



2025 SPORTING AND TECHNICAL
REGULATIONS

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BRITISH GT CHAMPIONSHIP SPORTING REGULATIONS **2025**

FOREWORD (Title & Jurisdiction)

The **2025** British GT Championship ("the Championship") Permit is granted by the ASN ("Motorsport UK") to and held by the British Racing & Sports Car Club ("BRSCC"). The Championship Events are organised by BRSCC and the Championship is promoted and administered by SRO Motorsports Group ("SRO"). The Championship is organised pursuant to the [National Competition Rules](#) of Motorsport UK (incorporating the provisions of the International Sporting Code of the FIA) (the "[NCR](#)"), these Championship Regulations and the Team Commercial Agreement.

For the purposes of these Championship Regulations BRSCC and SRO shall be jointly and severally referred to as the Organisers, however for the avoidance of doubt BRSCC shall be accountable to the ASN as the Championship Permit Holder.

These Regulations may be subject to changes and additional safety measures in accordance with any pandemic or other protocols issued by the organising club, SRO or venue and supplemented by the various Governments and National Sporting Authorities (ASNs). 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 NCR [Ch.3 App.10 Art.4.2](#) at any time before or during the Championship and further issue additional statements concerning the regulations from time to time, subject to ASN approval. All such statements will be issued by Championship Bulletin to the ASN 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 the 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.

The Championship is reserved for FIA-homologated Grand Touring cars (hereinafter "GT3") and GT4 Grand Touring cars homologated by the Royal Automobile Club of Belgium ("RACB") for SRO as defined by the applicable Technical Regulations (hereinafter "GT4"). The Championship comprises one title of British GT GT3 Champion for Drivers and one title of British GT GT3 Champions for Teams, which will be awarded overall as well as in the Silver-Am, Pro-Am and Am Cups.

The Championship also comprises one title of British GT GT4 Champion for Drivers and one title of British GT GT4 Champions for Teams, which will be awarded overall as well as in the Silver, Pro-Am and Am Cups.

Certain aspects relating to the application of the Championship regulations have been entrusted to the Sporting Board and Technical Board subject to ASN approval as required by the NCR.

Terms used in these regulations such as 'Event' and 'Competition' and 'Competitor' are defined as in the NCR [Ch.1 App.1 \(Definitions and Nomenclature\)](#). Within these Sporting Regulations, terms referring to natural persons are applicable to all genders.

The British GT Championship follows the Race with Respect code – see Appendix 11 and <https://www.motorsportuk.org/racewithrespect/>

Motorsport UK Championship Permit No: CH2025/R002

Race Status: [National Open](#)

Motorsport UK Championship Grade: A

1. REGULATIONS

- 1.1** The final text of these Sporting Regulations shall be the English version, which will be used should any dispute arise as to their interpretation. Headings in this document are for ease of reference only and do not form part of these Sporting Regulations.
- 1.2** These Sporting Regulations come into force on 1 January [2025](#) and replace all previous Sporting Regulations regarding this Championship.
- 1.3** Reserved for future use
- 1.4** These Regulations are subject to permitted changes and additional safety measures as provided for above (see Foreword).
- 1.5** Any revisions or clarifications to the Sporting Regulations when authorised or allowed under the NCR shall be communicated via a Championship Bulletin or given for a specific Competition in the Supplementary Regulations or Final Instructions for an Event, will be supplementary to the original Regulation(s). The Drivers' Briefing Notes, associated presentations and any season Briefing Notes issued are Official Documents (NCR [Ch.3 App.10](#)) which must be complied with.

2. GENERAL UNDERTAKING

- 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 [Ch.3 App.10](#)) and the Technical Regulations (including Article 257A of Appendix J to the FIA International Sporting Code).

3. GENERAL CONDITIONS

- 3.1** It is the Entrant's obligation to ensure that all persons concerned with the entry observe all the requirements of the Official Documents (NCR [Ch.3 App.10](#)).

By registering for the Championship all competitors and their associates commit to positively promote and demonstrate the Motorsport UK's Respect Code which is appended to these regulations (Appendix 1).

- 3.1.1.** Where any reports of disrespectful conduct are judged to be well founded the Championship organisers may issue warnings or require remedial actions and/or report the matter to the Championship Stewards who may impose appropriate penalties which can include loss of Championship points and/or race bans through to Championship Expulsion and referral to Motorsport UK.

- 3.1.2.** It is imperative that we promote the safety and wellbeing of young people and adults at risk. In addition to this all participants must be aware of their behaviour and conduct at all times and abusive language and harmful behaviour will not be tolerated. Any such incidents must be reported to the Championship Coordinator and/or Safeguarding Officer who will also relay the report Motorsport UK. Details of the Motorsport UK Policies and Guidelines are available at www.motorsportuk.org/resource-centre by selecting Policies and Guidelines.
- 3.2** Each Entrant must nominate their representative(s) in writing on the entry form. If an Entrant is unable to be present in person at any Competition then the representative must be nominated by the Entrant in writing to the Championship Co-ordinator. A person having charge of an entered car during any part of a Competition is responsible jointly and severally with the Entrant for ensuring that the requirements are observed.
- 3.3** Competitors must ensure that their cars comply with the conditions of eligibility and safety and with the Technical Regulations throughout the Competition.
- 3.4** The presentation of a car for scrutineering will be a statement of the conformity of the car.
- 3.5** All persons concerned in any way with an entered car or present in any other capacity whatsoever in the paddock, pits or pit lane, or on the track, must wear an appropriate pass and clothing at all times as stated in Article 12.2. Any infractions will result in penalties according to the following provision:
- a. First offence: Fine of fifty pounds (50 pounds)
 - b. Second offence: Fine of one hundred pounds (100 pounds)
 - c. Third offence: Fine of one hundred and fifty pounds (150 pounds)
 - d. For each subsequent offence the amount of the fine will double commencing with three hundred pounds for the Fourth offence.
- 3.6** All Drivers, Entrants and Officials participating in the Series must hold current and valid licences. For British GT the minimum requirement for Entrants Licences is an Entrant International Restricted Licence. For Drivers, the minimum requirement is an FIA International Grade C – Circuits (ITC-C) licence, or equivalent licence such as the International Licence for Drivers with Disabilities and, where applicable, valid licences and/or authorisations issued by their ASN. The Drivers must be in possession of a current medical certificate of aptitude and both Entrants and Drivers must, where appropriate, have permission from their ASN to compete in the relevant Competition. 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.
- 3.7**
- a) Results remain provisional until all Judicial and sporting matters and technical Scrutineering are completed. This includes the checking of pit area camera and any onboard cameras.
 - b) Until the final classification is published, all Teams must have one nominated person available to attend on request before the Clerk of the Course and/or the Stewards of the Event to represent the Competitor and to sign for any Judicial Decisions.
 - c) The Team Messaging application must be monitored until the final classification is published.

d) Should the person designated as Team Manager for the Event not be available until results are final, the Team should nominate one or more additional personnel who are able to represent and sign for the Team. This person or people must be listed on the sheet that will be available at the Team Managers' administrative checks. Any changes or additional personnel after this point should be notified directly to the Championship Co-ordinator and Clerk of the Course.

4. ELIGIBLE CARS

4.1 Competitions are first and foremost reserved for the following categories of cars:

- 1) GT3 cars with an FIA homologation as defined by the applicable Technical Regulations (Article 257A of Appendix J to the FIA International Sporting Code) except for the following points:
 - a) All cars homologated from 2013 onwards must run with a catalytic converter.
 - b) Restrictors must adhere to the FIA restrictor geometry definition and must be in accordance with those deposited with the FIA.
 - c) The latest evolutions are not compulsory.
 - d) A forced air brake cooling system by means of air ducts, scoops and blowers will be authorised at certain Competitions for safety reasons. Teams will be notified a minimum of two weeks in advance.
 - e) For cars homologated from 2022 onwards, only the springs approved by both the manufacturer and SRO will be used. All cars homologated prior to 2022, as well as Evo cars homologated in 2022, 2023, 2024 or 2025 must use the springs as listed in their homologation file.
 - f) For cars homologated from 2022 onwards, a minimum ride height and ride height points to measure these minima, agreed by both the manufacturer and SRO, will be used.
 - g) All cars must comply with a list of additional details concerning technical definitions and descriptions which will be issued further to the 2025 Balance of Performance tests.

At all times throughout each Competition all cars must respect a noise limit of 108db(A) at $\frac{3}{4}$ of maximum RPM. 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 NCR Ch.7 App.8 Art.2-Art.3

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 the Championship Eligibility Scrutineer to change components homologated for use as part of the car's 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.

GT3 cars fitted with an endurance kit homologated by the FIA will be accepted at all Events. The full VO endurance kit does not need to be used. The endurance kit or elements from it should be those from the FIA VO Endurance from the same year as that of the model concerned (excepted ER, VF or VO on the existing VO). Should there be no VO Endurance kit homologated for the year in question, the kit from the previous year should be used.

GT3 cars homologated by the FIA must be produced and sold as part of a customer racing programme, which must include the availability of a minimum of twenty cars available to be sold to independent Teams. The programme must include a customer client department for spare parts, service and on track assistance. A programme limited to former factory cars for sale in the following season will not be considered a genuine customer programme and will not be eligible for entry.

- 2) GT4 Grand Touring cars homologated by the RACB for SRO as defined by the applicable Technical Regulations.

In exceptional circumstances, the Promoter reserves the right to accept “Guest” cars in the GT4 category, whose Technical Form is temporary or incomplete, or which are recently out of homologation. These cars and their Drivers will not score any points and will be considered invisible in terms of points attribution.

All cars must be in conformity with the list of safety features according to Technical Regulations for GT4 Grand Touring Cars.

- 3) GT3 cars fitted with adaptations solely for the purpose of allowing their use by Drivers with disabilities will be authorised. These adaptations must conform with the NCR and have to be registered and approved by the Technical Board and the Championship Eligibility Scrutineer and the Organisers. Any such cars must carry the universal logo approved by the FIA Disability and Accessibility Commission distinguishing them as a disabled Driver, on both car doors, and at the front and rear of their Competition vehicle during both Competition and testing in accordance with Appendix L Chapter I Article 18.5.2 of the FIA International Sporting Code and NCR [Ch.6 App.2 Art.9.7.](#)
- 4) GT4 cars fitted with adaptations solely for the purpose of allowing their use by Drivers with disabilities will be authorised. These adaptations must conform with the NCR and have to be registered and approved by the Technical Board and the Championship Eligibility Scrutineer and the Organisers. Any such cars must carry the universal logo approved by the FIA Disability and Accessibility Commission distinguishing them as a disabled Driver, on both car doors, and at the front and rear of their Competition vehicle during both Competition and testing in accordance with Appendix L Chapter I Article 18.5.2 of the FIA International Sporting Code and NCR [Ch.6 App.2 Art.9.7.](#)
- 5) Cars with permission of the Technical Board: The Technical Board may request that the Sporting Board determine if any such cars should be invisible in the results and whether they should be eligible for podiums and/or points and/or prize money. The Decision is not Appealable and such cars / Drivers shall be Guests of the Championship.

- 4.2** All GT3 cars must be in conformity with all safety features according to Article 257A of Appendix J of the FIA International Sporting Code.

4.3 Reserved for future use.

4.4 Reserved for future use.

4.5 Driver Cooling Systems

4.5.1 In extreme heat, it is recommended that a Driver Cooling System be used (connected, for example, to the underwear designed for that purpose and homologated according to the FIA 8856-2018 standard). Exceptionally, Driver cooling vests which are not FIA-homologated may be worn but shall be in addition to and worn over the top of the mandatory homologated underwear. They must include a base garment certified and labelled to ISO 15025 or SFI 3.3 standard; and any connection to an on-board system must comply with Article 5.8.6 of the FIA 8856-2018 standard.

4.5.2 The use of a Driver Cooling System may be mandated if the temperature is forecast to be above 30.1° C for the time of any Race. Any such Cooling System must be able to reduce the Driver's body core temperature and/or supply a constant stream of air to the Driver's helmet at a reduced temperature relative to the ambient air surrounding the outside of the car. If the use of a Driver Cooling System is mandated for a particular race, Competitors will be informed by a Bulletin from the Stewards.

4.5.3 Substances which may circulate in any cooling system worn by a Driver are restricted to water, or air at atmospheric pressure. Propylene Glycol will be permitted to be added to the volume of water used for the Driver Cooling System. This can be no more than 5% of volume of the water used. Water systems must not require the saturation of a garment in order to function.

4.5.4 The Driver Cooling System must be constructed in a manner which is to the satisfaction of the Eligibility Scrutineer.

4.5.5 If a car is homologated with an air conditioning unit it must remain operational and operate according to the Manufacturer's guidelines.

5. CHAMPIONSHIP COMPETITIONS

5.1 Each Competition is deemed to include administrative checks, technical Scrutineering, all practice sessions whether qualifying or not, the warm-up if there is one and the race(s) itself.

5.2 The Championship is made up of Competitions consisting of
 Case A: one race with a maximum duration of three hours
 Case B: one race with a maximum duration of two hours
 Case C: two races, each with a maximum duration of one hour. (For the avoidance of doubt, all races at the same Meeting are considered together to form a single Event/Competition for the purposes of these regulations.)

Competitions run according to Case A and B are considered "Endurance Competitions".
 Competitions run according to Case C are considered "Sprint Competitions".

5.3 In all cases, the leader will be shown the chequered flag when the control line (the Line) is crossed at the end of the lap during which the prescribed period ends. If the leader is stopped, the chequered flag is presented to the next-best placed car running on the track.

- 5.4** The Line is a single line which crosses both the track and the pit lane.
- 5.5** The maximum number of Competitions in the Series is set at 7.
- 5.6** The definitive list of Competitions is published by the Promoter before February 21st 2025. However, in case of force majeure, the Promoter reserves the right to modify this date as well as the format and number of the Competitions, in which case an official Championship Bulletin will notify all registered competitors and neither the Championship Organisers, nor the race organisers and promoters shall be liable for any consequential loss or damages.
- 5.7** A Competition may be cancelled in case of force majeure, or with the agreement of the ASN or the Hosting ASN where applicable and the Promoter.
- 5.8** Competitors are responsible for ensuring there are no travel or other restrictions which would affect participation in any Event entered.

6. THE TITLES

- 6.1** The following titles will be awarded:

The British GT GT3 Drivers' title will be awarded to the Driver(s) who has(have) scored the highest number of points, taking into consideration all the points obtained during the Competitions which have taken place. An overall title will be awarded, as well as titles in the Silver-Am, Pro-Am and Am cups.

The British GT GT4 Drivers' title will be awarded to the Driver(s) who has(have) scored the highest number of points, taking into consideration all the points obtained during the Competitions which have taken place. An overall title will be awarded, as well as titles in the Silver, Pro-Am and Am cups.

The British GT GT3 Teams' title will be awarded to the Overall Team which has scored the highest number of points, taking into consideration all the results obtained by the best-placed car(s) of each Team during the Competitions which have actually taken place.

The British GT GT4 Teams' title will be awarded to the Overall Team which has scored the highest number of points, taking into consideration all the results obtained by the best-placed car(s) of each Team during the Competitions which have actually taken place.

The British GT GT4 Endurance Cup Drivers' title will be awarded to the Driver(s) who has(have) scored the highest number of points, taking into consideration all the points obtained during the Competitions which have taken place in the Endurance Cup as specified in Article 6.4 b.

The British GT GT4 Endurance Cup Teams' title will be awarded to the Team which has scored the highest number of points, taking into consideration all the results obtained by the best-placed car(s) of each Team during the Competitions which have taken place in the Endurance Cup as specified in Article 6.4 b.

- 6.2** Reserved for future use
- 6.3** Reserved for future use
- 6.4** Eligibility for Points

- a. Teams and Drivers entered in a full season of the British GT Championship will score points towards the Teams and Drivers titles.
- b. Teams and Drivers entered into either :
 - the GT4 Endurance Cup (Donington April, Silverstone, Spa, Donington October) or
 - all 4 events where the Championship has capacity for additional entries

will score points towards the Teams and Drivers titles providing they have registered and paid for all 4 events before the Media Day on 21st March.

Driver line-ups must be registered and approved. No change in driver line up will be permitted in such entries except in recognised force majeure cases.

Any such entries will be given priority in case space becomes available at additional races (where they will also be eligible to score points in, if entry is granted.)

- c. One-off or returning Race-by-race Competitors and their drivers which do not comply with 6.4 (b) above will not score points towards the Teams and Drivers classifications, with the exception of drivers who have previously competed for a full-season Competitor and with the approval of the Sporting Board and ASN. Any such exception will be notified in writing in accordance with NCR [Ch.3 App.10](#).

6.5 British GT Driver and Team titles

Overall GT3 Drivers and Teams title: Points will be awarded to eligible Teams and their Drivers according to the overall classification of all races counting towards the British GT Championship.

The point scales for each individual Competition as set out in Article 7 for Cases A, B, C. For the Teams title, only the two highest-finishing cars per category, per Team will score points, and all other cars entered by that Team will be invisible as far as scoring points are concerned.

GT3 Silver-Am, Pro-Am and Am titles: Points will be awarded to eligible Drivers according to the individual cup classification of all races counting towards the British GT Championship. The point scales for each individual Competition as set out in Article 7 for Cases A, B and C will be used.

Overall GT4 Drivers and Teams title: Points will be awarded to eligible Teams and their Drivers according to the overall classification of all races counting towards the British GT Championship.

The point scales for each individual Competition as set out in Article 7 for Cases A, B, C. For the Teams title, only the two highest-finishing cars per category, per Team will score points, and all other cars entered by that Team will be invisible as far as scoring points are concerned.

GT4 Silver, Pro-Am, Am and [Endurance Cup](#) titles: Points will be awarded to eligible Drivers according to the cup classification of all races counting towards the British GT Championship. The point scales for each individual Competition as set out in Article 7 for Cases A, B and C will be used.

For GT3 and GT4 Team titles, the name on the Entrant's licence will be used to determine points for each title. Note: the entry list must match the title on the Entrant's Licence.

Drivers may specify a commercial nationality to be used on the podium, TV Graphics, Entry List Nationality and car flags, as long as this can be justified in terms of their nationality. This commercial nationality is a Championship sporting facility only and is independent of the nationality of the licence under which the Competitor is entered and which shall at all times respect the Code and the NCR.

6.6 Representatives of the top three placed Entrants as well as the Drivers finishing in the top three positions in the classification of each category (GT3 and GT4) in the Championship, and any Cup with more than three cars entered, as well as the winning Driver and Team from the GT4 Endurance Cup, must attend the end of season prize giving ceremony which will take place at a date and location to be determined. Should they fail to attend, their trophy will be forfeit. In the case of Cups with fewer than three regular cars entered, only the Cup Winners must attend the Ceremony. All Entrants shall use their best endeavours to ensure that their Drivers attend as aforesaid.

6.7 Additional Trophies and Awards

6.7.1 Trophies will be awarded at each round to the 1st, 2nd and 3rd placed Drivers in GT3 Overall, GT3 Silver-Am, GT3 Pro-Am (when the overall classification is not the same as the GT3 Pro-Am classification), GT4 Overall, GT4 Pro-Am, GT4 Silver and GT4 Endurance Cup (at selected events only).

6.7.2 Championship trophies will be awarded at the end of the season to 1st, 2nd and 3rd placed Drivers in each category and Cup, as well as to the winning Drivers in the GT4 Endurance Cup.

Championship trophies will be awarded at the end of the season to 1st, 2nd and 3rd placed Teams in each category. as well as to the winning Team in the GT4 Endurance Cup.

Note that in order to be awarded a Championship trophy, any drivers and/or driver pairings must have competed in at least two-thirds of the races during the season.

6.7.3 One set of tyres will be awarded to the driver(s) setting the fastest lap during Qualifying (which for races longer than 1 hour will be the combined lap time) for the following Cups;

GT3 Pro-Am
GT3 Silver-Am
GT4 Silver
GT4 Pro-Am

These will be awarded at each individual race as set out in Article 7 for Cases A, B and C.

Note: Should an incident or other matter occur during the fastest lap in qualifying which gives rise to a penalty other than the disallowing or deletion of that lap time (for example a drop of grid positions or disqualification) in respect of a breach of Track Regulations (NCR Ch.12 App.7 Art.1) or Signals (NCR Ch.12 App.8 Art.1) the award will not be awarded to the driver(s) in question. If that is the case, then the award will be attributed to the second-fastest driver(s), unless they are subject to a penalty (other than disallowing or deletion of a lap time) for breaches of Track Regulations or Signals, in which case the award will be attributed to the third-fastest driver(s) and so on, until such point the award is attributed.

