

**CHAMPIONSHIP BULLETIN 2024**  
Regulations Amendments & Clarification

**BRITISH GT CHAMPIONSHIP**

**Bulletin Number:** 01  
**Date of Implementation:** 25 April 2024  
**Championship Permit No:** CH2024/R002

The following amendments to the Championship Regulations are of immediate effect pursuant to the permission of Motorsport UK applying NCR A.2.4 exempting the Organisers from the requirement to obtain the consent of Competitors under NCRs D.11.1.1 and 11.2. All additions are underlined and in red text. Where appropriate, deletions are shown by strikethrough.

**Amendment to Article 7.7:**

- 7.7** If a race is suspended under Article 47 and cannot be resumed:
- No points will be awarded to the Competitors or Driver crews if the leader has completed less than two laps.
  - Half points will be awarded if the leader has completed two or more laps, but less than 75% of the original race time, and as long as the results include at least one lap which took place outside Safety Car or Full Course Yellow conditions.
  - Full points will be awarded if the leader has completed more than 75% of the original race time and as long as the results include at least one lap which took place outside Safety Car or Full Course Yellow conditions.

The above-mentioned conditions will be based on the number of laps as shown on the published results as the basis for the final classification.

**Amendment to Article 16.6, paragraph 2:**

**16.6** ...

At the Driver's next pit stop, the Driver must enter the pit lane and stop in the allocated pit stop position under Parc Fermé conditions for the given penalty time. No-one from the Team may touch the car during this period, and the Driver is not allowed to open the door. Once the time has elapsed, the pit stop according to Articles 36-39 may begin. This includes any stop the Driver makes whilst a Safety Car or Full Course Yellow procedure is in operation.

...

#### **Amendment to Article 16.6 b):**

16.6 b) However, unless the car was already in the pit entry for the purpose of serving its penalty, it is not allowed to carry out the penalty after the Safety Car procedure has been deployed or a Full Course Yellow procedure has been announced by the Clerk of the Course. The number of times the Driver crosses the Line behind the under Full Course Yellow or Safety Car conditions during a procedure will be added to the maximum number of times the car may cross the Line on the track. The Safety Car period is deemed to end when the relevant car passes the green signal at the control line after the Safety Car has entered the pit lane.

#### **Amendment to Article 20.5.2:**

20.5.2 If a Full Course Yellow procedure is in place or the Safety Car is on track in operation at the time when the pit window is scheduled to open, the pit window may be delayed. If the Clerk of the Course declares that the window will be delayed then the pit window will be opened once the Full Course Yellow procedure has ended or the green signal has been shown at the end of the SC period, however all cars must take the green flag on the control line before entering the pits. The pits will then remain open in accordance with Article 20.5.1 for the mandatory stops to be completed. Any pit stops taken before the start of the new pit window will not count as the mandatory pit stop.

If the Clerk of the Course decides not to delay the pit window and a Full Course Yellow procedure is in place or the Safety Car is on track in operation at the time when the pit window is scheduled to open then the Full Course Yellow or Safety Car will continue until all mandatory pit stops have been completed.

#### **Amendment to Article 20.5.4:**

20.5.4 Should a Full Course Yellow procedure begin, or the Safety Car be called on track during the pit window the Clerk of the Course may extend the time of the pit window by a time between one and three minutes.

#### **Reason(s):**

Following the first event of the Championship, these amendments are made following the introduction of the Full Course Yellow procedure as provided for by Article 46.4 of the Championship Regulations.

#### **Amendment to Article 46.7:**

*The following text is added prior to the current antepenultimate paragraph in this article:*

46.7 ...

The Clerk of the Course will specify, during the Briefing, the location at which the safety car lights will be turned off, signifying the end of the safety car procedure. In the event that the Safety Car lights appear to be extinguished prior to this location, cars are required to remain within the safety car procedure regulations until confirmation is given that the safety car will be 'in this lap' on the radio and/ or timing screens.

...

### **Reason(s):**

Additional text added to address the situation which occurred during Round 1 at the first Championship Event, when the safety car lights failed.

### **Amendment to Article 17, final paragraph:**

17 ... After these penalties have been awarded, the Driver's point score will be reset to zero. Behaviour Warning Points will be carried forward to the next event. They will be reset to zero for all drivers at the end of the final Event of each season.

### **Reason(s):**

Additional text added to provide clarification on the reset of Behaviour Warning Points at the end of the Championship year following enquiries from entrants. It should be understood that Championship Regulations are issued for the Championship Year, and therefore the regulations are applicable to that specific year, including the application of penalties and BWP's, unless explicitly stated otherwise.

### **Amendment to Article 20.1, paragraph 8:**

20.2 ...

If race by race entries as defined in 6.4 (c) finish in the top three in GT3 and GT4, the top three Full Season British GT entries will also receive the time penalties to be added to the minimum pit stop duration at the next Championship round in which that Competitor competes. The race by race Competitor must also serve the time penalty in the next Championship round in which that Competitor takes part in that season. Note that points-scoring race-by-race entries as defined in 6.4b) are considered to be Full-Season British GT entries in terms of compensation times.

...

### **Reason(s):**

Additional text added to provide clarification on the application of compensation times for race-by-race entries, following enquiries from entrants.

### **Clarification of Article 2.1:**

2.1 All Drivers, Entrants and Officials participating in the Championship undertake, on behalf of themselves, their employees and their agents, to observe all the provisions of the Regulations of the Event(s) and the Official Documents (NCR D.8.1) and the Technical Regulations (including Article 257A of Appendix J to the FIA International Sporting Code).

Article 2.1. of the Championships Regulations require compliance with the provisions of Article 257A of Appendix J to the FIA International Sporting Code.

Concerning Article 507 of Article 257A of Appendix J to the International Sporting Code, which states:

*“Only sensors listed in the homologation form may be installed in the car during competitions; their make and type are free.*

*Unless otherwise indicated on the homologation form, their use is mandatory.*

*Sensors marked "Restricted" may only be installed and used if the authorization is mentioned in the relevant sporting or supplementary regulations of the competition or the championship.”*

Teams are hereby informed that in terms of the British GT Championship, no sensors marked “Restricted” are authorised.

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**This Championship Bulletin is Issued as an Official Document (2024 NCR D.8) pursuant to authority of the ASN under 2024 NCR A.2.4 and is effective immediately.**

Signed: *Lauren Granville*  
Lauren Granville (Apr 25, 2024 16:30 GMT+1)

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