Parc Ferme conditions you may collect the footage with the express consent of the Race Director. Access to cars that are being checked after a session in Parc Ferme needs to be agreed expressly by the Eligibility Scrutineer. The images remain the property of the Organiser.

Any party/team that fails to comply will be sent to the Race Director and may result in a penalty during the event. All teams must complete and sign the on board camera form and have the location, installation and fixing approved by the Scrutineers.

#### Obligation for Television:

All cars must be ready to be fitted with a television onboard camera when so requested. For this, Teams will need to provide a 12V @ 5Amps with a stable supply of power on a Superseal 2-way plug part number: 282080-1, connector manufacturer: TE Connectivity. This will need to be provided in the passenger foot well with the following pin out:

Pin 1 +12V

Pin 2 Gnd

Teams will need to provide a 10mm hole in the roof of the car (or other suitable location – determined by TV). The position of this is to be agreed with the TV technicians for the camera transmitter.

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SRO shall own the entire copyright and all other rights, titles and interests, including all other intellectual property rights to and in connection with any footage taken on any On-Board Camera. Competitors and/or teams may only use, distribute, share, upload or download any footage taken on an On-Board Camera or recording system with the prior written consent from the Organisers.

On-Board Camera procedures may be amended throughout the season by Championship Bulletin.

- 3.1.1.2 All Team personnel in the Working Pit Lane must wear flame-resistant overalls, **balaclava** and helmet as a minimum, however it is highly recommended for all team personnel required in the working pit lane to wear long underwear including **balaclava**, gloves, socks and flame resistant shoes while working in the pit lane with eye protection in the form of visors or safety glasses.

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 car mechanics
- iii) 4 Orange armbands for pit wall
- iv) Yellow armbands for industry personnel

A maximum of one two armbands may be worn at any one time and worn on the arm. Penalties may be awarded by the Race Director.

- 3.1.5.3 Refuelling is only allowed in front of each team's allocated pit garage or working pit area. Two car teams will be limited to a single refuelling rig **with one tank per trolley with maximum capacity 200L as per FIA Appendix J – Article 257A Drawing 252-7**, unless approved by the organisers (for example different models of car).

- 3.1.5.6 The clothing worn by pit crew designated as refuellers and fire fighter must comply with Motorsport UK regulation [Q 13.1.2]. In addition to the mandated flame-resistant overalls, **balaclava** and helmet for all Team personnel in the Working Pit Lane, during the refuelling process, these persons must wear eye protection in the form of visors or safety glasses, long underwear including **balaclava**, gloves, socks and flame-resistant shoes. All clothing must be worn correctly.

Appropriate extinguishers/equipment is required for the fuels being used. The organisers have the right to refuse any equipment deemed to be below a reasonable standard.

## 4 Championship Penalties

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

Infringement	Penalty
i) <b>False Start</b>	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. <b>Motorsport UK Regulation [Q 12.6] Stop-Go Penalty applies.</b>
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

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	- During qualifying	£25 per km exceeded
	- During the race	During the race: 1 second and £25 <u>per km exceeded</u> stop and go
viii)	'A' category driver, driving solo	Datum penalty – A minimum 50 seconds added to the mandatory <b>pit stop time</b> .
ix)	'B' category driver, driving solo	Datum penalty – A minimum 40 seconds added to the mandatory <b>pit stop time</b> .
x)	'C' category driver, driving solo	Datum penalty – A minimum 30 seconds added to the mandatory <b>pit stop time</b> .
xi)	'D' category driver, driving solo	Datum penalty – A minimum 20 seconds added to the mandatory <b>pit stop time</b> .
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/participation 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. **Silver Cup weight typically 15kg – 80kg.**

**Teams and Competitors must abide by any specific protocols set in place by the Promoter, Circuit or ASN. Any refusal to follow the instructions given will result in the Team being summoned to the Stewards and the Competitor may be Penalised accordingly.**

## 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)

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for a 3 Hour Race and Donington Park, August 2H + 1H format). 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.

#### Reason

Due to the Covid-19 outbreak some race events had to be cancelled. This has resulted in the championship rounds having to be reduced in number along with venue and date changes. These changes, in turn, have resulted in additional alterations to other aspects of the Regulations.

Signed

Date

**Cheryl Lynch**  
Race, Speed & Kart Executive



16<sup>th</sup> July 2020