6.7.4. Additional prizes and trophies may be awarded.

6.7.5 No points will be scored towards any Teams title if a car is entered under a Driver's Entrant licence. Any eligible drivers may still score points towards the Drivers' titles.

6.8 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.

7. POINTS

7.1 Points classifications will be published on the Championship website after the end of each Competition. Any dispute concerning the award of Championship points will be decided by the Championship Stewards. Any queries or challenges concerning Championship points awarded must be submitted to the Championship Co-ordinator within 7 days of the first publication of the points in dispute (NCR [Ch.2 App.5 Art.2.1](#) refers). The points classifications will be considered final 7 days after the end of the last Competition of the season and, subject only to any ongoing judicial or sporting matters, from that point no further amendments or corrections will be made subject only to manifest error and the authority vested in the ASN.

Race by Race entries as defined in 6.4 (c) will not score points and will be considered invisible in terms of points allocations.

7.2 Case A: Three-hour races – Driver and Team Points

Points for all titles are awarded, overall and in each Cup at each Competition according to the following scale:

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

If a race is suspended and not resumed, points will be awarded equally to all Drivers sharing one car.

7.3 Case B: Two-Hour Races – Driver and Team Points

Points for all titles are awarded, overall and in each Cup at each Competition according to the following scale:

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

If a race is suspended and not resumed, points will be awarded equally to all Drivers sharing one car.

7.4 Case C: Competitions with two one-hour races – Driver and Team Points

Points for all titles are awarded, overall and in each Cup for each race according to the following scale:

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

If a race is suspended and not resumed, points will be awarded equally to all Drivers sharing one car.

- 7.5 The Team can only be awarded the points scored if the Drivers of the car are eligible. In any case where full season Drivers change Teams, the continuation of their points scoring eligibility will be subject to the approval of the Sporting Board.

NCR [Ch.4 Art.1.16](#) applies - only Entrant Licence holders may qualify for the Team award.

7.6 Reserved for future use

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.

7.8 Dead Heats

Prizes and points awarded in accordance with the classification of each Competition to Competitors who tie will be added together and shared equally.

7.9 If two or more Drivers or Teams finish the season with the same number of points, the higher place in the Competition shall be awarded to:

- a. The holder of the greatest number of first places based on the final classification of the races which have taken place
- b. If the number of first places is the same, the holder of the greatest number of second places based on the final classification of the races which have taken place,
- c. If the number of second places is the same, the holder of the greatest number of third places based on the final classification of the races which have taken place, and so on through the point-scoring positions until a winner emerges.
- d. If the above-mentioned procedure fails to separate two or more Drivers, then whoever finishes ahead in the final race of the season will be deemed to have finished ahead of the other in the Championship.
- e. Special case: Drivers of the same car who have formed the same crew during all the Competitions in the Championship in which they have scored points and who finish with the same number of points will share the same place in the Championship.
Examples: Drivers 1 and 2 of car A will be classified equal first in the general classification of the Championship; Drivers 1 and 2 of car B will be classified equal second and so on until the last classified crew finding itself in this situation.

Note: the number of first, second etc places are based on the final classification of the races which have taken place.

7.10 Reserved for future use

8. ORGANISER, ORGANISATION AND INSURANCE

- 8.1.** An application to organise a British GT Championship Event must be made to the ASN or the ASN of the country in which the Event is to take place in conjunction with the Promoter.

8.2 Reserved for future use.

- 8.3** The Organiser of an Event must ensure that relevant insurance is in place in accordance with [NCR Ch.3 Art.15 and NCR Ch.1 App.3](#). If appropriate, for overseas Events an equivalent level of insurance must be in place as a minimum.

8.4 Reserved for future use

8.5 Reserved for future use

8.6 Reserved for future use

9. OFFICIALS

9.1 The following Officials are appointed for the British GT Championship:

9.1.1 Championship Co-ordinator: Lauren Granville

9.1.2 Licensed Eligibility Scrutineer: Paul Hewer

9.1.3 Permanent Race Director/Clerk of the Course: Peter Daly

9.1.4 Championship Stewards: Greg Masters
David Simons
[Ian Watson](#)
[Andrew Holley](#)
[Trevor Parry](#)
[Nick Breed](#)

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. The duties of the Championship Stewards will be in accordance with the following NCR:

NCR Ch.4 App.1 Art.1.2 The Championship Stewards can only adjudicate upon any disputes irregularities or appeals arising from the published 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 those Stewards may impose a penalty in accordance with NCR Chapter 2 subject to the rights of Appeal to the National Court there provided.

9.1.5 Stewards of the Event: [Greg Masters](#)
[Ian Watson](#)
[Andrew Holley](#)
[David Simons](#)
[Trevor Parry](#)
[Nick Breed](#)

Any three of the named Stewards of the Event may make a decision. In the event of any of the named Stewards listed above being unavailable, the Organisers reserve the right to appoint an alternative Steward or, if deemed to be necessary, more than one alternative Steward. The duties of the Stewards of the Event will be in accordance with the below:

- a) Pursuant to Motorsport UK National Competition Rule ('NCR') Ch.1 Art.1.9 for the purposes of a trial during the 2025 Championship the ASN has exceptionally granted the following suspension substitution and variation of the NCR:
- b) The Judicial proceedings at an Event shall be conducted by the Stewards of the Event who shall act as the first Judicial body. However, offences reported by Judges of Fact (such as track limit infringements and false starts) will be reserved under the powers

of the Clerk of the Course who may apply the penalties detailed in these Championship Regulations without needing to consult with or refer the matter to the Stewards of the Event.

- c) The roles and functions of the Championship Stewards and the ASN National Court remain as provided by the 2025 NCR.
- d) Any Protest must be brought in accordance with NCR Ch2, App9 with the Stewards of the Event acting as the first Judicial body.
- e) Any Notice of Intention to Appeal a Decision of the Stewards of the Event to the National Court must be lodged in accordance with NCR Ch2, App4, Arts1.16 – 1.18 accompanied by a signed undertaking to pay the Fee (NCR Ch1, App2, Art11.4.iii).
- f) All penalties will be in accordance with NCR Ch.2 of the current NCR and these Regulations.

9.1.6 Sporting Board :

Benjamin Franassovici
 Lauren Granville
 Paul McErlean
 Jacquie Groom

The role of the Sporting Board will be to adjudicate on Driver categorisation and Driver pairing matters and any similar matter arising. Any competitor who is dissatisfied with the Board's decision may appeal such decision in writing to the Championship Stewards.

9.1.7 Technical Board:

Stephane Ratel
 Claude Surmont
 Lauren Granville

9.1.7.1 The role of the Technical Board is (a) to determine matters in relation to the Technical Regulations of the Championship (once published these Technical Regulations are subject to NCR Ch.3 App.10 Art.4.2) and (b) to determine SRO Balance of Performance ('BOP') in relation to all competing cars.

9.1.7.2 The matters within the jurisdiction of the Technical Board thus include (but not exclusively):

- a) Approval of cars eligible to Enter the Championship (Note: eligibility at Events remains the jurisdiction of the Chief Scrutineer and the appointed Scrutineers at the Event).
- b) Variations or modifications to a car against its Homologation and or Technical specifications.
- c) BOP parameters.

9.1.7.3 A Competitor has the right of Appeal to the Championship Stewards against a Decision of the Technical Board under 9.1.7.2 (a) and (b) above.

9.1.7.4 A Competitor has the further right of Appeal to the ASN National Court against a Decision made by the Championship Stewards under 9.1.7.3 above.

9.1.7.5 No right of Appeal exists in relation to any BOP Decision whether under 9.1.7.1 (b) or 9.1.7.2 (c) above.

9.1.8 See Appendix 2 for details of other Official roles.

9.2 Reserved for future use

10 CONDITIONS FOR THE PARTICIPATION OF DRIVERS AND COMPOSITION OF THE CREWS

10.1 Driver Line-ups per Cup

a) The British GT GT3 Pro-Am Cup

Driver categorisations will be applied and the following maximum line-ups will be accepted: Platinum / Bronze. Drivers who are noted as Bronze Provisional or 'under review' on the FIA Categorisation list may be accepted but will be subject to the terms of Article 10.6 below. When deciding on eligibility, the full line-up will be taken into account.

b) The British GT GT3 Silver-Am Cup

Driver categorisations will be applied and the following maximum line-ups will be accepted: Silver / Bronze
(Note that Bronze/Bronze pairings may compete in this category should they so wish)

Note:

FIA Silver graded drivers are not automatically eligible for Silver-Am.

Silver-Am is by invitation only.

In particular, any driver who has been upgraded to Gold** for another SRO-run series, or who is noted as Silver Provisional on the FIA Categorisation list, or has been recently downgraded from Gold, will not be considered eligible for Silver-Am.

Drivers who are noted as Bronze Provisional on the FIA Categorisation list may be accepted but will be subject to the terms of Article 10.6 below.

c) The British GT GT3 Am Cup

Driver categorisations will be applied and the following maximum line-ups will be accepted: Bronze / Bronze

d) The British GT GT4 Silver Cup

Driver categorisations will be applied and the following maximum line-ups will be accepted: Silver / Silver

Note: GT4 Silver / Silver pairings and GT4 Silver Cup cars will carry an adjustment defined by the Sporting Board to balance such cars to race at equal pace to Pro-Am cars. Such adjustment will be in the form of elapsed time ("compensation time") and/or additional weight to be carried ("ballast weight") and will be specified in a Bulletin at each Event. Compensation time will be added to the relevant minimum pit stop time for the cars concerned in accordance with Article 20.2, subject to the exception specified in that Article. Ballast weight must be affixed to the relevant car for Warm Up and the Races only at the relevant Event as directed by the Organisers and to the satisfaction of the Event Scrutineers. Teams must add a sticker showing the Silver ballast weight to the windscreen of the car. This will also be indicated on the entry list and result sheets.

e) The British GT GT4 Pro-Am Cup

Driver categorisations will be applied and the following maximum line-ups will be accepted:
Gold / Bronze

f) The British GT GT4 Am Cup

Driver categorisations will be applied and the following maximum line-ups will be accepted:
Bronze / Bronze

10.1.1 The composition of the crews must be sent to the Promoter at least 14 days before the start of each Event. Any modification to a crew is prohibited after the end of the administrative checks except in case of force majeure acknowledged by the Organiser and/or the Clerk of the Course.

10.1.2 With the exception of the GT4 Endurance Cup cars, a car may only be entered in one Cup / Category. In the cases where a line-up is eligible for more than one Cup (for example, Silver/Bronze for Silver Am Cup or Pro-Am Cup), the Organiser will confirm the class at the time of entry.

10.1.3 Should a team enter cars under different entrant licences, all cars operated by that team will be considered as being one collective team for the purpose of Article 35.3.3

10.2 Eligibility of Drivers

10.2.1 The Organisers reserve the right to decide if a Driver is eligible for the British GT Championship.

In particular, the (non-exhaustive) criteria below will be used to consider the eligibility of a Bronze graded driver to enter British GT:

- Bronze graded drivers who are aged 35 or under
- Drivers who are listed as Bronze on the FIA categorisation list but whose annual categorisation is under review or provisional (highlighted in yellow or blue)
- Current Bronze drivers who raced extensively nationally and internationally when in their 20s, unless SRO holds recent relevant data on them proving their level of performance.
- Current Bronze drivers who were previously graded or initially provisionally graded Silver (in the case of first-time grading)
- Any driver who is new to British GT4 or British GT3, unless SRO holds recent relevant data on them proving their level of performance.

Should a FIA Bronze graded driver requesting entry to British GT meets any 3 of the above criteria, the full line-up will be taken into account and limitations may apply.

The Organisers may additionally give any Driver a weight adjustment of up to 50kg, to evaluate before permission and eligibility is extended for subsequent events. Weight may be removed or added at any time during the Competition or season.

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

Drivers recently categorised for the first time, Drivers who have been re-categorised from Silver to Bronze, including those who appealed an upgrade and were successful, Drivers whose categorisation is listed on the FIA website as provisional or under review and Drivers

who were, or would have been, previously categorised Platinum or Gold, may be refused entry, or required to carry a weight or time adjustment if accepted (see 10.2.2).

10.2.2 Adjustments

Any adjustments will be in the form of elapsed time (“compensation time”) and/or additional weight to be carried (“ballast weight”) and will be specified in a Bulletin at each Event. Compensation time will be added to the relevant minimum pit stop time for the cars concerned in accordance with Article 20.2, subject to the exception specified in that Article. Ballast weight must be affixed to the relevant car at the relevant Event as directed by the organisers and to the satisfaction of the Event Scrutineers.

10.2.3 Final Round

The British GT Championship is primarily intended for Driver crews competing together throughout the season to claim the title.

Therefore, during the last round of the British GT Championship, the following situation will not be authorised in any category, except in a case of force majeure recognised as such by the Sporting Board:

- **Any change in terms of the line-up**

10.2.4 Criteria for Acceptable Changes in Line-up

The decision on the acceptability of any changes will be made by the Sporting Board who may decide not to accept any like-for-like changes or to accept any driver new to the series, or who may decide to allow any such line-ups to compete but to decide that they will be invisible in terms of the awarding of points or be subject to an additional penalty or compromise in terms of the driver pairing (eg, maximum Gold).

- 10.3** The GT3 and GT4 Pro-Am categories of the British GT Championship are designed for driver pairings consisting of one Bronze driver competing with one non-Bronze driver. Therefore, to satisfy the nature of the Championship, only a Bronze driver alone, or a Bronze driver with a driver of another category, may win the British GT Championship overall GT3 or GT4 titles or the Pro-Am titles.

To ensure that a non-Bronze driver does not win any such titles alone, any professional (Platinum or Gold) drivers classified alone in the Pro-Am categories must renounce any points scored without their regular Bronze co-driver in order to equalize their points. Failing this, they will be removed from the final classification.

10.4 Driver Categorisation & Derogations

10.4.1 Categorisation

Drivers wishing to compete in the British GT Championship must be categorised by the FIA. Drivers who are not categorised must send in a record of achievements to the FIA at the latest fourteen days prior to the beginning of the first Event in which he or she wishes to take part, on the FIA website under <http://www.fia.com/fia-Driver-categorisation>.

The definitions of the categories, the Driver Categorisation List and the application form can be found on the FIA website.

All decisions concerning the categorisations are taken under the authority of the FIA Drivers Categorisation Committee.

The list of Competitors allowed to take part in the Competition will indicate the category attributed to each Driver.

10.4.2 Temporary Categorisation

The Sporting Board will temporarily categorise Drivers who announce themselves with their record of achievements after the Event has already begun. A fee of up to 150 pounds will be payable to the SRO Motorsports Fund (see Appendix 5) for any such requests for late categorisation. Any such provisional categorisations will only be valid for that one Event and will not constitute an FIA categorisation.

Drivers who have not been categorised will not be allowed to take part in any Competition.

10.4.3 Derogations

For the purposes of this Championship, the Sporting Board retains the right to make any amendments to the FIA Categorisation of any Driver according to the criteria of the British GT Championship.

- a) Any Drivers given a temporary categorisation derogation downgrading their categorisation will be indicated in the entry list with an asterisk. Such derogations will only be issued on a race-by-race basis, to be re-assessed after each Competition.
- b) Derogations upgrading a Driver's FIA Categorisation will be indicated with a double asterisk on the entry list.

Any derogations will be notified to the affected Driver in writing and will be an Official Document (NCR [Ch.3 App.10](#)).

10.4.4 Double Derogations

No more than one derogation will be given to any line-up of Drivers competing in any round of the British GT Championship. There are no limits on the number of upgrades in a line-up.

10.4.5 Penalties and Restrictions

Drivers with derogations may receive additional restrictions on their driving time which will be decided by the Sporting Board and must be notified in writing to the Competitor (NCR [Ch.3 App.10](#)). A Driver with a derogation may be awarded additional penalty weight of up to 50 kg ("ballast weight"), and/or additional elapsed time ("compensation time"), to be determined by the Sporting Board, and to be carried from the first instance of the derogation. Any such penalties may be set or adjusted at any time during the Event but can only be notified to the Competitor in writing up to one hour before the start of the race. Compensation time will be added to the relevant minimum pit stop time for the cars concerned in accordance with Article 20.2, subject to the exception specified in that Article. Ballast weight must be affixed to the relevant car at the relevant Event as directed by the organisers and to the satisfaction of the Event Scrutineers.

Except in cases of force majeure accepted by the Organisers and recorded by written decision (NCR [Ch.3 App.10](#)), failing to abide by these limits will result in the removal of the derogation and may include other penalties up to and including disqualification from the Competition in any such case the decision being recorded in writing and handed to the Competitor (NCR [Ch.3 App.10](#)).

Additionally, Drivers whose categorisation is listed on the FIA website as Provisional may be subject to additional time or weight adjustments provided that notification to Competitor is by Official Bulletin (NCR [Ch.3 App.10](#)).

10.4.6 Monitoring of Derogations

The performance of any Drivers who have received a derogation will be monitored by the Sporting Board. Derogations may be adjusted at any time without notice but recorded and the decision delivered to the Competitor by Official Bulletin (NCR [Ch.3 App.10](#)) and will not be automatically renewed for subsequent Events.

In particular, should any Driver's performance, calculated by the average of their ten best lap times in the race, be equal or superior to the average time of the top ten best Drivers from the categorisation and category in which they have been racing, their derogation will be examined by the Sporting Board. Additionally, the average performance of the Drivers in the car compared to the average of other cars in the category will be used to decide on the continuation of any derogation.

The Sporting Board may take any decision it considers appropriate concerning the continuation of the derogation, including a warning for a first infraction, a pit stop time penalty and/or additional restrictions on driving time in any such case notified to the Competitor by Official Bulletin (NCR [Ch.3 App.10](#)).

10.4.7 When a driver is being monitored, either due to a derogation or to FIA categorisation status, both the performance of the driver and of the pairing as a whole will be taken into account.

10.5 Assessment of Eligibility of certain Drivers and line-ups

10.5.1 All Drivers and line-ups will need to be assessed by the Sporting Board before being accepted in the [2025](#) season.

10.5.2 The Sporting Board will assess these Drivers and line-ups, which must be sent by the Competitor via the [entry](#) form before the Competitor's entry will be accepted. For Race by Race entries the Drivers and line ups must be sent by the Entrant a minimum of two weeks before the Event in which they will first compete.

10.5.3 All decisions of the Sporting Board under this Regulation 10.5 shall be notified to Competitors and published by way of Official Bulletin (NCR [Ch.3 App.10](#)).

10.5.4 Should a Competitor disagree with the assessment made by the Sporting Board, they may appeal such decision in writing to the Championship Stewards.

10.6 Provisional Categorisations

Any drivers whose categorisation on the FIA official list is noted as Provisional or Under Review will be under additional supervision during the season. Should their performance prove to be out of line with their provisional categorisation, they may be moved into a different cup within their category or may be given additional weight or time penalties by the SRO Sporting Board.

11 COMPETITORS' APPLICATIONS AND CONDITIONS OF ENTRY

11.1 Limitations on entries – Pre-registration

The maximum number of full-season entries that will be accepted for the British GT Championship is 34. Should more than 34 entries be received, a selection process will be made by the Sporting Board.

Race by Race Entries may be accepted at selected rounds where there is capacity available. Acceptance or rejection of an entry is entirely at the discretion of the Promoter.

11.2 Eligibility for Points

Race-by-race Competitors as defined in 6.4(c) will not score points towards the Drivers or Teams classifications in any event in the British GT Championship. Any such Competitors will be invisible as far as scoring points is concerned.

11.3 Conditions of Entry

Full-season and race-by-race Competitors are accepted.

Application forms to enter the British GT Championship on either a full-season or race-by-race basis can be downloaded from the Teams section of the website <https://www.britishgt.com/>

a) Full season Competitors in the British GT GT3 Championship

Applications to compete in the British GT Championship must be submitted to the Promoter, on the entry form available on the Championship website. The Official opening date for entry into the Championship is December 2nd 2024. The entry form must be submitted with the 2025 confirmed Driver line ups and payment made by the deadline defined by the promoters.

The entry fee is set as:

Before 31st December £31,000 per car. After 1st January £32,600 per car.

£91 mandatory sustainability fee per car – please see Appendix 12

This season entry fee includes mandatory entry in all the Competitions in the British GT GT3 Championship, including Media Day

b) Full season Competitors in the British GT GT4 Championship

Applications to compete in the British GT Championship must be submitted to the Promoter, on the entry form available on the Championship website. The Official opening date for entry into the Championship is December 2nd 2024. The entry form must be submitted with the 2025 confirmed Driver line ups and payment made by the deadline defined by the promoters. The entry fee is set as:

Before 31st December £28,700 per car. After 1st January £30,500 per car.

£91 mandatory sustainability fee per car – please see Appendix 12

This season entry fee includes mandatory entry in all the Competitions in the British GT GT4 Championship, including Media Day

c) GT4 Endurance Cup entries are set as follows, per car for the four entries:

Applications to compete in the GT4 Endurance Cup must be submitted to the Promoter, on the entry form available on the Championship website. Entries must be received and paid before the Media Day on March 21st 2025.

£17,500 per car.

£52 mandatory sustainability fee per car – please see Appendix 12

The GT4 Endurance Cup entry fee includes mandatory entry in the following rounds :

- Donington (April)
- Silverstone
- Spa-Francorchamps
- Donington (October)

- d) Race-by-Race entries are set as follows, per car per Competition:

Case A, B and C:

£5,500 per car

£13 mandatory sustainability fee per car – please see Appendix 12

The deadline for entries is fourteen days before the start of the Competition in question.

All amounts are excluding VAT. VAT may be added according to applicable rules depending on the Competitor's tax status.

- e) Entries are not transferable; entry fees are not refundable.
- f) The application shall include:
1. Confirmation that the applicant has read and understood the 2025 NCR, the Technical Regulations and the Sporting Regulations and agrees, on its own behalf and on behalf of everyone associated with its participation in the Championship, to observe them,
 2. The name of the Entrant (as it appears on the licence),
 3. The name of the Official Team representative, authorised to sign on behalf of the Team,
 4. A copy of the Entrant's licence issued by the ASN,
 5. The make and model of the competing car(s),
 6. The category in which the car will compete,
 7. The names of the Drivers,
 8. For full-season Competitors only, an undertaking by the applicant to participate in every Event with the number of cars entered,
 9. The full payment of the entry fees.
- g) All Competitors must abide by the guidelines set down in terms of sponsorship from Championship partners in relation to pit garage decoration, car livery, Team and Driver overalls. The Promoter reserves space on the cars and overalls of all Competitors (see Appendix 3). No sponsorship from companies associated with the manufacture, re-treading, sale or distribution of tyres is authorised.
- h) Each Team must sign the Team Commercial Agreement in two copies and return them to the Promoter before the start of the first Competition they attend at the latest. Failure to sign the Agreement may be reported to the the Stewards of the Event and the Team in question may be disqualified from taking part in the Competition pursuant to a Judicial Hearing.
- i) A Team is defined as the cars entered under a specific Entrant's licence

- j) Cars entered under different licenses should not have similar liveries (that is, overall design theme and layout). Should two Teams have liveries that cannot be easily distinguished by marshals and Officials, they will be required to make sufficient alterations before the first Competition in which they take part. Within any Team, cars must have easily distinguishable features. Any logo on doors, bonnet or roof which could be confused with a car's racing number is prohibited.

12 PASSES, ACCESS TO THE SITE AND ARMBANDS

Note that the information in this section will be adjusted according to the Protocol in place for any specific Event, which will be detailed in the Supplementary Regulations or Final Instructions or other Official Document for that Event (NCR [Ch.3 App.10](#)).

- 12.1** Any participant present in any capacity whatsoever in the reserved areas must wear their pass in such a way that it is clearly visible. The Promoter alone is empowered to issue passes.

12.2 Passes

- 12.2.1** The following passes will be issued:

Full Access Passes: access to the whole site, including pit garages, pit lane and pit wall, with no restrictions in terms of clothing.

Pit Lane Passes: general entrance, access to the paddock, pit lane and starting grid. During sessions, access to the working lane is restricted to persons wearing helmets. For Competitions according to Article 5.2 cases A, B and C, access to the working lane is restricted to persons wearing fireproof overalls.

Access to the pit wall signalling area is limited to working Team members only wearing a [Blue](#) armband in the area reserved for the Team.

Shorts and open shoes are forbidden in the pit lane. Overalls are not compulsory on the pit wall signalling area. Team members crossing from the pit wall to the pit garage do not need a helmet or overalls, but they must not cross where a pit stop is in progress. Incorrect dress will result in penalties according to the following provision:

- a. First offence: Fine of two hundred pounds (200 pounds)
- b. Second offence: Fine of two hundred and fifty pounds (250 pounds)
- c. Third offence: Fine of three hundred pounds (300 pounds)
- d. For each subsequent offence the amount of the fine will double commencing with six hundred pounds for the Fourth offence.

Paddock Passes: general entrance and access to the paddock. This does not allow access to the Grid Walk.

Grid Walk Passes: general entrance and access to the paddock. This allows you access to the Grid Walk adhering to the Circuit rules and regulations.

Media Passes: general entrance, access to the paddock, media centre and starting grid. Access to track roads and pit lane is only authorised with appropriate sticker and tabard as stated in media briefing documents. Media must wear helmets in the pit lane in all cases as well as fireproof overalls for Competitions according to Article 5.2 cases A, B and C.

- 12.2.2** Passes may only be used by the person for whom they are intended and for the purpose for which they have been issued. A charge may be made for any passes that have to be replaced for any reason.

If the Organisers believe that a pass has been falsified or suspects any other dishonesty relating to a pass they may refer the matter to the Championship Stewards who may conduct an enquiry. The Championship Stewards will be empowered to impose a Championship Penalty and may refer any act of dishonesty to the ASN Disciplinary Officer for investigation and possible referral to the National Court. In this regard Competitors are referred to NCR Ch.1 Art.1.7 and NCR Ch.2 App.1 Art.1.3.

12.3 Access

Teams are not allowed to exclude participants with Full Access or Media passes from their pit garages and are not authorised to produce or distribute additional passes which supersede those passes distributed by the Promoter. Team members are restricted to the area of the pit wall opposite their own garage.

Officials and the Promoter's representatives with Full Access passes will have access to any Team areas within the circuit boundaries.

12.4 Armbands

The following armbands will be issued for use during pit stops:

- Grey armbands for Car Controllers
- Red armbands for mechanics (four per entered car in cases A, B and C)
- Blue armbands for Team personnel on the pit wall and when crossing the working lane (four per car)
- Pink armbands for Industry personnel on the pit wall or in the working lane

A maximum of two armbands may be worn at any time. However, a Grey and a Red armband may not be worn together. Armbands may only be worn on the arm. Penalties for any infractions may be imposed by the Clerk of the Course and/or the Stewards of the Event following a Judicial Hearing.

If authorised by the Clerk of the Course an additional crew member may be permitted to assist in a Driver change if deemed necessary. This member will be identified by wearing a fluorescent green vest.

12.5 Numbers of Passes

The following passes will be given for each car entered during the 2025 season:

	Pitlane	Paddock	Car Passes
GT3 & GT4	10	16	5

Please note that the amounts above may be altered in cases of force majeure.

13 DRIVER DESIGNATIONS AND CHANGES OF DRIVER

13.1 Driver Numbers and Limits

13.1.1 Cases A, B and C:

a) Throughout any Competition, no more than two Drivers may drive one and the same car.

Driver Designation for Qualifying

- When both Drivers have the same FIA Driver Categorisation, the Team may choose Driver 1 / Driver 2 and must confirm Driver 1 and Driver 2 no later than 30 minutes after Pre-Qualifying for Qualifying. After this point, no changes may be made to the Driver order without the approval of the Clerk of the Course and/or the Stewards of the Event.
- In all other cases, Driver 1 will be the Driver of lower category according to the FIA Driver Categorisation.
- However, in some circumstances, the Sporting Board may impose the qualifying order.

Driver Designation for Starting Driver

- When both Drivers have the same FIA Driver Categorisation, the Team must declare the starting Driver no later than 30 minutes after Qualifying. After this point, no changes may be made to the Driver order without the approval of the Clerk of the Course and/or the Stewards of the Event.
- In all other cases, Driver 1 will be the Driver of the lower category according to the FIA Driver Categorisation and will start the race.
- However, in some circumstances, the Sporting Board may impose the starting driver.

b) A driver may be allowed to race alone, with special permission from the Organisers and the Sporting Board, in the following circumstances :

- a Driver holding an International licence of participants with disabilities
- a Bronze or Bronze* driver may be allowed to race alone in any Cup.

If permission is given for any such drivers, the driver in question would be both Driver 1 and Driver 2. The driver will be given a specific minimum time for any mandatory pit stop, which would not include a driver change.

Permission for any such drivers will be given on a case-by-case basis and will be given by the Sporting Board in writing.

In cases of force majeure during an Event, the Clerk of the Course and/or the Stewards of the Event, in consultation with the Sporting Board, may allow a Bronze driver to race alone. In this case, additional restrictions may be imposed.

In all cases, the Sporting Board may decide if such an entry is eligible for points.

13.2 Driver Changes

- a. During any Competition, a Driver is not authorised to change from one car to another.

- b. Each Driver may only be nominated to drive one car.
- c. A change of Driver may only take place before the start of qualifying and with the consent of the Clerk of the Course and/or the Stewards of the Event. [NCR Ch.3 App. 11 Art.1.1.i](#) applies.
- d. Any changes in the Driver order once published may only be authorised by the Clerk of the Course and/or the Stewards of the Event following the submission of a written request from the Competitor. Such an authorisation will only be given in exceptional circumstances or in cases of force majeure. Failure to abide by the declared qualifying Driver order or race start Driver order will be reported to the Stewards of the Event who may issue penalties in accordance with the NCR.
- e. After the start of qualifying, any Driver changes will only be accepted in cases of force majeure and subject to the approval of the Clerk of the Course and/or the Stewards of the Event, who may impose any restrictions, conditions or penalties in accordance with the NCR. [NCR Ch.3 App. 11 Art.1.1.m](#) applies.
- f. Any change of season driver lineup, at any time during the season is subject to the criteria listed in Article 10.2.4 and must be approved by the Sporting Board. Any such change may be subject to a penalty.
- g. Any change of driver must be notified at the latest seven days before the start of any event. After this time, except in cases of force majeure, the organiser reserves the right to refuse the change.

13.3 Driving

The Driver must drive their car alone and unaided.

14 INSTRUCTIONS AND COMMUNICATIONS TO COMPETITORS

- a. The Organisers, Stewards or the Race Director/Clerk of the Course may give instructions to Competitors by means of special circulars in accordance with the NCR when they shall be Official Documents (NCR [Ch.3 App.10](#)). These circulars will be distributed to all the Competitors, who must acknowledge receipt when requested, in which case the signature of the Competitor or of their designated representative is mandatory.

The Stewards and/or Race Director may issue Bulletins and/or communications which will be posted on the Digital Notice Board (NCR [Ch.3 App.10](#)) without requiring individual signature by Competitors. These will be valid immediately on posting and Competitors will be responsible for monitoring such communications throughout each Event.

- 14.2 All classifications, starting grids, and results of practice and the race, as well as all decisions issued by the Officials, will be posted on the Digital Notice Board for the British GT Championship (NCR [Ch.3 App.10](#)).

- 14.3 All Teams must be connected and are required to monitor the British GT Team Messaging System at all times during each Event.

- 14.3.1 Race Control will not respond to enquiries about other Competitors. If a Team's car is directly involved in an incident, an incident report form can be filled in and sent via the British GT Team Messaging System

As much detail as possible is required for an incident report form to be looked at by the Race Director and, if necessary, to help with any investigation. An incident report must be fully completed or it will not be considered. Incident Reports are not a substitute for a formal Protest under NCR [Ch.2 App.9](#) and shall not be treated as such by the Stewards of the Event.

Examples of permitted reports to Race Control are:

- a. Any information requested by Race Control or the Race Director
- b. Reports of on-track issues, e.g. contact between cars, passes under yellow. These reports need time, location on track and the specific concern. Vague reports may receive lower priority. These reports do not constitute a formal Protest
- c. Requests for cars to be released from Parc Fermé conditions (after an incident)
- d. Driver ID transponder issues

14.4 Any decision or communication concerning a particular Competitor must be delivered as soon as possible and receipt must be acknowledged. The British GT Team Messaging system may be used to send summons and documents and for Teams to confirm receipt.

14.5 All Teams will receive the radio frequency from the Promoter, which will be used for communication from the Race Director to the Teams. A radio check will take place at the start of each day and Teams must reply using the British GT Team Messaging system. Teams must be listening to the radio from 15 minutes before the start of each session to the end of the session or the opening of Parc Fermé for qualifying and races. Teams are not allowed to use this channel for any other information. Information given on the Race Director's radio is in addition to messages given on the timing screen. All such messages, whether written or oral, must be adhered to.

14.6 Radio Communications between Team and Car: if so requested, each Team must provide the Promoter with the radio frequency and access codes used for the communication between the Team and the Driver in each car. Each Team will authorise the Official TV production company to use selected recordings of radio conversation between the Team and Drivers. Such material may be used without limitation for the television coverage of the Event. If necessary, for safety or judicial reasons, the Officials of the Event may also listen to the conversations.

15 UNSPORTING BEHAVIOUR

15.1 Any Incident in the paddock, pit lane or on the track, such as provocative acts of any kind, verbal or physical threats, inappropriate comments on social media networks or unsporting behaviour, or any action or occurrence in relation to any Event(s) or Competition(s) that could be considered to be in contravention of the spirit of British GT which is committed by a Team member or a person under the responsibility of a Competitor may be reported to the Stewards of the Event who will take Judicial action. The Team will be held responsible for the actions of the persons connected with their entry and may be penalised accordingly.

The Stewards of the Event may penalise pursuant to the NCR any unsporting behaviour from a Competitor or Driver that is deemed to be contrary to the spirit of the sport and fair play.

In particular, penalties may be awarded for offences affecting the security of the Event or Competition and may include:

- Grid Place Penalty
- Disallowing of all qualifying times
- Stop-Go penalty of a duration up to 5 minutes

Appendix 11 – Motorsport UK Race with Respect code of conduct also applies.

- 15.2** Competitors shall abide by any regulations or instructions issued at any Event in order to maintain cleanliness and safety in the Paddock and Pit Lane. They must endeavour not to waste water, electricity or other resources. Oil and other liquids must not be allowed to drain into the environment and must be deposited in areas designated for that purpose. Teams shall have an adequate spill kit in their pit garage at all times during the Events. Tyres must be kept by the Competitor or returned to Pirelli when applicable. Any Competitor failing to abide by these measures will be reported to the Stewards of the Event. The Team will be held responsible for the actions of the persons connected with their entry and may be penalised accordingly.
- 15.3** In particular, the following rules must be followed at any Event:
- 15.3.1** Cars may only be parked in the area to which they are assigned and with a valid car pass displayed. Any cars found in the wrong area or without a car pass will be removed and the Team will be reported to the Stewards of the Event, where a minimum fine of £200 will be imposed. In particular, any attempts to forge or replicate passes or other access documents will be reported to the Stewards of the Event for Judicial action – see above Art. 12.2.2.
- 15.3.2** Any unsafe actions in the paddock, including excessive speed or circulating in the opposite direction to any given circulation plan may be penalised.
- 15.3.3** At all times, Teams, their personnel and suppliers must obey the instructions given by the Organisers of the Event in terms of the set-up of Sporting, Hospitality or other units in the paddock. Any refusal to follow the instructions given will result in the Team being reported to the Stewards of the Event and the Competitor may be penalised accordingly.
- 15.3.4** Teams and Competitors must ensure that all their Team members and personnel within their entourage comply fully with any specific medical or safety Protocols set in place by the Promoter, Circuit, Motorsport UK or host ASN. Any failure to follow the instructions given will result in the Competitor being reported to the Stewards of the Event and pursuant to the NCR penalties may go as far as disqualification from the Event and/or removal of some or all of the Team members or entourage from the venue.
- 15.3.5** Any misuse of passes will be reported to the Stewards of the Event. Any cars found in the wrong area, or without a car pass, or with a pass issued for a different type of vehicle will be removed.

16 INCIDENTS AND SANCTIONS

- 16.1** The Clerk of the Course and/or the Stewards of the Event may investigate any on-track incident or suspected breach of these Sporting Regulations or the NCR (an “Incident”).
- 16.2** Any Incidents involving more than one car may be investigated immediately or reviewed after the relevant session or race. Any such Incident which results in at least one of the cars being unable to continue will be automatically placed under investigation.
- 16.3** a) It shall be at the Judicial discretion of the Clerk of the Course and/or the Stewards of the Event to decide if Drivers and/or Team members involved in an Incident shall be penalised.
- b) If an Incident is under investigation by the Clerk of the Course and/or the Stewards of the Event, a message informing all Teams which Driver or Drivers are involved will be displayed

on the timing monitors (if the facilities on the circuit so permit). However, failure to display notification that an Incident has been placed under investigation will not invalidate that investigation or any subsequent Judicial decision and/or penalty.

c) If a Driver is involved in a collision or other Incident (see Article 16.1) and has been informed of this by the Clerk of the Course and/or the Stewards of the Event no later than 60 minutes after the race has finished, the Driver must not leave the circuit without the written consent of the Clerk of the Course (NCR Ch.3 App.10).

16.4 The Clerk of the Course and/or the Stewards of the Event may impose one or more of the following penalties, simultaneously if applicable and/or in substitution or in addition to other available penalties, on any Driver involved in an Incident:

- a. A time penalty to be served at the next scheduled pit stop.
- b. A Drive Through penalty. The Driver must enter the pit lane and re-join the race without stopping.
- c. A Stop-Go penalty or Stop-Go with a prescribed stop time. The Driver must enter the pit lane, stop in the penalty zone (for the prescribed stop time where appropriate) and then re-join the race. They are not allowed to stop at their pit garage unless there is sufficient damage approved by the Eligibility Scrutineer preventing the car re-joining the race safely.
- d. A Stop-Go penalty to be taken at the start of a subsequent session, in which case the car concerned is not allowed to leave its pit lane working area at the start of the session until the specified penalty time has elapsed.
- e. A Grid Place penalty at the Driver's next race.
- f. Disqualification of the Driver from the next race or Competition of the Series.
- g. A stop-and-hold penalty during free practice and/or pre-qualifying. The car must be parked in the working area for the given time. The car is not in parc fermé and the driver may get out. The driver may be summoned to talk to the Clerk of the Course and/or the Stewards of the Event.

16.5 Should either of the penalties under Article 16.4 b. or c. above be imposed and notified after the end of the race, or, for duration races, during the last 10 minutes, at the discretion of the Clerk of the Course and/or the Stewards of the Event, Article 16.6 below shall not apply and an additional time penalty of a minimum of 30 seconds in case b. and a minimum of 35 seconds + the prescribed stop time in case c. shall be added to the elapsed time of the car concerned. The precise time penalty in respect of case b. and case c. for each Competition, according to the pit lane length, will be notified in a Clerk of the Course and/or The Stewards of the Event Bulletin at the Event (NCR Ch.3 App.10).

Fines will normally be imposed for matters relating to the conduct of a Driver or a Team member having no direct sporting application. These include missing a Drivers' Briefing or press conference without force majeure or prior agreement, speeding in the pit lane during free practice, pre-qualifying or qualifying, or other items considered by the Clerk of the Course and/or the Stewards of the Event to fall under this category. Any sums paid as fines will be paid to the ASN within 7 days of imposition (NCR Ch.2 App.2 Art.7.5-7.6).

Incidents occurring during free practice or pre-qualifying may result in a Stop-Go penalty during that session or the next session of this nature, of a length to be determined by the Clerk of the Course. Should Incidents occur during free practice or pre-qualifying without the possibility for the penalty to be served, the penalty may be converted into a fine.

Incidents occurring during qualifying may result in either the disallowing of lap times by the Clerk of the Course and/or the Stewards of the Event, or a Grid Place Penalty, the number of places to be decided by the Clerk of the Course and/or the Stewards of the Event.

In Incidents involving cars from different categories, the Driver of the car from the more professional category will be deemed to be at fault unless evidence clearly shows the contrary.

- 16.6** Should the Clerk of the Course and/or the Stewards of the Event decide to impose a time penalty as provided for in Article 16.4 a. the following procedure shall be applied:

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.

Should the car concerned not make another pit stop after such a penalty has been imposed, the penalty time will be added to the elapsed race time of the car concerned.

In the case that a race is red-flagged and cannot be resumed before a penalty has been served, the penalty time will be added to the elapsed race time of the car concerned.

Should the cumulative time penalty to be applied after a race be longer than the time of a lap, this may be converted to a lap penalty, as determined by the Clerk of the Course and/or the Stewards of the Event, with any remaining balance of time then applied as a time penalty.

Should the Clerk of the Course and/or the Stewards of the Event decide to impose one of the penalties provided for in Article 16.4 b. or c., the following procedure shall be applied:

- a. From the time the decision of the Clerk of the Course and/or the Stewards of the Event is notified on the timing monitors, the relevant car may cross the Line on the track no more than three times before entering the pit lane and, in the case of a penalty under Article 16.4 c., proceeding to the penalty zone where it shall remain for the period of the time penalty. Unless specified otherwise by the Clerk of the Course and/or the Stewards of the Event, Stop-Go and Stop-Go penalties with a prescribed stop time are to be served in the designated Stop-Go area. Teams are responsible for ensuring that the car stops for the period notified. When the time penalty period has elapsed, the Driver may re-join the track. Whilst a car is stationary in the pit lane as a result of incurring a prescribed stop time, it cannot be worked on. However, if the engine stops, it may be started after the penalty period has elapsed, respecting Article 33.11 c).
- 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 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 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. The Full

Course Yellow procedure is deemed to have ended when the Green signal is shown.

- c. No penalty can be taken by a Team until it has been notified in writing, either on the timing monitors or by document issued by the Clerk of the Course.

16.7 The penalties given in these regulations are guidelines only. The Clerk of the Course and/or the Stewards of the Event may impose any penalty or combination of penalties specifically set out in these Sporting Regulations or available to a Clerk of the Course and/or the Stewards of the Event under the 2025 NCR which they deem to be appropriate in the event of any breach of regulations.

Nothing in these regulations shall preclude the Clerk of the Course from referring any matter to the Stewards of the Event for consideration of further penalty in accordance with the 2025 NCR should the Clerk of the Course consider that a penalty beyond Disqualification from the meeting be merited in any instance.

Nothing in these regulations shall preclude the Stewards of the Event from referring any matter to the ASN National Court for consideration of further penalty in accordance with the 2025 NCR should the Stewards of the Event consider that a penalty beyond a 30-Day Licence Suspension be merited in any instance.

Any case not provided for in the regulations will be studied by the Clerk of the Course and/or the Stewards of the Event, who has the authority to settle any matter which might arise during an Event, subject to the authority vested under the NCR and any rights of appeal.

Any Appeal against the decision of the Clerk of the Course shall be to the Stewards of the Event. Any Appeal against the decision of the Stewards of the Event shall be to the ASN National Court in accordance with the procedures set out in the NCR.

17 BEHAVIOUR WARNING POINTS

Drivers involved in Incidents of any kind, or who have been reported for unsporting behaviour or driving standards, may, in addition to any other penalty, be awarded Behaviour Warning Points (BWP) by the Clerk of the Course and/or the Stewards of the Event.

The following scale may apply, subject to the decision of the Clerk of the Course and/or the Stewards of the Event:

Reprimand	1 Behaviour Warning Point
Drive Through penalty	1 Behaviour Warning Point
Stop-Go penalty	1 Behaviour Warning Point
Causing a collision	1 or 2 Behaviour Warning Points depending on the severity of the offence.

Other offences may give rise to BWP as decided by the Clerk of the Course and/or the Stewards of the Event.

Behaviour Warning Points will only be awarded to Drivers for their own actions, not those of the Team or Team-mates (e.g. pit stop infringements, track limit breaches). The number of BWP awarded will be specified on the Decision of the Clerk of the Course and/or the Stewards of the Event or may be the subject of a separate decision.

The number of BWP will be calculated per Driver and the following penalties imposed:

- A Driver with 3 or 4 points will receive a 5-place Grid Place penalty for the car at the next race.
- A Driver with 5 points or more will receive a 10-place Grid Place penalty for the car at the next race.

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.

18 PROTESTS AND APPEALS

18.1 Protests and Appeals shall be made in accordance with the NCR Chapter 2 and accompanied by the fees specified in NCR Ch.1 App.2 Art.11.

18.2 For Competitions run according to Article 5.2 case C, Protests (NCR Ch.2 App.9) lodged after Race 1 may be heard after Race 2.

18.3 Reserved for future use.

18.4 Reserved for future use.

19 MANDATORY EQUIPMENT

19.1 Data Acquisition System

All Competitors must use the British GT Championship data acquisition system ('data logger') as defined by SRO and detailed in Appendix 7. This system must be used throughout each Competition and must operate correctly at all times during each Competition, with all required data fully recorded and retrievable. It serves exclusively to store the data acquired, which may be checked at any point during any Competition. The weight of the system is included in the minimum weight of the car.

All costs connected with the checking, servicing and updating of the system are borne entirely by the Competitors.

Please see Article 27 for all information concerning the use of the Data Acquisition System.

19.2 Incident Camera

It is the responsibility of each Competitor to obtain an onboard camera system and to install it in strict compliance with the relevant instructions.

The weight of the Incident Camera system is included in the minimum weight of the car.

The Incident Camera must face the front of the car and be installed in a manner such that the camera image shows the whole steering wheel, the in-car marshalling display and the area ahead of the car (viewed through the windscreen). The Eligibility Scrutineer or Deputy Scrutineers shall be entitled to require modifications to the camera's position and the angle of view. If the camera is linked to a data acquisition system then the competitor must ensure that the video camera footage includes a visual indication of brake application. If a data acquisition system is not linked to the camera then the car must be fitted with a separate red light fitted to the dashboard, in clear view of the video camera, that indicates when the brakes are applied.

The data from the onboard camera system may be used by or at the direction of the Clerk of the Course or the Stewards to investigate incidents. All data from onboard camera system(s) is/are property of the Promoter.

The Incident Camera must operate correctly as soon as the car leaves its garage or Team awning. British GT Championship Officials may recover the footage after all practice sessions and races. If so requested, Teams must deposit their SD card in a box in a specified location within 10 minutes of the car arriving in the garage or paddock awning space.

One mechanic per Team, wearing a red armband, is permitted to remove the SD card from the mandatory camera once the car has been returned to the garage or paddock awning space. This mechanic must not touch any other part of the car or perform any other duty, check or adjustment.

If the car is under Parc Fermé conditions, then any infractions would be considered to be a breach of the Parc Fermé regulations and would be reported to the Clerk of the Course and/or the Stewards of the Event. Access to Parc Fermé may be permitted if accepted by the Eligibility Scrutineer and Clerk of the Course.

The Competitors shall bear the related cost as it is their responsibility to ensure the cameras are in working order and correctly positioned. No parts or equipment obstructing the camera's view shall be installed between the camera and steering wheel and the camera and windscreen.

The video files must be in MP4, AVI or MOV formats. If video software is used, this must include a track map. All SD cards must be emptied before the start of each session and be of sufficient capacity to record the entire session. The date and time on the camera must be correct. They must be clearly labelled with the car number.

Any personal onboard cameras may also be approved for use (see Article 28.6). All teams must complete and sign the onboard camera form and have the location, installation and fixing approved by the Scrutineers.

Official TV onboard cameras requested by the Promoter have priority. The Competitor must obtain written permission from the Promoter and from the Scrutineer for each camera using the onboard camera form. The installation must be present at the time of Scrutineering. At the sole discretion of the Eligibility Scrutineer any camera considered unsafe must be removed by the Team.

Cameras transmitting live video footage are not authorised. Cameras affixed to helmets are not authorised.

If necessary, the Clerk of the Course and/or the Stewards of the Event may ask to see the images from any such personal camera even if the car is in Parc Fermé. The images must not be distributed, shared or uploaded on the internet unless specifically authorised by SRO.

OBLIGATIONS FOR TELEVISION

Hayfisher is the official **2025** TV producer for the British GT Championship and is referred to as SRO TV in these regulations.

All cars must be ready to be fitted with a television onboard camera when so requested (see Article 28.5).

For this installation Teams will need to provide 12V @ 5Amps 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 hole in the roof of the car (wherever possible). The position of this is to be agreed with the TV technicians for the camera transmitter. Once the onboard cameras have been installed Teams must request permission from the SRO TV personnel if they wish to move the camera. The onboard cameras supplied by SRO TV cannot be obstructed.

The Pirelli sticker will be provided by TV and must not be reproduced by Teams. The Teams must include the Driver names and car number on the dashboard at their own cost.

19.3. Transponder

Each Driver must use the Driver timing transponder specified by the Promoter throughout each Competition. It is the responsibility of each Competitor to obtain this transponder at their own expense, to install it, to make it work correctly, and to ensure it is showing the correct information at all times. This transponder must be installed in strict compliance with the relevant instructions. Any problems with the transponder must be notified to the Race Director immediately.

To ensure that the proper Driver is shown at all times, the Driver ID must not be changed before the car is stationary for a pit stop and must be correctly changed before the car crosses the pit exit loop.

Teams are responsible for making sure the correct Driver is shown at all times on the timekeeping system. If an incorrect Driver ID is recorded at pit entry or pit exit, a penalty may be imposed by the Clerk of the Course and/or the Stewards of the Event.

Please see Appendix 7 for details of the compatible Transponders.

19.4 Reserved for future use

19.5 GPS

Competitors will be required to install the MyLaps Pro unit in each car for the purpose of transmitting GPS positioning data to the timekeeping system. It will be their responsibility to pay the season rental fee to the promotor and install this unit in accordance with the instructions given by the Promoter, and to ensure that it works correctly at all times during every session and race. Any such data may be used by Officials to inform any investigations or decisions. Failure to use the GPS correctly may result in a penalty from the Clerk of the Course and/or the Stewards of the Event. Should any car be involved in a serious collision, Teams are required to return the GPS box to TSL for checks.

19.6 Pit Area Cameras

A Pit Area Camera must be obtained by all Competitors. It must be installed on the pit area in accordance with the specifications. Data cards must be supplied by the Competitors. The images remain the property of the Promoter. It will be the responsibility of each Team to ensure that the camera is switched on during all sessions and races and must be working correctly at all times. The date and time on the Pit Area Camera must be set up correctly.

When requested, the data cards must be deposited by each Team in the box designated for this purpose within 10 minutes so that they can be examined by the Pit Lane Officials. The request and location will be given on the British GT Team Messaging Application. Infractions may be reported to the Clerk of the Course and/or the Stewards of the Event. Failure to provide the images or to deposit the card may result in a penalty. Appendix 10 applies.

19.7 Reserved for future use

19.8 In-car marshalling system

An in-car marshalling system must be obtained by all Competitors and installed in each car in accordance with the instructions given. It will be the responsibility of each Team to rent this unit (see Appendix 7) and to ensure that this is working correctly at all times. Irrespective of the in-car marshalling light system, drivers must always abide by the instructions given by marshalling signals shown around the track. At venues where light panels are operational these light signals will take priority and may be supplemented with flags.

19.9 Reserved for future use

19.10 Reserved for future use

19.11 Tyre Pressure Management System

All GT3 cars must have a Tyre Pressure Management System installed, connected to the data logger and properly calibrated. Any failure to do so will be reported to the Clerk of the Course and/or the Stewards of the Event.

19.12 Reserved for future use

19.13 Reserved for future use

19.14 Installation of equipment must take place in accordance with the provided instructions and equipment must be operated correctly. For the installation of antennas, and the placement of boxes inside the car, any provided plan must be followed.

20 DRIVING STINTS AND PIT STOPS AND COMPENSATION TIME

20.1 In each Race, each car must perform a mandatory pit stop as detailed in Articles 20.4, 20.5 and 20.6 of a duration made up of the following elements:

- The minimum pit stop time
- Any compensation time for the car
- Any additional time attributed to the pairing or Driver

These three elements will be added per car to give a total amount.

Before the start of the meeting all Competitors will be notified of the Mandatory Pit Stop Time (if applicable including the above compensation and/or additional times) via an Event Bulletin (NCR [Ch.3 App.10](#)).

Timing for the pitstop begins when the car triggers the timing loop at pit lane entry. The stop is considered to be complete when the car triggers the timing loop at the pit lane exit.

The pit stop must be carried out in front of the designated pit or allocated area of each Team under the responsibility of the designated Car Controller, who at all times must have full visibility of all activity in the pit lane.

Driver and tyre changes may only take place after refuelling (where appropriate). Once the refuelling (where appropriate) has been completed, other operations may take place.

20.1.1 Should the safety Protocol in place for an Event require changes to the pit stop procedures, these will be detailed in a Bulletin and/or included in the Supplementary Regulations or Final Instructions for the Event (NCR [Ch.3 App.10](#)).

20.2 A compensation time will be allocated to cars and Drivers finishing in the top three places in each category of a race counting towards the British GT Championship depending on the classification at the finish and determined according to the scale below. This compensation time is added to the minimum pit stop duration set for the following Race in the Championship. The car is not under Parc Fermé conditions for this additional time.

The compensation times will feature on a specific Bulletin which will be drawn up after each Race.

The compensation time will correspond either to the compensation time allocated to the car or to that allocated to any of the Drivers entered in the car, whichever is the greater.

Where the next race is 1 hour (Case C) the scale of compensation time allocated to each car and to the Drivers for each race is as follows:

1 st	+ 10 sec.
2 nd	+ 7 sec.
3 rd	+ 5 sec.

Where the next race is longer than 1 hour (Case A and Case B), the scale of compensation time allocated to any such car and to the Driver for each race is as follows:

1 st	+ 20 sec.
2 nd	+ 15 sec.
3 rd	+ 10 sec.

The compensation times allocated on the basis of the final results of each race and are calculated to obtain the compensation time for the following race.

This compensation time will be applied for the following race whether this is at the same or the next event.

Should, for any reason, the results of the previous Race remain provisional due to any unresolved judicial matters (such as an outstanding appeal) then the compensation time will not be applied to the pit stop during the following race(s) and shall only be applied to the

elapsed race time of the provisional results for the race(s) after the judicial matters have been resolved and when the final top three places for that previous round have been determined.

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 GT4 Endurance Cup cars and 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.

If a Driver moves from one category to another (i.e GT3 to GT4 or vice-versa) the compensation time is not carried to the new category. However, a Driver moving from one cup to another within a category will retain the compensation time (eg Silver to Pro-Am in GT4).

If a Team changes both drivers in a car which has compensation time and by this, moves to a different Cup within the same category, exceptionally the compensation time will not apply

Compensation time may also be imposed in accordance with Articles 10.1d), 10.2, 10.4.5 and 13.2f).

Compensation time will be added to the relevant minimum pit stop time for the cars concerned. As an exception to this should the relevant pit stop not take place for any reason except the Competitor ignoring the pit stop obligation then the compensation time will be added post-race to the elapsed race time of the car concerned. Any Competitor who fails to respect the pit stop obligation may be disqualified from the race pursuant to the NCR.

20.3 Driving Stints and Pit Stops – Case A for Competitions with one three-hour race

There will be three mandatory pit stops. At each mandatory pit stop there must be a change of Driver.

Any stops involving a Driver change and/or refuelling are subject to the Mandatory Pit Stop Time. Before the start of the meeting all Competitors will be notified of the Mandatory Pit Stop Time via an Event Bulletin (NCR [Ch.3 App.10](#)). Teams must notify Race Control of any pit stops which do not include a Driver change and/or refuelling.

Compensation times arising from the previous race result will be enforced at the last mandatory pit stop only. Compensation times arising from Driver pairings or categorisations will be enforced in accordance with the relevant Sporting Board decisions (NCR [Ch.3 App.10](#)).

The length of any other pit stops will be free. Teams must notify Race Control via the Team Messaging system if a pit stop is not to be considered their mandatory pit stop.

The maximum drive time per Driver is 100 minutes (one hour and forty minutes). Should a Driver exceed the maximum driving time of 100 minutes for the sole reason that an FCY or SC procedure began when they were on their final lap, no further action will be taken.

The first driving stint will be counted from the start of the race until the first time that the car crosses the pit lane entry line. Subsequent stints will be counted from the time the car crosses

the pit lane exit line until the next time the same car crosses the pit lane entry line. For the final stint, the last driving stint will be counted from the last time the car crosses the pit lane exit line until the end of the scheduled duration of the race (not necessarily the time of passing the chequered flag). Any pit stops that do not include a Driver change will be included in the Driver's stint time.

The maximum stint time for any stint from pit out to pit in is 65 minutes. This will be extended to 70 minutes should the Safety Car be on track, or a Full Course Yellow procedure be in operation, at the end of any driver's stint. The minimum pit stop in order to reset the stint is to stop in the car's working area, to switch off the engine and to restart it. Any car exceeding the maximum stint time will be given a penalty of a minimum of a drive-through.

Should a Driver exceed the maximum driving stint in Case A the Clerk of the Course and/or the Stewards of the Event may give a penalty pursuant to the NCR.

GT4 Non Mandatory Pit Stop times – See Article 20.6

20.4 Case B for Competitions with one two-hour race.

There will be one mandatory pit stop. During the mandatory pit stop the car must be refuelled, after which, tyre(s) may be changed and the Driver must be changed.

The mandatory pit stop is subject to a Mandatory Pit Stop Time with any relevant compensation time added.

Before the start of the meeting all Competitors will be notified of the Mandatory Pit Stop Time via an Event Bulletin.

Any stops involving a Driver change and/or refuelling are subject to the Mandatory Pit Stop Time.

The length of any other pit stops will be free. Teams must notify Race Control via the Team Messaging system if a pit stop is not to be considered their mandatory pit stop.

The minimum total drive time of the starting Driver for GT3 is 62 minutes (sixty two minutes) The maximum total drive time for any GT3 Driver is 70 minutes (seventy minutes).

The minimum total drive time of the starting Driver for GT4 is 58 minutes (fifty eight minutes). The maximum total drive time for any GT4 Driver is 70 minutes (seventy minutes.)

Should a Driver exceed the maximum driving time of 70 minutes for the sole reason that an FCY or SC procedure began when they were on their final lap, no further action will be taken.

Should a Driver not complete the minimum driving time or exceed the maximum driving time in Case B the Clerk of the Course and/or the Stewards of the Event may give a penalty pursuant to the NCR.

The first driving stint will be counted from the start of the race until the first time that the car crosses the pit lane entry line. Subsequent stints will be counted from the time the car crosses the pit lane exit line until the next time the same car crosses the pit lane entry line. For the final stint, the last driving stint will be counted from the last time the car crosses the pit lane

exit line until the end of the scheduled duration of the race (not necessarily the time of passing the chequered flag). Any pit stops that do not include a Driver change will be included in the Driver's stint time.

In exceptional circumstances where a car requires lengthy repairs the time in the pits is included in the drive time assuming that the Driver leaving the pits is the same as when the car entered the pits. In such circumstances, through force majeure, the maximum drive time for a Driver may be exceeded, however the Driver must pit on the following lap to hand over to a different Driver.

GT4 Non Mandatory Pit Stop times – See Article 20.6

20.5 Case C for Competitions with two one-hour races.

20.5.1 A mandatory pit stop is to be carried out during each of the races. The mandatory pit stop is subject to a Mandatory Pit Stop Time with any relevant compensation time added. The car must cross the pit entry line between the following times for the following categories;

GT3 from 22 minutes 00:00 seconds after the Official start of the race until 31 minutes 59.99 seconds after the Official start of the race.

GT4 from 28 minutes 00:00 seconds after the Official start of the race until 37 minutes 59.99 seconds after the Official start of the race.

a) Should a car perform its mandatory pit stop having entered the pit lane before the designated time specified above or after the designated time specified above, it will be reported to the Clerk of the Course and/or the Stewards of the Event who will impose a minimum penalty of a Stop-Go.

b) A Driver change must take place during the mandatory pit stop. Only one Driver change may take place during each race.

c) Tyres may be changed during the mandatory pit stop.

d) GT4 Non Mandatory Pit Stop times – See Article 20.6

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. At the end of a Safety Car period, 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.

20.5.3 If the Race Director decides for any other reason than given in Article 20.5.2 above that the pit window cannot be opened at the scheduled time then he may take the decision to delay

the pit window. In this case, the Teams will be informed via the monitors and the radio. A new pit window for GT3 and GT4 will be communicated, the start time of which will be given in terms of the time remaining in the race. Any pit stops taken before the start of the new pit window will not count as the mandatory pit stop.

- 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.

20.6 Mandatory and Non Mandatory Pit Stop Time for Cases A, B and C

A minimum pit stop time will be imposed for mandatory pit stops for all Categories in Cases A, B and C. The pit stop time will be issued for each Competition in an Event Bulletin from the Organisers (NCR [Ch.3 App.10](#)). Any car whose pit stop time is less than its Mandatory Pit Stop time will be given a penalty by the Clerk of the Course [and/or the Stewards of the Event](#).

For GT4 specifically, there will also be a minimum pit stop time for any non-mandatory pit stops that;

- Include changing one or two tyres only. This will be calculated by taking the pitlane delta (Pit in – Pit Out at the prescribed pitlane speed) and adding 40 seconds.
- Include changing three or four tyres. This will be calculated by taking the pitlane delta (Pit in – Pit Out at the prescribed pitlane speed), and adding 75 seconds.

This time will be issued at each Event in a bulletin from the Clerk of the Course [and/or the Stewards of the Event](#) (NCR [Ch.3 App.10](#)).

20.7 Amendments to driving stints and pit stop times

If the circumstances so require the Clerk of the Course has the discretion to adjust minimum or maximum driving times or pit stop times at any time during any Competition.

21 NUMBER OF CARS ALLOWED TO PARTICIPATE

The maximum number of cars allowed to take part in practice and to start any race will be in accordance with the ASN Track Licence. In accordance with NCR [Ch.12 App.6 Art.3.6](#) the number of cars to practice or qualify may exceed the race starting number by 20% unless the Track licence states otherwise.

If the number of applications to enter any round exceeds the maximum number as defined above, or a lower number given in the Supplementary Regulations for the Competition, the Competitors will be selected according to the following criteria:

- 1) full season Competitors
- 2) additional entries from full-season Competitors
- 3) race-by-race Competitors who have already taken part in a previous round of the British GT
- 4) any other criteria decided by the Sporting Board.

The criteria set out in Article 11.1 will also be taken into account.

22 LIVERIES – NUMBERS – GRAPHICAL CHARTER

- 22.1** Each car must carry the race number allocated by the Promoter. Race Numbers will be an integer between 0 and 99. Race numbers will be unique within the British GT Competition during the season and cannot be reused by another Competitor. The number 1 will be

reserved in priority for the winning Team or Driver (whichever reserves it first) from the Overall GT3 Championship from the previous season. GT3 Champions may relinquish it to the GT4 Champions if it is not intended to be used. Specific numbers can be requested and may be allocated at the Promoter's discretion. Triple digit numbers and numbers beginning with "0" are not permitted. In case of any disputes concerning race numbers, the Sporting Board will have the final say.

Race numbers and advertising on the cars must be in conformity with the NCR and the Promoter's Graphical Charter for the Event (unless otherwise approved by the Promoter) and must be clearly visible from the front and from each side of the car. Any logo on doors, bonnet or roof which could be confused with a car's racing number is prohibited.

- 22.2** Competitors may put their own advertising decals on the car subject to compliance with the graphical charter and any relevant NCR (Ch.6 App.1 Art.8-9). No display may contain offensive material and any alcohol related advertising on a car must be authorised in writing by the Promoter no later than 7 days before any Event where this is to be displayed.
- 22.3** The third race number must be placed on the bonnet.
- 22.4** If it is impossible to identify a car from its numbers it may be stopped by the Clerk of the Course or on request from the Eligibility Scrutineer.
- 22.5** Each car and Driver must adhere to the Promoter's Graphical Charter for each Competition in terms of the decoration of the car, Driver overalls, pit garage and Team clothing, as well as the restrictions noted in Article 11.3 f). Any infractions will be reported to the Clerk of the Course and/or the Stewards of the Event. Decals issued by the organiser may not be cut or altered in any way. If a team has produced their own decals from the artwork supplied by the Organiser, and the size is found to be non-compliant, the decals will need to be changed immediately.
- 22.6** Each car and Driver must adhere to the Pirelli Graphical Charter issued before the start of the season. Any infractions will be reported to the Clerk of the Course and/or the Stewards of the Event. Please see Appendix 3.

23 ADMINISTRATIVE CHECKS

- 23.1** At each Event the Organisers will check the licences of all Competitors and Drivers, who must sign on at the time and place mentioned in the Final Instructions, as well as signing any waivers requested by the ASN or Circuit and approved by the Promoter. All Entrants and Drivers must have authorisation from their licensing ASN to compete abroad where appropriate.

Any Entrant or Driver failing to complete their administrative checks during the allotted time will be reported to the Clerk of the Course and/or the Stewards of the Event. Any Entrant or Driver who is unable to attend at the given time must inform the Clerk of the Course in writing.

The Organisers will ensure that they have a copy of the licences of all the Entrants and Drivers taking part in the Competition. The list of Entrants and Drivers and cars allowed to take part in the Competition will be published before the start of the first free practice session.

Teams and Drivers who are not in compliance with Article 22.5 will not be listed.

23.2 No Entrant, Driver or other person concerned with a car can be required to sign any waiver or other document unless this requirement is stated in the regulations (NCR [Ch.3 App.10](#)).

23.3 During the administrative checks the Entrants must confirm in writing their Official representative(s) for the Event.

24 SEAN EDWARDS FOUNDATION TEST

All Drivers taking part in the British GT Championship must complete the Sean Edwards Foundation assessment test before taking part in their first Competition of the season. Furthermore, the Clerk of the Course may insist that any Driver take the test at any point during any Event.

Team Managers may be requested to attend various sporting workshops and complete e-learning or online tests or any test prescribed by the ASN.

25 BRIEFING

A briefing by the Race Director will take place at the latest on the day of the first free practice in the location specified in the Final Instructions. A physical briefing may be replaced by a video conference or Team Managers may be requested to brief their Drivers after a Team Managers' briefing.

All Drivers entered in the Competition, and their Entrants' appointed representatives, must be present throughout the briefing (in accordance with NCR [Ch.5A App5 Art.2.3.h](#) and [NCR Ch.6 App.1 Art.2.3](#)).

There may be a separate Team Manager Briefing and a Drivers Briefing. It is mandatory for Team Managers to attend the Team Manager Briefing and mandatory for Drivers to attend the Drivers Briefing.

Any Driver or Team Manager unable to attend must inform the Clerk of the Course in writing. Where a physical briefing of Drivers does not take place all Competitors will be required to submit a written declaration that each of their Drivers has received and understood the briefing (NCR [Ch.3 App.10](#)).

Except for force majeure, any absence (or failure to submit a required declaration) may result in a penalty from the Clerk of the Course [and/or the Stewards of the Event](#) pursuant to the NCR.

If the Clerk of the Course considers that another briefing is necessary, it will be held at a place and time notified to Competitors by the Championship Co-ordinator. The Drivers and the Entrants' representatives will be informed accordingly and attendance will be mandatory.

Additional briefings for Bronze and/or new Drivers to the Championship may be organised and will be communicated in the Supplementary Regulations or Final Instructions for the Competition and/or the Official Timetable of the Event. Attendance by the relevant Drivers is mandatory.

26 SCRUTINEERING

26.1 Each Competitor must have all documents required by Article 3.6 and the various documents relating to the car available for inspection at any time during the Event. Each car must bear identification stickers clearly visible from the front, rear and from each side of the car.

26.2 GT3 Competitors must present a homologation form for each of the cars entered in the Competition. GT4 Competitors must present a homologation form and certificate for each of the cars entered in the Competition.

26.3 Cars must be presented to scrutineering at the time indicated on the Official Timetable in the following condition:

- with homologation forms and in addition for GT4 cars with a certificate,
- with fuel cell and safety cage certificate,
- without fuel,
- with restrictors, ready for sealing, with pre-drilled minimum 3mm diameter holes in place
- with ballast, ready for sealing,
- with the engine sealed by the manufacturer,
- for cars equipped with turbo chargers, the complete turbo assembly must be ready for sealing with pre-drilled minimum 3mm diameter holes in place
- with identification and additional lights installed if applicable,
- with all mandatory stickers (technical / safety / Championship sponsors) in accordance with the Graphical Charter (see Appendix 3),
- with dry-weather tyres.

26.4 Scrutineering obligations

26.4.1 It is always the responsibility of the Competitor to provide at any time during the Event proof that the car and equipment are in conformity with the regulations and current BOP decisions.

26.4.2 Should any Competitor cause damage to any SRO equipment during Technical Scrutineering they will be held liable for the damage. The competitor will be liable to pay for the cost to repair or replace the equipment and any associated costs.

26.5 Any breaking of a seal during the Event must be requested in writing and approved by the Eligibility Scrutineer.

26.6 For Cases A and B Competitions where refuelling towers and churns are used these must be properly installed, empty and earthed before Free Practice 1. The refuelling rig must be accessible for measurement and sealing. The churns must also be presented to the Scrutineers if so requested. The refuelling tower and restrictor must comply with Article 257A of Appendix J to the FIA International Sporting Code and with Article 35 below.

26.7 All Drivers competing in the British GT Championship must use a helmet and an FHR device homologated by the FIA.

Helmets complying with FIA standards 8859-2015, 8860-2010, 8860-2018, 8860-2018-ABP, 8859-2024 and 8859-2024-ABP are allowed.

FIA Standard 8860-2010 or 8860-2018 or 8860-2018-ABP are strongly recommended.

Drivers must wear overalls, gloves, long underwear, a balaclava, socks and shoes, which meet the FIA Standard FIA 8856-2000 or FIA 8856-2018. (As per ISC App L Chap III Art 2.) Helmets and clothing must pass Scrutineering before the first time any Driver takes part in a round of the British GT Championship, as well as whenever there is a change of any of the items which have already been checked. The Driver does not need to be present when the Driver's equipment is presented. Drivers may be requested to present any or all equipment to the ASN at any time during any Event. Driver overalls must be checked for conformity to Article 22.5 and Article 11.3 f).

A safety form listing the equipment may replace the physical examination of the equipment by the Scrutineers; the form must be completed, signed and submitted before the start of the Event.

- 26.8** At any Competition including refuelling in the pit lane (according to Article 5.2 Cases A and B), the safety equipment of the refuellers (helmets, overalls etc) must be checked by the Scrutineers prior to the first session in which refuelling from the fuel rig is allowed.
- 26.9** The official Championship and sponsors' patches provided by the Promoter must be stitched or embroidered on the Drivers and mechanics overalls in accordance with FIA International Sporting Code Appendix L Chapter III Article 2. Any breach of this Article may lead to sanctions imposed by the Clerk of the Course and/or the Stewards of the Event. Any overalls in breach of this obligation shall be deemed ineligible for the Competition and the subject of a Non Compliance report by the Scrutineers of the Event and may be impounded and passed to the ASN and or FIA.
- 26.10** Initial scrutineering of the car and of the Drivers' equipment and sporting checks for the Competitors will take place in accordance with the Official Timetable for the Event. Any Competitor unable to attend at the given time must request permission in writing to the Eligibility Scrutineer, who may grant a written waiver if they are satisfied that special circumstances justify this.
Teams must abide by the instructions of the Officials and pit lane marshals when proceeding to Scrutineering.
- 26.11** No car and no Driver may take part in the Competition until they have successfully passed all scrutineering checks.
- 26.12** The Scrutineers may:
- check the eligibility of any car or of any Competitor at any time during an Event and may conduct checks without prior request from the Clerk of the Course or Stewards.
 - require a car to be dismantled by the Competitor to make sure that the conditions of eligibility or conformity are fully satisfied,
 - require a Competitor to pay the reasonable expenses which exercise of the powers mentioned in this Article may entail,
 - require a Competitor to supply them with such parts or samples as they may deem necessary. Fuel testing will be carried out in accordance with NCR Ch.8 App.2.
- 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 3 Litres of fuel for the taking of samples.

The fuel must be taken in parc fermé through an FIA approved self-sealing connector.

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

e. check the air restrictor diameters:

1. Competitors are obliged to equip their engines with intake restrictors as provided for in Article 257A of Appendix J of the FIA International Sporting Code and in Article 4.1 1 b) above, and modifications throughout the season made by the Technical Board (NCR [Ch.3 App.10](#)).
2. The dimensions and geometry of the restrictors must comply with the Regulations and/or any decision and modifications throughout the season made by the Technical Board (NCR [Ch.3 App.10](#)), at all times and in all temperatures.
3. The restrictors to be checked and marked must be accessible during the Scrutineering of the cars.
4. Each restrictor will be identified by means of a metal plate indicating the serial number of the seal. The diameter must be engraved on the restrictor. It will be the responsibility of the Competitor to ensure that the Eligibility Scrutineer is able to see the plate and the seal very easily simply by opening the bonnet.

26.13 Before the end of the initial scrutineering at each Competition the teams will be informed if their cars must be presented in race condition but without fuel for weighing in the Scrutineering Area. At this moment the restrictor plates will also be identified.

26.14 At the end of the qualifying practice sessions and after the finish of the races, all classified cars must make their way to the Parc Fermé for checking. The presence of an authorised representative of the Competitor is required.

26.15 Any car which, after being passed by the Scrutineers, is dismantled or modified in a way which might affect its safety or call into question its eligibility, or which is involved in an accident with similar consequences, must be re-presented for scrutineering approval before taking part in any further track session.

26.16 With the exception of the races, the Scrutineers may request a car to stop in the Scrutineering Area at any point during or at the end of a session for checks to take place. Any infractions will be reported to the Clerk of the Course [and/or the Stewards of the Event](#).

26.17 The Race Director may or on request from the Eligibility Scrutineer may require that any car involved in an accident be stopped and checked at any time.

26.18 Reserved for future use.

26.19 Checks and Scrutineering shall be carried out by duly appointed Officials who shall also be responsible for the operation of the Parc Fermé and who alone are authorised to give instructions to the Competitors.

27 DATA LOGGER, ECU AND SENSORS

27.1 A data logger with additional sensor(s) must be installed in all cars at all Competitions in accordance with Article 19.1. SRO Data Technicians will check all data loggers prior to the first free practice. Cars without loggers or with loggers which are not working correctly are not in conformity with the regulations and may be reported to the Clerk of the Course and/or the Stewards of the Event.

27.2 The data logger is also a scrutineering device and data will be used for scrutineering purposes. The reference engine data will be the data collected during the 2025 SRO Official BOP test and/or those collected during other tests and races with the current BOP decisions.

27.3 Only the Data cards supplied with the data logger or by the SRO Data Technician are authorised to be used during any Event.

No data, memory cards or similar storage media shall be extracted or removed from the data logger system during the Event. This can only be done by the SRO Data Technicians or Scrutineers working for the Eligibility Scrutineer. The removal, extraction or manipulation (manually, electronically or in any other form) of data or memory cards or similar storage media or the data logger constitutes a breach of these regulations and will be reported to the Clerk of the Course and/or the Stewards of the Event.

Data cards and any other component of the data logging system may be sealed at any time.

27.4 Information on the installation and use of the data logger is given in Appendix 7. It must be installed with all the sensors and looms according to the homologation file, or the specific scheme per manufacturer, the link to which can be found in Appendix 15. The installation guide forms an integral part of these regulations.

27.5 The data thus collected must remain at the disposal of the SRO Technical Department and the Eligibility Scrutineer. The SRO Technical Department can be assisted by technicians specialized in electronic systems in order to ensure the correct operation and the conformity of the readings of the data logging system and the conformity of the various systems with which the cars are equipped.

They may at any moment remove, exchange or control the various electronic components of a car and draw up a report to the Eligibility Scrutineer on their investigations, and they reserve the right to keep the components they have removed for later analysis.

If a case of non-conformity is noted (either during or after any Event) this may be reported to the Clerk of the Course and/or the Stewards of the Event.

27.6 The data logger must work throughout each Competition including during every practice.

Controls may be carried out at any time during any Event.

Competitors cannot leave any Event before their data loggers have been downloaded unless the Clerk of the Course has given their consent for them to leave.

The failure of the data logger or data card to operate fully and correctly or to record and store for retrieval all required data will be considered a sporting infringement and penalties will be imposed by the Clerk of the Course and/or the Stewards of the Event pursuant to the NCR.

- 27.7** SRO reserves the right to install antennas on the roof of any car and has priority on this space. The GPS antenna of the data logger must be mounted on the roof and no other antenna can be within 30 cm of this.
- 27.8** All Manufacturers or tuners must provide the Technical Board with a reference ECU unit with the homologated maps and which at the request of the Organisers can be placed in any of their cars competing in the Competitions in the Championship. Each Manufacturer must also supply any technical means needed to swap the ECU belonging to a Competitor with the reference ECU as supplied. The Organisers and or the Scrutineers will not be held responsible for any consequences linked to a change of ECU and/or any subsequent failure.
- 27.9** Each data logger will be associated with a specific chassis and will be noted as such during initial scrutineering. Any changes after that point must be notified to the Organiser using the Typeform link one week before the start of the event in question and agreed by the Technical Director or Eligibility Scrutineer.

A data logger member of staff will be introduced to Teams as the SRO data technician. Teams must adhere to any instructions.

- 27.10** All restricted sensors (in accordance with Article 507 of Article 257A of Appendix J to the International Sporting Code, and identified as either banned or banned /optional in the car's homologation file) are forbidden to be used in the British GT Championship Events, including any paid test sessions held before the Event or during the season.

The following sensors are not allowed at any Event or test session:

- Pitot Pressure
- Laser ride Height
- Tyre surface Temperature
- Track surface Temperature
- Ground Speed (Correvit)
- Damper force
- ARB Drop Link
- Fuel flow meter

28 WEIGHING

- 28.1** At any time during any Event the Eligibility Scrutineer or Scrutineers may select cars to be weighed.
- 28.2** Should the weight of a car be less than that specified on the Balance of Performance table for that Competition then the Competitor concerned may be given one of the penalties set out in Article 28.8 save where the Clerk of the Course and/or the Stewards of the Event is satisfied that the deficiency in weight results solely from the accidental loss of a component of the car.
- 28.3** No substance may be added to, placed on, or removed from a car after it has been selected for weighing or has finished qualifying or the race or during the weighing procedure (except

by a Scrutineer when acting in their Official capacity and in accordance with the Technical Regulations, or when requested to do so by a Scrutineer).

- 28.4** No one other than Scrutineers and Officials may enter or remain in the Scrutineering Area without the specific permission of the Eligibility Scrutineer.
- 28.5** A car must carry an Official television on-board camera and its equipment if so requested (see Article 19.2). The weight is included in the weight of the car as specified on the Balance of Performance sheet for that Competition. All cars must be prepared to allow the installation of the camera according to Article 19.2. Competitors are responsible for the camera installed and any non-accidental damage may be reported to the Clerk of the Course and/or the Stewards of the Event.
- 28.6** A Competitor may fit one or more personal cameras in the car (see Article 19.2). Official onboard cameras have priority. The Competitor must obtain written permission from the Promoter and from the Eligibility Scrutineer for each camera. The installation must be presented at the time of Scrutineering. Any cameras considered unsafe will be removed. The weight of the complete equipment is not included in the minimum weight of the car. Cameras transmitting live video footage are not authorised. Cameras affixed to helmets are not authorised. If necessary, the Clerk of the Course and/or the Stewards of the Event may ask to see the images from any such personal camera, even if the car is in Parc Fermé. If necessary, the Clerk of the Course and/or the Stewards of the Event may requisition the images. In particular, he may request that the images be downloaded during a pit stop and supplied to the Officials. The images are not authorised to be distributed, shared or uploaded on the internet unless specifically authorised by SRO.
- 28.7** The average weight of the Drivers in any car competing in the Championship must be at least 85 kilograms. Should the average weight of the Drivers in any specific car be less than 85 kg, the car will be required to carry Driver Ballast to compensate. The following procedure will be followed:
- i. Each Competitor must declare the weight of the Drivers, including overalls, underwear, shoes, gloves, helmet and FHR, at the time of the administrative checks at the first Championship event in which they participate. Any subsequent changes should be notified to the Championship Co-ordinator and random checks will take place. Note that seat inserts for the Driver are not part of the Driver weight and must not be included in the declared weight. Seat inserts are not included in the minimum weight of the car.
 - 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.
 - v. 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 Clerk of the Course. Penalties may go as far as disallowing laps in qualifying or Disqualification from the race.
 - vi. The Driver Ballast is not included in the minimum BOP weight of the car.
 - vii. If the average weight of the Drivers is over 85 kg, up to a maximum of 5 kg may be removed from the minimum BOP weight of the car according to the following table:

Average Weight	Amount to be removed
85 kg	0 kg
86 kg	1 kg
87 kg	2 kg
88 kg	3 kg
89 kg	4 kg
90 kg	5 kg
91 kg	5 kg
92 kg upwards	5 kg

28.8 In the Event of any breach of these provisions for the weighing of cars, the Clerk of the Course and/or the Stewards of the Event may give any penalty they consider appropriate, up to disqualification from the session or race.

29. SUPPLY OF TYRES AND TYRE LIMITATIONS DURING THE EVENT

29.1 Tyre Supply

Only tyres from Pirelli, approved and registered by the Promoter and sold at Championship Events, will be accepted. Tyres must be ordered and paid by the deadlines set by Pirelli, failing which tyres will not be supplied. For the purposes of this article, 'Event' means any official Media day or round of the Championship held during the year.

Only one type (specification and dimensions) of dry-weather tyre and one type of wet-weather tyre will be registered per car.

The list of the approved tyre specifications will be published at the latest two weeks prior to the first Event in the Championship.

All tyres must be used as supplied at Championship Events by the tyre Manufacturer specified by the Promoter. They must comply with the specifications determined by Article 29.2. Any chemical and/or mechanical treatment of the tyres is prohibited. The original tyre tread and profile must not be modified or cut. Modification to marking, reference, information written on the tyre or any traceability means is forbidden. This includes the barcode, Manufacturer serial number, type of tyre, dimensions and any other relevant items.

Teams must adhere to the limits detailed in the technical booklet issued by Pirelli and received from the Promoter before the first Championship Event, as well as to any other Technical Bulletins received during the season. Any failure to do so may be penalised by the Clerk of the Course.

A new tyre is a tyre that has not been previously registered and/or allocated to a car. A set of tyres must comprise two front tyres and two rear tyres.

29.2 Dry and Wet weather tyres

Dry-weather tyres: only tyres with no tread pattern are accepted as dry-weather tyres.

Wet-weather tyres: a wet-weather tyre is a tyre which is designed for use on a wet track, and is grooved more than 30% symmetrically around the tyre centre-line and covering a square:

Tyre width:

9 inches	180 x 180 mm
10 inches	200 x 200 mm
11 inches	230 x 230 mm
12 inches	250 x 250 mm
13 inches	280 x 280 mm
14 inches	300 x 300 mm
15 inches	320 x 320 mm
16 inches	345 x 345 mm

Pirelli must provide the Promoter with a 1:1 scale legality drawing of the profile they wish to use. This profile must be registered with the Promoter and will be the only one authorised throughout the season.

29.3 Control of tyres

1. The control of the tyres will be carried out according to a process defined by the Promoter.
2. The outer sidewall of all tyres which are to be used at a Competition must be marked with an FIA Barcode as identification, the barcode has to be moulded on the tyre.
3. Other than in cases of force majeure (accepted as such by the Clerk of the Course [and/or the Stewards of the Event](#)), the barcode list of all dry-weather tyres intended for use at an Event must be presented to the Eligibility Scrutineer prior to 30minutes before the start of Free Practice 1.
4. A used tyre is one that has been registered for a previous Competition with the same car number. For race-by-race Competitors this is considered to be any previous Event in which the car was entered. Used tyres must be presented to Pirelli for checking and re-registration following the process defined by the Promoter and Pirelli. Pirelli maintains a list of the tyres which have been recorded during the season. Used tyres must be taken to Pirelli for re-registration before any new tyres are fitted.
5. The use of tyres without appropriate identification is strictly forbidden during the whole Competition.
6. Any marking applied by Pirelli on the tyres must not be removed by the team.
7. Cars must access the grid with the tyres nominated for that event unless the race is declared WET.
8. Modifications to the tyres are prohibited by the sporting and technical regulations. Tyres should not be subject to any large deformation or impact. Purging the tyres is strictly forbidden.

29.4 Tyre-heating devices

Tyre heating will be authorised subject to the restrictions below.

The use of heating cupboards for pre-heating the tyres is authorised on the following conditions:

1. The volume must not exceed 12 m³ and must fit within the Team's allocated area in the paddock.
2. No part of the cupboard can be situated inside the pit garage, on the pit lane or on the grid.
3. There must only be one system for heating the interior of the cupboard. It must be a forced air system and must run on fuel oil, electricity or gas. The cupboard must be made from non-flammable materials.
4. The transportation of tyres must be carried out without thermal protection.

Other tyre heating devices / heating blankets remain forbidden during Events.

29.5 Joker Tyres

Each car competing in the British GT Championship has an allocation of four joker tyres per car per season which can be used to replace any tyre which has been damaged or is otherwise unusable.

The use of a joker tyre will only be authorised on information from the Clerk of the Course that the car was involved in a related Incident or other on-track occurrence, and confirmation from the tyre Manufacturer and/or Eligibility Scrutineer that the tyre to be replaced may no longer be safely used. A formal request must be made in writing using the official Joker Tyre Form and must include the reference of the damaged tyre and the reference of the tyre replacing it. The form must be signed by the Eligibility Scrutineer before submission to Pirelli.

Apart from the joker tyre any additional tyres may only be issued with the agreement of the Organisers, on submission of a dossier from the Competitor explaining the situation and with confirmation from Pirelli that the original tyre(s) may no longer be used. Should the Organisers agree such a request, a penalty pursuant to the NCR considered appropriate may be imposed by the Clerk of the Course and/or the Stewards of the Event.

29.6 Tyres

29.6.1 Carryover Tyres

Full-season and Race by Race Competitors in the British GT Championship will be allowed to carry over one set of their tyres between Events.

29.6.2 Chassis & Car Number

Throughout the season, tyres are registered to a specific car number, via the barcodes which are allocated by Pirelli.

- Should a car change race number during the season but remain with the same Competitor, the used tyres will be transferred to the new race number.
- Should a Competitor change the model of car during the season so that the used tyres are no longer suitable, then the car will be treated as a new Competitor in terms of tyres. However, if the Competitor then reverts to the old model, the previously used tyres must be used.
- Should a car be transferred between Competitors, the new Competitor may choose either to retain the used tyres or to be considered as a new Competitor.

29.7 Reserved for future use

29.8 Reserved for future use

29.9 Reserved for future use

29.10 Tyre limitations for Case A, B and C: (dry-weather tyres)

GT3 Event	Case A (3h)	Case B (2h)	Case C (2x1h)
<u>Donington (2 hr)</u>		<u>5 New Sets of Tyres</u>	
<u>Silverstone (3hr)</u>	<u>5 New Sets of Tyres and 1 Carry over set</u>		
<u>Oulton Park (2 x 1 hr)</u>			<u>4 New Sets of Tyres and 1 Carry over</u>
<u>Spa (3hr)</u>	<u>5 New Sets of Tyres and 1 Carry over set</u>		
<u>Snetterton (2x1hr)</u>			<u>4 New Sets of Tyres and 1 Carry over</u>
<u>Brands Hatch (2hr)</u>		<u>4 New Sets of Tyres and 1 Carry over set</u>	
<u>Donington (2hr)</u>		<u>4 New Sets of Tyres and 1 Carry over set</u>	

GT3 Race by Race Entries Case B and Case C; Entitled to 5 new sets at the first event.

GT3 Race by Race Entries Case A; Entitled to 6 new sets at the first event.

GT3 Race by Race Entries returning is as the above table.

GT4 Event	Case A (3h)	Case B (2h)	Case C (2x1h)
<u>Donington (2 hr)</u>		<u>4 New Sets of Tyres</u>	
<u>Silverstone (3hr)</u>	<u>4 New Sets of Tyres and 1 Carry over set</u>		
<u>Oulton Park (2 x 1 hr)</u>			<u>3 New Sets of Tyres and 1 Carry over</u>
<u>Spa (3hr)</u>	<u>4 New Sets of Tyres and 1 Carry over set</u>		
<u>Snetterton (2x1hr)</u>			<u>3 New Sets of Tyres and 1 Carry over</u>
<u>Brands Hatch (2hr)</u>		<u>3 New Sets of Tyres and 1 Carry over set</u>	
<u>Donington (2hr)</u>		<u>3 New Sets of Tyres and 1 Carry over set</u>	

GT4 Race by Race Entries Case B and Case C; Entitled to 4 new sets at the first event.

GT4 Race by Race Entries Case A; Entitled to 5 new sets at the first event.

GT4 Race by Race Entries returning is as the above table.

Note: All quantities given are the maximum. Competitors do not have to take all the possible tyres.

29.10.1 Reserved for future use

29.10.2 Reserved for future use

29.10.3 Reserved for future use

29.11 Tyre Limitations for Wet Weather Tyres

There is no limitation on the number of wet-weather tyres that can be used during any Competition.

For all sessions wet-weather tyres may be used only after the track has been declared Wet by the Clerk of the Course.

Wet-weather tyres will not be marked and there is no limit on how many of them may be used during any Competition

Any infractions will be penalised by the Clerk of the Course and/or the Stewards of the Event pursuant to the NCR.

29.12 Camber and Pressure

Values for the Maximum Camber and Minimum Pressure of tyres may be issued or modified during any Event and monitored at any time.

In particular, the maximum negative value for the camber of both rear wheels of the car may be monitored in static condition anytime during the Event, including in Parc Fermé after qualifying and the race(s) and must not exceed -3.5° .

For GT3 cars, the maximum negative value for the camber of both front wheels of the car may be monitored in static condition any time during the Event, including in the Parc Fermé after Qualifying and the Race, and must not exceed -4° .

This figure may be altered for any race, in particular should there be any changes to the circuit configuration. Any such changes will be announced before the Event but values may be further modified by a Bulletin during an Event (NCR Ch.3 App.10).

Any car failing to abide by these values will be reported to the Clerk of the Course and/or the Stewards of the Event, who will give any available sporting penalty, including a Stop-Go penalty to be taken at the start of the next session, disallowing of qualifying laps or a time penalty after a race.

29.12.1 Specifically for GT4: The starting pressure of the tyres must be a minimum of 1.30 bar (subject to any change notified by Bulletin).

Any car failing to abide by this value will be reported to the Clerk of the Course and/or the Stewards of the Event, who will give any available sporting penalty, including a Stop-Go penalty to be taken at the start of the next session, disallowing of lap times during qualifying or a time penalty after a race.

The pressures will be monitored by race control officials.

Any car which does not reach the minimum starting pressure will be immediately reported to the Clerk of the Course. The Clerk of the Course will order, via the timing monitors and/or radio, any such car to return to its working area in the pit lane at the end of the formation lap to remedy the situation. Once the tyre pressures have been checked in the presence of a Pirelli engineer or Eligibility Scrutineer or deputies, the car may join the race.

Should the car fail to return to the pit lane before starting the race, the Clerk of the Course will show the car a black and orange 'mechanical' signal and the car must immediately return

to its working area in the pit lane. Once the tyre pressures have been checked in the presence of a Pirelli engineer or Technical Scrutineer, the car may rejoin the race.

The Clerk of the Course and/or the Stewards of the Event may impose any available sporting penalty for the failure to comply with the initial instruction to return to the working area before starting the race.

29.13 Force Majeure

In cases of force majeure and subsequent calendar changes, the precise information concerning tyre use at any particular Event will be given in the form of a Bulletin, and may amend or supersede the information on tyre limitations given in Article 29.

29.14 Reserved for future use

29.15 Cold Weather Provisions

In case of exceptionally cold temperatures (track temperature under 10° Celsius, measured one hour before the pit lane opens for the race), there will be two formation laps behind the Official car. The race timing will start at the end of the first formation lap.

30 BALANCE OF PERFORMANCE, OFFICIAL TEST SESSIONS AND PRIVATE TESTING

30.1 Balance of Performance (BOP)

Due to the nature of the cars and the choice of circuits, a specific Balance of Performance can be carried out for cars taking part in the British GT Championship.

Balance of Performance testing sessions of the FIA GT3 models and RACB GT4 models running in the British GT Championship will be held before the start of the season.

All Manufacturers whose cars will be competing in the 2025 season must enter at least one of their cars in these sessions for the purposes of Balance of Performance Testing. A penalty may be imposed by the Clerk of the Course and/or the Stewards of the Event on any Team which does not attend, except for force majeure accepted as such by him.

Additional performance tests may be carried out at any point during any Event and Teams will be required to allow their cars to take part in these tests if selected. At the request of the SRO Technical Director, the official SRO Balance of Performance Driver may be required to complete a number of laps in any cars entered in the Event during a Test session, warm up session or free practice session. Competitors must allow this to take place. The BOP Driver will be added to the authorised Drivers for the cars in question via an Event Bulletin and will be subject to the same scrutineering and administrative checks as all other Drivers.

The Technical Board is allowed to modify any parameter required to establish the SRO Balance of Performance and which shall be published as an Official Document (NCR Ch.3 App.10).

The Technical Board reserves the right to adjust the Balance of Performance until 120 minutes before the start of the Race for cases A and B and 120 minutes before the start of Race 1 for Case C. Teams will be notified of any such changes during the Event via an Event Bulletin.

If the Clerk of the Course and/or the Stewards of the Event is satisfied that any Competitor or Manufacturer has provided information which was misleading or has inappropriately influenced the BOP process before or during an event/competition or where a Competitor's

or Manufacturer's subsequent performance is higher than the expected outcome of the process, sanctions or penalties available to the Clerk of the Course and/or the Stewards of the Event may be imposed before, during or after any Competition.

Cars must comply at all times during each Competition with the information and instructions given in the Balance of Performance document for the Track, the current version of which will be validated for each Competition via an Event Bulletin.

Should a car be not in conformity with its Technical Form and/or the applicable Balance of Performance it will be reported to the Clerk of the Course and/or the Stewards of the Event who may apply a penalty up to and including disqualification from the Competition.

30.1.1 BOP GT3

These notes will always be superseded by any more recent notes given in the BOP document valid for each Event. Other changes may feature in a Bulletin from the Clerk of the Course.

1) Additional weight must be installed in accordance with Article 257A of Appendix J to the International Sporting Code.

2) Technical drawings of air restrictors for FIA GT3 cars are registered with FIA I. Only restrictors in compliance with this registration are allowed.

3) Use of the catalytic converter is compulsory

4) Aero devices cannot be covered by tape, vinyl or any other material or paint. Aero devices must remain in accordance with the homologation documentation with the following exceptions:

- The rear wing may be decorated with lettering and logos. These must be individually cut out and applied to the carbon fibre. A full-length vinyl decal, or any other covering with any other material, is not authorized.
- The individually cut out lettering must not cover the leading or trailing edges of the aero rear wing
- The end plates may be covered with series logos in accordance with the Graphical Charter of the Championship
- Note that no covering of any sort on the splitter or dive plane will be allowed.

5) The SRO Sporting Board is allowed to modify any parameter required to establish the Balance of Performance

6) Engine reference data (iA, Lambda, Fuel inj, Cam In/Out, airbox pressure) and other information (acceleration rates, spark plugs/airbox filter, engine oil...) is collected during BOP tests and will be used for checks. If noted differently in comments the (eg iA, Lambda, fuel injection, Cam In/Out, airbox pressure) is set as reference. .

7) Max rear camber static is -3.5°

8) For the following cars: BMW M4 GT3, Ferrari 296 GT3, Lamborghini Huracan GT3 EVO2, Porsche 911 GT3 R (992), only the springs registered with SRO can be used.

30.1.2. Boost control:

- Values are boost pressure ratio and need to be multiplied by the ambient pressure to get the Pboost Limit.
- Competitors must adjust the boost pressure relative to ambient pressure at each Event.
- Pboost limits linear interpolation approach

The control of Pboost strategy takes place via Series Datalogger and pressure sensors: If the Throttle is greater than 25 % open and the RPM is greater than 3000 and the Longitudinal Acceleration is increasing or constant or greater than zero and the overboost greater than “Pboost Limit + 10 mbar” is recorded for more than 50ms, then this will be flagged and reported to the Stewards

30.1.3 BOP GT4

These notes will always be superseded by any more recent notes given in the BOP document valid for each Event. Other changes may feature in a Bulletin from the Clerk of the Course.

Additional BOP Ballast must be installed according to the GT4 Technical Regulations

- ECU BOP maps are saved in the dataloggers for scrutineering.
- GT4 Cars are only eligible if presented with GT4 homologation file and SRO GT4 Certificate
- SRO GT Bureau can use any parameter for BOP purposes and can change the BOP of any car at any moment during the event.
- Engine reference data (iA, Lambda, Fuel inj, Cam In/Out, airbox pressure) is the one collected during BOP tests and will be used for checks.
If noted differently in comments the (e.g. iA, Lambda, Fuel inj, Cam In/Out, airbox pressure) is set as reference.
- Turbo cars without adaptable pboost (identified with * in front of ECU BOP MAP) need to add +15kg per 20 mbar ambient pressure delta under 1010mbar, this means + 15 kg at Patmo of 990mb, +30 kg at Patmo of 970 mbar and +45 kg at Patmo of 950 mbar
- Max static rear camber -3,5°.

30.2 Official Media Day

One or more Official Media days may be organised by the Promoter before the first Event of the season. All full-season Competitors in the British GT Championship are obliged to be present at the Media Day with all the cars and [Drivers](#) they intend to enter in the [2025](#) season. [This will be held at Silverstone GP on March 21st 2025.](#)

[GT4 Endurance Cup and Race-by-Race competitors are welcome to join the Media Day; the cost to enter is available on request.](#)

Failure to attend will be reported to the Clerk of the Course [and/or the Stewards of the Event](#) at the first Competition of the season, and, except for cases of force majeure accepted as such by the Clerk of the Course [and/or the Stewards of the Event](#), will result in a fine (NCR [Ch.2 App.2 Arts.7.4-7.6](#)).

[Fuel and](#) Tyres must be purchased from [Sunoco and](#) Pirelli [respectively](#), in accordance with Article 29.1, at the Event.

30.3 Pre-Event Paid Test Sessions

- 30.3.1 Additional paid test sessions may be authorised by the Promoter before certain Events. Any such paid test sessions will be open to all Competitors but will not be mandatory. Please see Appendix 4 for the provisional schedule.

- 30.3.2 The pre-event paid test sessions will not be considered as part of the Event. However, clothing specifications for those in the pit lane are the same as for the Event.
- 30.3.3 Pre-event paid test sessions are intended only for the cars which will be raced at the Event that follows them. Each team may only enter one car per registered race number, except for cases of force majeure. Additional cars may only be permitted with specific written permission from the organisers.
- 30.3.4 Test sessions organised by Curbstone do not constitute Official or pre-Event test sessions as detailed above, and they will be subject to the same testing deadlines as other private tests.
- 30.4 Reserved for future use**
- 30.5 Reserved for future use**
- 30.6 Reserved for future use**
- 30.7 Reserved for future use**

30.8 Hardship Laps

In exceptional circumstances, Teams may request a hardship lap in order to check a car after significant repairs or other issues. Any such requests must be made to the Clerk of the Course and/or the Stewards of the Event. If authorised, any such laps will be scheduled, when possible, and will consist of a single lap from pit out to pit in without crossing the timing line. A sporting penalty may be given for a hardship lap.

30.9 Private Testing

a) Definition and Limitations

Private testing on the circuit which will host the next Championship Competition is forbidden as from the Monday before the start of the Event (see appendix 4).

Private testing means any testing carried out by any Team entered in the British GT Championship and any Driver(s) entered for any Event, with GT3 cars homologated by the FIA and/or RACB GT4 models .

This applies to all full-season Competitors in the British GT Championship

For GT4 Endurance Cup and race-by-race Competitors, the same rules on private testing above apply.

b) Participation in other series

Participation in Competitions counting towards other Championships or Series is not considered as private testing. This includes any official test sessions and all official practice sessions. However, participation in additional Competitions held during the same Event with GT3 or GT4 cars is only authorised for those competing as full-season competitors in those Series or Championships.

c) Development test sessions

Development test sessions organised by the official tyre supplier, Pirelli, are not considered as private testing. Permission will be granted for Teams and Drivers, nominated by the car Manufacturer of reference, to take part in any such tests when requested by Pirelli to the Sporting Board.

d) Coaches / Instructors

Drivers working as coaches must request permission from the Sporting Board for any activity with any cars at circuits on the 2025 calendar within the ban and, if permitted, may be given restrictions on their track time.

Permission must be sought in advance by sending the Driver Coaching Request Form to the Sporting Board.

If this privilege is abused, it will be revoked. For the avoidance of doubt, Bronze Drivers are forbidden to test or be coached in any car at circuits on the 2025 calendar during the week before the relevant event, as a passenger or Driver.

Professional ARDS licenced instructors will be permitted to instruct (as a passenger or as a Driver) non-British GT related clients in non-British GT cars or other GT racing cars within this ban subject to the Sporting Board granting permission.

e) Permission and Breaches

Permission will not be granted for coaching on the track which will host the final round of the Championship in any car as passenger or Driver during the week prior to the final round of the Championship.

Any breaches of Article 30.9 will be reported to the Clerk of the Course and/or the Stewards of the Event at the relevant Competition of the Series. Following a Judicial Hearing the Clerk of the Course and/or the Stewards of the Event may apply penalties up to and including disqualification of the offending Driver from that Competition.

Registered entries testing in contravention of the above ban may be required to start from the back of the grid and may be fined up to £5,000. If there are any doubts, Competitors should check with the Organisers before going ahead. Test sessions authorised by the Organiser (see Appendix 4) are not considered to be Private Testing as defined in Article 30.9

31 PROMOTIONAL ACTIVITIES – CARS, PIT WALKS AND AUTOGRAPH SESSIONS

31.1 In order to retain a level of equality between Teams and Drivers, the following restrictions apply during all Events:

a. Additional laps with the race cars and Drivers entered in the Competition are only authorised as part of media activities to aid the promotion of the Event, including tracking laps for photo shoots, filmed laps for TV programmes or other activities organised by the Promoter.

b. Promotional activities with road cars may be organised by Teams for their VIP guests or Media with permission from the Promoter. Promotional activities with the GT3 and GT4 race cars entered in the event are not authorised except with exceptional permission from the Sporting Board. Drivers competing in the British GT Competition may take part in any such permitted activities.

c. Promotional activities with race cars which are not eligible and/or not entered in the British GT Championship may be authorised with permission from the Promoter. Drivers competing in the British GT Competition may take part in any such permitted activities.

d. There are no restrictions on Drivers and Teams competing in other races taking place at the same Event, (see Article 30.9 b) as long as this does not impact in any way on their participation in the mandatory elements of the main British GT Competition, including briefings, podiums, press conferences etc. However, participation in additional Competitions during the same Event with GT3 or GT4 cars is only authorised for those competing as full-season competitors in those Series or Championships.

Any breaches of these rules will be reported to the Stewards of the Event. Following a Judicial Hearing the Stewards of the Event may apply penalties up to and including disqualification from the relevant Event.

- 31.2** Cars are expected to remain at the Event track from the time they are scheduled to undergo initial Scrutineering until the end of that Competition. Permission must be sought in advance for any removal of the car, at any time, for any reason. If permission is granted, any car that has been removed must be re-scrutineered upon return to the circuit.

Exceptions, as specified in advance by the Promoter, may include Parades, Car Exhibitions and Demonstrations taking place outside the circuit or neighbouring areas.

Should a Parade be scheduled as part of any Event, any cars not attending will be under Parc Fermé conditions while the remainder of the cars are absent from the Event venue. Cars not attending any mandatory parades will be reported to the Stewards of the Event and following a Judicial Hearing the Stewards of the Event may apply available penalties.

- 31.3** Autograph sessions may be scheduled during any Event at the time given in the Official Timetable. Drivers are required to attend any such sessions dressed in Team uniform at the scheduled time and to make themselves available for the full duration. Any failure to attend by Drivers competing in the Event for whom attendance is mandatory may be reported to the Clerk of the Course and/or the Stewards of the Event and the Clerk of the Course and/or the Stewards of the Event may apply available penalties.

- 31.4** Pit walks may be scheduled during any Event. The time will be listed in the Official Timetable. Cars must be on display in their pit garage for the whole period. Garage doors must be up. Cars must not be manoeuvred during the pit walk. Under no circumstances can refuelling take place during this period. Teams may place their Tensa barriers at the front of the garage. Teams must place the autograph equipment in front of, and never between or behind, the refuelling equipment. Any infringements will be reported to the Clerk of the Course and/or the Stewards of the Event and the Clerk of the Course and/or the Stewards of the Event may apply available penalties.

32 GENERAL CAR REQUIREMENTS

No signal of any kind may pass between a moving car and anyone connected with the car's Entrant or Driver save for the following:

- legible messages on a pit board;
- body movement by the Driver;
- lap trigger signals from the pits to the car;

Lap marker transmitters must be battery-powered and once operating must be free-standing (not attached to any other pit equipment by means of wires or optical fibres) and incapable

of receiving external information. Such lap triggers must use a transmitter operating with a carrier frequency above 10 GHz (radio or optical) and a beam half angle of no more than 36° when measured at the 3dB point and must not be used for the transmission of any data from pit to car other than the lap mark. Lap mark data must be transmitted repeatedly and must be demonstrably consistent;

- verbal communication between a Driver and their Team by radio;
- Telemetry: one-way (car to pit) telemetry is allowed in GT3 and GT4.

IMPORTANT: no item, installation or antenna is permitted which may interfere at any time with the official data logger, timing, GPS, radio or TV systems.

No equipment may be positioned on top of the pit wall or any adjacent structure, unless securely fixed to the satisfaction of the Officials.

Electromagnetic radiation between 2 and 2.7 GHz is forbidden, save with the written consent of the Promoter.

33 GENERAL SAFETY

- 33.1** Official instructions will be given to Drivers by means of the signals set out in NCR [Ch.12. App.8 Art.1](#). Competitors are responsible for observing and complying with these at all times and must not use signals similar in any way whatsoever to these. At venues where light panels are operational these light signals will take priority and may be supplemented with flags; both means of signalling will have regulatory value. [The in-car marshalling system will also supplement the light signals.](#)

For reasons of safety, in case of conflicting signals between the flags displaced by marshals and the light panels/signals, Drivers must comply with the requirements of the signal with the highest level of safety.

- 33.2** Drivers are strictly forbidden to drive their car in the opposite direction to the race unless this is absolutely necessary in order to move the car from a dangerous position and in accordance with the instructions of the marshals.

A car may only be pushed to remove it from a dangerous position as directed by the marshals. This rule is also applicable when the car is parked in the Parc Fermé.

- 33.3** Any Driver intending to leave the track must signal the intention to do so in good time, making sure this can occur without danger.

- 33.4** During practice and the races, Drivers must at all times respect the provisions of NCR [Ch12. App.7 Art.1](#) relating to driving behaviour on circuits.

- i) [Except in cases of force majeure \(accepted as such by the Clerk of the Course and/or the Stewards of the Event\), or unless otherwise defined by the Clerk of the Course, any part of a tyre of a car exiting the pit lane must not touch or cross any line painted on the track for the purpose of separating cars leaving the pit lane from those on the track. For the avoidance of doubt, not touching means that any part of any tyre must not come into contact with the relevant line painted on the track with respect to the pit lane exit.](#)

- 33.5** A Driver who abandons a car whilst on the track must leave it in neutral or with the clutch disengaged and with the steering wheel in place.
- 33.6** Repairs to a car may only be carried out inside or outside the pits, on the working lane, on the starting grid if permitted in the Official Documents for the Event or as provided for in Article 47. A Driver who manages to repair the car after it has been pushed to a place of safety, with or without remote assistance from their Team, may rejoin the session.
- 33.7** The Competitor must make at least one fire extinguisher of 5 kg capacity available at each pit area and ensure that they work properly.
- 33.8** Save as specifically authorised by the [National Competition Rules](#) or these Sporting Regulations, no one except the Driver may touch a stopped car unless it is in the Team's designated pit garage area, in the pit lane or on the starting grid.
- 33.9** At no time may a car be reversed in the pit lane under its own power.
- 33.10** Drivers must respect the NCR track limits regulations at all times.

The white lines defining the track edges are considered to be part of the track.

A Driver will be judged to have left the track if any part of the contact patch of any tyre of the car goes beyond either the outer edge of any kerb or the white line where there is no kerb. (Note that track limits definitions in accordance with FIA International Sporting Code Appendix L Chapter IV Article 2c) may be applied at any Championship rounds hosted outside the UK.)

Should a car leave the track for any reason the Driver may rejoin only when it is safe to do so and without gaining any advantage.

Drivers consistently crossing the white lines defining the edge of the circuit, whether or not they gain an advantage, will be stopped during the free practices, and may receive penalties in accordance with the NCR during the Competition. The Clerk of the Course [and/or the Stewards of the Event](#) can apply any penalty available.

At the absolute discretion of the Clerk of the Course [and/or the Stewards of the Event](#), a Driver may be instructed to give back the whole of any advantage gained by leaving the track.

Notifications will be for the car, not the Driver.

The Clerk of the Course [and/or the Stewards of the Event](#) may use any means provided by the NCR and under the control of the Organisers to assist in reaching a decision in addition to or instead of Judge of Fact reports.

33.11

a) During the periods commencing 15 minutes prior to and ending 5 minutes after every practice session, and the period between the commencement of the formation lap(s) which immediately precedes the races and the time when the last car enters the Parc Fermé, no one is allowed on the track with the exception of:

- marshals or other authorised personnel in the execution of their duty;
- Drivers when driving or under the direction of the marshals;

- Team personnel when either pushing a car or clearing equipment from the grid after all cars able to do so have left the grid on the formation lap.

b) At any time during a Competition, a Driver may join the track, including the pit lane and the grid, only after starting the engine alone and unaided and leaving the designated working area with no external assistance.

Access to and egress from the Circuit during any official session is only permitted via the authorised pitlane unless instructed otherwise by the Race Director or Clerk of the Course.

c) During any race, the engine may only be started with the starter except on the grid or after a Stop-Go penalty where the use of an external starting device is allowed. The car must leave its position in the pit lane with no external intervention. Any car reported to have received assistance to start will be given a Stop-Go penalty during which the car must be started by the Driver alone.

33.12. Drivers taking part in any on-track session during any Event (paid testing, free practice, pre-qualifying, qualifying, warm-up and race(s)) must always wear the clothes, underwear, helmets, and frontal head restraint (FHR) specified in Appendix L to the FIA International Sporting Code, NCR Ch.9 Art.3, NCR Ch.9 Art.10, NCR Ch.9 Art.12, NCR Ch.12 App.12 Art.3 and Article 26.7 above.

33.13 A Driver coming into the pits must not unfasten the safety harness or racing net until the car is completely stopped in front of the pit garage. After a pit stop, the car must only start moving after the Driver's safety harness and racing net have been fastened. It is the Car Controller's responsibility to ensure that a Driver is properly buckled in before the car leaves its working area to enter the track.

While driving in the fast lane of the pits, the Driver must have at least one hand on the steering wheel at all times. The Driver may unplug the radio or disconnect the drinks bottle and other such items but should not be distracted from watching the road ahead while doing any of these things. Tension in the belts may be loosened but the belts must remain in contact with the Driver so that they are considered to still be properly restrained. The Driver's safety harness must be securely fastened before the car leaves the Team's working area but on exiting the pits the Driver may further tighten the belts or adjust them. Any infractions noted by the pit lane marshals or identified through any other means may be reported to the Clerk of the Course who may apply available penalties.

For the avoidance of doubt, the dispensation granted under Article 33.13 for the adjustment of safety harness belts does NOT extend to the positioning of belts in relation to the FHR. The Driver must ensure that the harness and FHR are correctly positioned before leaving the working area and that the fitting of the harness and FHR meets the standards laid out in the FIA International Sporting Code Appendix L Chapter III Article 3 at all times when the Driver is seated in the vehicle either on track or moving in the pit lane. Particular emphasis must be given to the correct location of lap straps in the pelvic region and which must NOT be located on the abdomen.

33.14 Extrication and Recovery exercises may take place before any Competition. Selected Teams will be notified by the Clerk of the Course and must make their car and any required personnel available at the stated time. A Driver may not necessarily be needed for the extrication

exercise but a team member in a fireproof suit with a helmet and FHR must be made readily available.

- 33.15** If a Driver has serious mechanical difficulties during practice or the races then the car must leave the track or return to its working area as soon as it is safe to do so. At no time may a car be driven unnecessarily slowly, erratically or in a manner that could be deemed potentially dangerous to other Drivers or any other person. This will apply whether any such car is being driven on the track, the pit entry, the pit lane or the pit exit.

33.16 Lighting

a) The car's regulatory lighting system must function at all times during each Competition. Any car that does not present the minimum illumination listed below may be stopped by the Clerk of the Course for repairs:

- At the Front: 2 headlights (right and left) and 2 direction indicators
- At the Rear: 2 lights, 2 direction indicators and 2 stop lights / brake lights.
- Should the weather conditions deteriorate, the rear rain light.

b) For GT3 cars, the Rain Light must have a flashing frequency of 4Hz (0.125 seconds on followed by 0.125 seconds off)

c) For GT3 cars, direction indicators must be present on each side at the front and the rear of the car. They must simultaneously flash when under Full Course Yellow. They must have a flashing frequency of 4Hz (0.125 seconds on followed by 0.125 seconds off)

d) GT4 cars must have yellow headlights.

e) During all official track sessions, headlights must be illuminated.

33.17 Reserved for future use

33.18 During all official sessions:

In terms of a failure of any part of the obligatory lighting, the Clerk of the Course may or at the request of the Eligibility Scrutineer may stop a car using the mechanical signal should it be considered that this is causing an immediate safety issue.

Should the Clerk of the Course and the Eligibility Scrutineer consider that the failure is not causing an immediate safety issue the Team will be informed and they will have to make the repair at the next scheduled pit stop and the car will be not allowed to leave until the Eligibility Scrutineer has given approval.

- 33.19** The car's headlights and red rear lights must be illuminated at all times when it is running on track. When the track is declared 'wet track' the rear rain light must also be illuminated. It shall be at the discretion of the Clerk of the Course to decide whether a Driver should be stopped because the car's lights are not working. If a car is stopped for that reason it may re-join the Competition once the fault has been remedied.

Once a race has been declared Wet it remains Wet for the remainder of the session or Race.

33.20 Reserved for future use.

33.21 A maximum of four working Team members per participating car are allowed on the pit wall signalling area reserved for the Team during practice and the race(s). People under 16 years of age are not allowed in the pit lane, on the pit wall or on the grid, except during the 'pitlane walkabout' when they may be allowed if accompanied by an adult and if authorised by the circuit. Personnel must adhere to the regulations concerning clothing and helmets according to Article 12.2. Infractions will receive penalties applied by the Clerk of the Course and/or the Stewards of the Event according to the following provision:

- a. First offence: Fine of two hundred pounds (200 pounds)
- b. Second offence: Fine of two hundred and fifty pounds (250 pounds)
- c. Third offence: Fine of three hundred pounds (300 pounds)
- d. For each subsequent offence the amount of the fine will double commencing with six hundred pounds for the Fourth offence.

33.22 Animals, except those which may have been expressly authorised for use by security services or registered guide or assistance dogs, are forbidden in the pit area, on the track and in any spectator area.

33.23 The Race Director, the Clerk of the Course or the Chief Medical Officer can require any Driver to undergo a medical examination at any time during an Event. This examination may include, if appropriate, a test for alcohol or any drugs. Any Driver or Team member suspected of being under the influence of alcohol or drugs at an Event may be Disqualified from the Event and required to leave the venue. Refusal to cooperate with any medical examination or alcohol or drugs test will result in Disqualification and the requirement to leave the venue.

33.24 At the end of any session or race each Driver may cross the Line only once.

Failure to comply with the general safety requirements of the NCR or these Sporting Regulations may result in the Disqualification of the car and Driver concerned from the Competition.

33.25 The use of Fans and/or Blowers is not authorised at any time in the pit lane or on the grid.

34 PIT LANE, PIT GARAGES AND PIT LANE ALLOCATION

34.1 The allocation of pit garages, where available, will be made by the Promoter who may use whatever criteria they deem suitable taking into consideration commercial, sporting or other factors.

When the number of pit garages is lower than the number of cars entered, the Competitors will be required to share pit garages or will be allocated space in the paddock.

Teams must abide by the pit garage allocation document issued by the Promoter for each Event with each car placed in the corresponding pit garage or allocated space.

Garage allocation is entirely at the discretion of the Organiser.

Should a full-season team fail to attend one or more Events during the season, they may lose garage privileges should they return later that Season.

34.2 The installation of Teams and their equipment in the pit lane and working lane will take place subject to the approval of the Clerk of the Course and/or the Pit Lane Supervisor.

- 34.3** The working area for each Team will be specified by the Pit Lane Supervisor and the Clerk of the Course and will be the only working area for all of its cars. The limits of the area allotted to each Team will be indicated by the Pit Lane Official in consultation with the Clerk of the Course. No Team may exceed the marked limits with their equipment.

Pit Stop operations must be carried out in the working area of the pit lane and parallel to the pit lane. If, due to pit lane congestion, a car is unable to enter their designated area in parallel, the safe use of skates is acceptable. In this case, the car may safely approach their box at an acute angle to the working lane and skate the rear into the parallel position. The safe release of cars to the fast lane may involve skating the car to an acute angle in order to clear any occupied boxes immediately in front. All team members must be behind the white line prior to the release of the car to the fast lane.

- 34.4** For the avoidance of doubt and for description purposes, the pit lane shall be divided into two lanes.

The lane closest to the pit wall is designated the "fast lane" and the lane closest to the pit garages is designated the "working lane" and is the only area where any work may be carried out on a car. The "working lane" is formed on one side by a line painted in front of the pit building and on the other by a line separating it from the "fast lane".

It is prohibited to work outside of the allocated working area. Penalties may be applied by the Clerk of the Course and/or the Stewards of the Event pursuant to the NCR.

- 34.5** Competitors must not paint lines on any part of the pit lane. Any markings made with tape must be removed at the end of the Event.

Suppliers are not allowed to install floors, lighting, etc without specific written authorisation from the Promoter.

- 34.6** Smoking, making fire and welding are all strictly forbidden in the pit garages as well as within a six-metre radius of the rear of the pit garage. No welding operations can be carried out within this perimeter, and no devices generating sparks will be allowed in this area.

- 34.7** LPG gas cylinders and accessories are strictly forbidden in the pit lane, in the pit garages and for a distance of at least five metres behind the pit garages, as well as inside the Competitors' trucks. Any infractions may result in a penalty according to the following scale:
- a) First offence: Fine of two hundred pounds (200 pounds)
 - b) Second offence: Fine of two hundred and fifty pounds (250 pounds)
 - c) Third offence: Fine of three hundred pounds (300 pounds)
 - d) Subsequent offences shall be penalised in accordance with Art.12.2.1.d above.

Compressors and air bottles are under the supervision of the Team and must be regularly checked and not left without supervision.

- 34.8** An inventory may be carried out on the pit garages and surrounding areas. All damage caused will be invoiced to the Competitor.

- 34.9** Teams must be considerate towards other Competitions taking part in the same Event. Equipment (other than gantries and refuelling rigs) must not be left outside the garages between British GT sessions.

Unless otherwise indicated by the Organisers or Clerk of the Course garage doors must be opened before the start of the first track session of each day and left open until the end of that day's track action in accordance with the official timetable. Any additional regulations at an Event, in particular concerning access for support race staff, will be issued in a Communication from the Clerk of the Course (NCR [Ch.3 App.10](#)).

- 34.10** Pit Installations including folding brackets and flexible air, fuel or lighting mountings must not exceed the width of the working area, nor may they be less than two metres above ground level. Support arms must be suspended and fastened by chains or wire cables.

Lighting arrays must be directed towards the interior of the working area. Lighting equipment must not face the oncoming traffic. It must be low-temperature, flame-proof and must not be located less than 50 cm away from the refuelling pipes and tower. Halogen lights are not authorised.

Equipment on the pit signalling area must be sufficiently rigid, be made from translucent material and must not extend beyond the base of the signalling wall. Sunshades, parasols and umbrellas are prohibited. Material fixed onto the signalling wall must not cause any damage. All advertising or promotional material on the signalling wall or the sides or top of the Competitors' boxes is prohibited, with the exception of the equipment from the Organisers.

- 34.11** A speed limit of 50.0 km/h will be enforced in the pit lane unless pit lane restrictions require it to be 40.0km/h. This will be communicated via the Clerk of the Course in an Event Bulletin. Any Driver exceeding the limit above will be reported to the Clerk of the Course [and/or the Stewards of the Event](#). Penalties will normally be imposed according to the following schedule:

During Free Practice and Warm-Up :

Between 50.00 and 55 km/h : on-screen and/or radio warning
 From 55.00 km/h : a fine of £25 pounds per kilometre over the 55.0 km/h limit, with the speed being rounded up to the next full kilometre per hour

During the Pre-Qualifying and qualifying sessions:

From 50.00 km/h : a fine of £25 pounds per kilometre over the 50.0 km/h limit, with the speed being rounded up to the next full kilometre per hour

During the race for a first offence:

- Between 50.01 and 51.99 km/h : 5 second penalty to be taken at the next pit stop
- Between 52.00 and 55.00 km/h : a 10 second penalty to be taken at the next pit stop
- From 55.01 km/h to 60.00 km/h : a 15 second penalty to be taken at the next pit stop
- From 60.01 upwards : a drive-through penalty.
- Any further offences will be penalised at the discretion of the Clerk of the Course [and/or the Stewards of the Event](#).

Should it not be possible to take any of the time penalties during a pit stop they will be added to the elapsed time of the car concerned.

Note the above scale still applies if the pit lane speed limit is dropped to 40km/h. For the avoidance of doubt:

*For "Between 50.00 and 51.99 km/h"

*Read "Between 40.00 and 41.99 km /h", and so on.

34.12 Unless a car is pushed from the grid at any time during the start procedure cars may only be driven from the Team's designated pit garage area to the end of the pit lane.

34.13 Any Driver intending to start the race from the pit lane must not drive the car from the Team's designated pit garage area until the pit exit is closed and must stop in a line in the fast lane. Such cars are not required to adhere to the mandatory timings and instructions given for cars on the grid unless otherwise specified by the Clerk of the Course.

34.14 No equipment may be left in the fast lane. A car may enter or remain in the fast lane only with the Driver sitting in the car behind the steering wheel in the Driver's normal position, and under its own power.

34.15 A maximum of five minutes before the start of any practice session or qualifying session, cars may be allowed to drive from their allocated working area to queue in the fast lane. Cars may only leave their working area to queue after an instruction of 'FAST LANE OPEN' has been given on the timing monitors and/or the Team radio. Should it not be possible to give this instruction cars must not move until the light at pit lane exit is green.

Cars moving from their working area before they have received either the 'FAST LANE OPEN' instruction or a green light at pit exit may be reported to the Clerk of the Course and/or the Stewards of the Event who may apply available penalties. This also applies after a red-signal interruption to a practice or qualifying session.

The Clerk of the Course may add additional instructions to FAST LANE OPEN. For example, 'Fast Lane Open for all GT3 Cars Only'.

34.16 It is the responsibility of each Competitor to release the car after a pit stop only when it is safe to do so. Cars in the fast lane have priority over those leaving the working lane. Cars must move completely from their working area to the fast lane prior to exiting the pit lane across the pit lane exit loop. Cars may only leave the fast lane to move into the working lane a maximum of three pit garages / working areas before their own working area.

34.17 Cars must leave the working area in a safe and appropriate manner. Any infractions will result in an available penalty.

34.18 During any practice, qualifying or race, cars may only leave their working area when they are ready to rejoin the track.

Cars must proceed down the pit lane at a suitable pace, without slowing or stopping except in cases of force majeure, while respecting the pit lane speed limit. Except for safety reasons, recognised as such by the Clerk of the Course and/or the Stewards of the Event, cars must not stop in the fast lane, or proceed at low speed.

34.19 At all times when the cars are allowed onto the track:

- a) Visibility towards the inside of the pit/garage must be ensured, with nothing hindering any control whatsoever from outside (bodywork parts, curtains, tyres piled up, etc.). The pit curtain/garage door (pit lane side) must remain fully open.
- b) Officials shall have free access into the pits.
- c) Except for the gantries and refuelling rigs, no tools or equipment may be left in the working area once a pit stop is over. During the Event the cars must be parked with the front facing towards the pit lane at all times when in the pit garages.
- d) There is no limitation on the number of mechanics when the car is inside the pit garage
- e) At the start of any session, cars must be at an angle of 45 degrees, nose out towards pit exit. During qualifying, they must be parked at an angle of 45 degrees to the pit lane, with the rear of the car to the pit garage and the nose facing towards the pit exit. Any changes to this Article according to the specific layout of each individual circuit will be given in the Briefing Notes from the Race Director or Clerk of the Course. If the car is stopped in the pitlane for any length of time it must be parked at an angle of 45 degrees nose out towards pit exit.
- f) 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.
- g) During qualifying any car which stops around the track and is brought back to the paddock by external means will be placed in Parc Fermé and will not be allowed to take part in the rest of the session. This applies even if the car for any reason is returned to the Team. Cars which are able to rejoin after any authorised external assistance and return to the Team's designated working area in the pit lane via the track may take part in the rest of the session.
- h) During any Race a car which is removed from the track and is brought back to the paddock by external means will be placed in Parc Fermé and will not be allowed to rejoin the Race. This applies even if the car for any reason is returned to the Team. Cars which are able to rejoin the track after any authorised external assistance and return to the pit lane via the track may take part in the rest of the race.
- i) If a car stops during the race between the white line at pit entry and the speed limit line at pit entry and is taken by the marshals into the pit lane then exceptionally up to four mechanics from the Team will be able to collect the car and return it to their pit garage and the car may rejoin the race if it is able to do so.
- j) At certain tracks, where pit lane space is limited, cars may be required to stop at 45 degrees nose-in during red flag procedures, this will be confirmed in an event bulletin.

35 FUEL, FUEL RIGS, FUEL CELL & FUEL CIRCUIT

35.1 Fuel & Fuel Supplier

AAOIL is designated as the official fuel supplier for the 2025 season and only the fuel purchased according to the method indicated in Appendix 7 may be used by any Competitor. AAOIL fuel must be used at the Official Media Day and at Championship Events from Free Practice and throughout all other sessions. No other fuel is authorised during British GT Championship sessions.

Note that this does not concern paid test sessions held before the start of certain Events (Article 30.3 and Appendix 4).

The specification of the fuel is given in Appendix 7. No other fuel is authorised for use in the cars entered in the Competition.

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 any Event.

All fuel used during each Competition must be purchased from AA Oil on site. Fuel samples will be checked at random.

Any infractions will be reported to the Clerk of the Course and/or the Stewards of the Event who may apply available penalties pursuant to the NCR which may go as far as Disqualification.

In addition to samples taken by the designated Scrutineers, AA Oil may take fuel samples for commercial purposes after any session. Any cars selected will be placed in Parc Fermé conditions in their pit garages after the sessions and teams will be notified by means of the Timing Screen and/or the Team Messaging Application. The nominated representative from AA Oil will take the samples. Any refusal to comply with this procedure or any breach of Parc Fermé conditions will be reported to the Clerk of the Course and/or the Stewards of the Event and who may apply available penalties pursuant to the NCR. Any issues arising from the subsequent analysis of such samples will be dealt with by the Promoter in accordance with the Commercial Agreement. Correlations between the amount of fuel purchased and the kilometres driven on track during the Competition may also be analysed.

- 35.2** The maximum quantity of fuel stock authorised per car in each pit garage, if greater than 25 litres, will be specified in the Supplementary Regulations of each Event. This fuel must be stored near the door on the paddock side. Fuel may only be transported in accordance with the paddock regulations in force at each Event.

35.3 Fuel Rigs

Fuel rigs are defined by drawing 252-7 of Article 257A of Appendix J to the FIA International Sporting Code and described in Article 400 of Article 257A of Appendix J to the Code.

Further to Article 400.1.b of Article 257A of Appendix J to the Code, the tank must have a simple cylindrical internal shape and must not have any additional internal parts that could improve the flow.

The tolerance on bottom flatness must be less than 3mm inside the tank. The connectors and couplers must stay as they were supplied by the suppliers.

Refuelling Churns may also be used in accordance with NCR Ch.12 App.11 Art.2.4.

35.3.1 Couplers

Teams must use the homologated couplers.

35.3.2 Fuel Cell & Fuel Circuit

In accordance with Article 402 of Article 257A of Appendix J to the FIA International Sporting Code, the fuel cell must be equipped with the mandatory foam supplied by and installed following the directives from the Manufacturer of the fuel cell. The full fuel circuit (including piping and hoses) and refuelling nozzles must be as indicated in the homologation file and as designed and supplied by the Manufacturer.

35.3.3 Number of Fuel Rigs

Two car Teams with the same Manufacturer car in the same category will be limited to one single refuelling rig. Should a team with two cars of the same manufacturer in the same

category enter an additional race-by-race car, this car may use an additional independent tank. Only this car will be authorised to use the additional fuel tank. Should a team with one car enter an additional race-by-race car of the same manufacturer and category, no additional fuel tank will be authorised. For the purposes of this article, 10.1.3 applies.

35.4 Dump Churns

Fuel churns as defined by NCR [Ch.12 App.11 Art.2.4](#) may be used.

If dump churns are used for refuelling, this may only take place using standard 25 litre fuel cans.

The refuelling team must consist of a maximum of three people in the working zone at any one time. One (mandatory) holding a fire extinguisher, one to refuel the car, and a vent person for those cars which have a vent. The refuelling team must wear fire-resistant clothing as specified in Article 36.6.

If more than one churn is being used to refill the car, two people, suitably dressed, may alternate in the procedure, with only one person with a churn being in the working zone at any time. Empty and/or partially filled churns must be placed back in the storage area and at no point may they be thrown on the ground or left in the working zone.

During the refuelling process, only the refuelling team is allowed in the working area of the pit lane.

The storage of fuel in the pit lane is forbidden. The storage of fuel does not include the fuel rigs or filled dump churns for the next pit stop. For teams using dump churns instead of fuel rigs, only the quantity of fuel needed for the next stop is allowed to be placed in the pit lane, in pre-prepared 25L churns, stored behind the working line, in the same location as the fuel rigs.

Teams must follow standard safety procedures at all times, including when transporting the fuel through the paddock to the pit lane.

36 PIT STOPS – GENERAL

36.1 No work can be carried out on the car and no change of Driver can take place until the car has come to a complete stop at its designated working area and its engine is switched off. Except when work is being carried out on the car all personnel must remain behind the line designating the start of the working lane or on the pit wall.

36.2 Should a car overshoot its pit garage it may be pushed back to its location by the mechanics under supervision of the marshals with yellow flags.

36.3 Only the Car Controller is allowed in the working area before the car has stopped and a maximum of one lap before the pit stop of the car.

36.4 No equipment may be in the working area before the car has stopped in front of the pit garage.

Team personnel may use boards however, no personnel may hold panels on the working lane or stand behind stationary panels.

Team personnel may use lollipops to indicate to the cars from the working zone.

Team personnel and equipment must withdraw as soon as the work is complete.

36.5 Number of personnel

No more than four mechanics may be in the working lane at any one time.

A Car Controller (the 5th member) wearing a **Grey** armband, may stand at the front of the car and oversee the work of the mechanics and may walk around the car but must not touch the car in any way and may only make visual checks.

Only when the car is stopped can Team members and / or Drivers step over the line and not before.

If authorised by the Clerk of the Course an additional crew member may be permitted to assist in a Driver change if deemed necessary. This member will be identified by wearing a fluorescent green vest.

36.6 Clothing

Each Competitor must ensure that its mechanics and Car Controller wear flame-resistant overalls, long underwear including balaclava, gloves, socks and shoes and suitable helmets while they are working on the pit lane. Flame-resistant shoes are mandatory for all those in the working lane, including those involved in refuelling (both by refuelling rig and by dump churn).

Eye protection in the form of visors or safety glasses is highly recommended for all personnel in the working lane, and mandatory for those wearing armbands. Note that standard prescription glasses are not generally considered to be safety glasses in the context of this article, unless specifically using strengthened glass and with additional side protection. Visors or safety goggles should normally be worn over standard prescription glasses. It is important that mechanics wearing safety glasses do not have unused goggles or visors on their helmet.

The clothing worn by every member of the pit crew as specified in Article 37.1 4) must comply with that required by NCR [Ch.12 App.11 Art.2.6](#) for refuelling personnel.

36.7 Carry-on / backpack compressed air bottles for tyre changes are not permitted. Air bottles must be solidly fixed to the gantry or secured in a suitable location to be authorised and checked by the Pit Lane Supervisor. Hoses, cables etc must not be attached to the mechanics' overalls by any means. No autonomous equipment may operate without its mechanic.

36.8 During any pit stop, whatever the reason, the Driver is obliged to turn off the engine. For any tuning or regulating, the engine may be started with the help of an auxiliary source of energy. However before the car is ready to rejoin the track the engine must be switched off. A drop-start system if installed may be used on condition that this is used in conjunction with a positive action from the Driver. Should no such system be installed the Driver must start the engine while seated using only those means available on board.

Other than for tuning or regulating the car's engine may be restarted only when the car is about to join the track and is in contact with the ground on all four wheels. The car must leave the working area with no external assistance.

- 36.9** Any breach of the provisions of the NCR or these Sporting Regulations relating to pit lane assistance will entail available penalties pursuant to the NCR at the discretion of the Clerk of the Course up to the disqualification of the car and Driver(s) concerned from the Competition.
- 36.10** Cars may be placed on skates in the working lane when they need to be moved except where prohibited in accordance with Article 41.4.2 in relation to the use of skates at the end of qualifying. Skates may not be placed under the car while it is being refuelled.
- 36.11** All personnel in the working lane during pit stops must wear an armband with the exception of the vent controller if applicable.

37 REFUELLING

37.1 Refuelling for Events run according to cases A and B

Refuelling is only permitted during the Warm-Up and the Race. Refuelling is forbidden during any other session, with the exception of the three-hour race at Spa-Francorchamps, where refuelling will be authorised during Pre-Qualifying. Draining fuel during Free-Practice, Pre-Qualifying and Qualifying is not allowed, with the exception of Spa-Francorchamps, where it is authorised during pre-qualifying. When authorised, refuelling is allowed from the green light at the start of the relevant session or race, and only in the designated working area on the pit lane and may be carried out only at the beginning of a pit stop.

Refuelling in the pit lane may only take place in accordance with Article 35 above and the provisions below.

Any refuelling operation must be undertaken in accordance with NCR [Ch.12 App.11 Art.2.](#)

Refuelling is allowed in the pit lane by means of a refuelling tower with a maximum of one independent tank per car entered in the Competition. If a Team has entered two cars of the same manufacturer in the same category they will be restricted to one independent tank for two cars. These tanks must not move either independently or through any other means during any sessions, with the sole exception of allowing a car to be pushed into the garage.

Cars may refuel at any tower belonging to their Team.

Should a team with two cars of the same manufacturer in the same category enter an additional race-by-race car, this car may use an additional independent tank. Only this car will be authorised to use the additional fuel tank.

Cars may also be refuelled using fuel churns in accordance with NCR [Ch.12 App.11 Art.2.4](#) and Article 35.4 above.

1) Before and during any refuelling operation, the car must be electrically earthed (if using a fuel rig) by means of an independent copper wire whose only purpose is to earth the car and which must not be combined with the air jack. This must be placed by a mechanic with a red armband. It must be removed by one of the people authorised to be working on the car at the point once refuelling is finished and the earthing wire can be removed.

2) While refuelling is being carried out tyre changes may not take place and the car must remain with all 4 wheels in contact with the ground. Before coupling of the fuel hose or connection of the dump churns and refuelling can start the exiting Driver must be out of the

car, have closed the door properly and have crossed the line to leave the working lane. Even if there is to be no change of Driver, the Driver must vacate the car and leave the working lane before refuelling commences. The engine must be switched off. No other work may take place until refuelling has finished.

Once all refuelling equipment has been cleared away tyres may be brought over the line and the Driver change can take place. The exiting Driver can help the Driver getting into the car.

3) The refuelling of the tower is prohibited while the car is being refuelled.

4) Personnel for refuelling:

- a. 1 Car Controller with a **grey** armband.
- b. 1 fuel attendant, wearing a helmet and suitable eye protection correctly fitted for use, incapable of being confused with Drivers' helmets and homologated to one of the standards recognised by the FIA in Technical List n°25.

As well as the following who are not considered among the working mechanics

- 1 'fire' attendant, whose presence is compulsory, standing by the car, throughout refuelling and holding an extinguisher of a minimum capacity of 5 kg ready for use. That person is not considered to be one of the four mechanics and as such does not wear an armband but cannot perform any other activity but must be suitably attired in fireproof overalls and with a helmet highly recommended to be homologated to one of the standards recognised by the FIA in Technical List n°25.
 - The person controlling the fuel flow shut-off valve at the refuelling tower and whose presence is compulsory where a tower is being used and who will not be considered as one of the four working mechanics. That person must not undertake any other task but must be suitably attired in fireproof overalls and with a helmet homologated to one of the standards recognised by the FIA in Technical List n°25.
 - Note: for cars which have the vent valve and the refuelling valve on opposite sides of the car, once the refuelling task is finished the vent controller will not be considered as one of the permitted four working mechanics.
- c. All other Team members standing in the working area ('working lane', Article 34.4) as defined in the briefing notes at that Event and separating the pit from the fast lane will be considered as working on the car and as such will be counted as mechanics as will a Driver if he performs any work on the car.

5) When using a rig; after refuelling, the fuel contained in the overflow pipe must be poured into a container provided by the Competitor which must be capable of holding 5 litres at least, graduated and fitted with a coupling.

37.2 Refuelling for Events run according to Case C

37.2.1 Free practice, Pre-Qualifying and Warm up

Refuelling during the free practice, pre-qualifying and warm up sessions is forbidden for all cars.

37.2.2 Qualifying

Refuelling in the qualifying practice session is forbidden for all cars.

37.2.3 Races

Refuelling is forbidden during the races.

37.2.4 Any refuelling between sessions must be undertaken in accordance with NCR [Ch.12 App.11 Art.2](#)

38. TYRE CHANGES

38.1 Tyre changes may be carried out on the car in the pits/working area of the pit lane.

Only ambient air, pressurised, can be used to fill the tyres or operate the air guns.

Personnel authorised in the pit lane working area for tyre changes:

- 1 Car Controller with a [grey](#) armband.
- One of the mechanics, with a [red](#) armband, may bring and connect the air hose to the air jacks.

Once the wheels have been changed either the hose must be removed in order to bring the car down or the car may be released via releasing the in-car non-return valve. No other systems may be used to bring the car down onto its wheels. For cars using a non-return valve the air hose may be disconnected as soon as this is in place.

- A maximum of four mechanics clearly identified for the whole procedure wearing [red](#) armbands (the same four mechanics must carry out the whole operation having no possibility to swap their armband) are allowed to carry out any operations needed to change the tyres using no more than two wheel guns (and their sockets) or torque wrenches. These four people may enter the working area and start these operations only once the car has stopped in front of the pit garage with the engine off and where applicable refuelling has finished.

They must:

- bring no more than two wheel guns (and their sockets) onto the working area. For the avoidance of doubt no more than two wheel removing tools may be brought into the working area; e.g. one torque wrench and one wheel gun.
- take the new wheels from inside the garage and place the replaced ones inside the pit area (i.e. behind the line) on the ground or on a stand without taking them from or handing them to any other personnel
- carry permanently the detached wheels when they are outside the pit. However, in order to facilitate the wheel changes, it is possible to lay them flat on the near the car. No mechanic may carry more than one wheel at any time.
- not throw the wheels or drop them,
- take the equipment back inside the pit (i.e. behind the line).
- The Driver exiting the car may assist the Driver replacing him.
- Any other Team members standing in the working area (working lane, Article 34.4) will be considered as mechanics and working on the car as will a Driver who performs any work on the car.

- One of the mechanics wearing a **red** armband may bring and connect the air hose to the air jacks, wash/clean the windscreen and lights, remove dirt or grass from the radiator grille, change the water bottle, or assist the Drivers during the Driver change. Removing a tear-off film is considered to be cleaning the windscreen.
- A Data Technician may download data from the car by cable, card or data stick, without performing any other task. They do not require an armband as long as they do not perform any other task. If the Data Technician is in the working zone they must be in fireproof clothing.
- 1 'tyre' technician and 1 'brake' technician wearing a **pink** Industry armband, external to the Team, may without intervening or working on the car proceed to conduct visual checks as well as with a temperature probe or pressure gauge.

38.2 The car cannot leave the pit working area until all personnel and equipment are no longer in the working area. For the purposes of this article, 'personnel' includes the tyre change and where applicable refuelling and other pit stop personnel but does not include the Car Controller (who has to be in the working zone for the release of the car).

In Case C, due to pit lane restrictions cars may be requested to be pushed back into the fast lane. Cars may then leave when personnel are returning to the line. Where applicable this will be confirmed in the Briefing Notes for the Event.

39. OTHER OPERATIONS IN THE PITS

39.1 Reserved for future use

39.2 Other operations may be carried out on the car when any refuelling and/or tyre changes have finished and personnel undertaking refuelling and the mechanics undertaking the wheel changes and their equipment are no longer in the working area.

For cases A, B and C during the race, only the following operations may be carried out in the working area of the pit lane:

- cleaning windscreens,
- checking tyre pressures,
- visual checks of tyres and brakes,
- adding fluids (except fuel)
- downloading of data,
- remove dirt or grass from the radiator without using tools
- repairs to the car without using tools

For Case A and B (except during qualifying), these operations must be carried out in the pits/working area of the pit lane and parallel to the pit lane.

For case C (except during qualifying), these operations must be carried out in the pits/working area of the pit lane. Where applicable a car may be asked to park at 45 degrees nose in to the pit lane.

Any other operations must be carried out in the pit garage. If the Team does not have a designated pit garage an arrangement will be specified in an Event Bulletin.

The car must be pushed into the pit garage by no more than four mechanics. At the end of the operations the car must be pushed out of the pit garage and restarted in accordance with Article 36.8.

At all other times, the following apply:

Personnel authorised in the pit lane working area after refuelling and tyre changes, for maintenance, repairs and Driver changes:

- 1 Car Controller.
- A maximum of 4 mechanics carrying out maintenance operations, topping up liquids (other than fuel), making repairs or any other operation whatsoever (other than tyre changes).
- A Data Technician may download data from the car by cable, card or data stick without performing any other task. The Data Technician does not require an armband. If the Data Technician is in the working zone they must be in fireproof clothing.
- The Driver exiting the car may assist the Driver replacing him.
- Any other Team members standing in the working area (working lane, Article 34.4) will be considered as mechanics and working on the car, as will a Driver who performs any work on the car.
- 1 'tyre' technician and 1 'brake' technician external to the Team wearing a [pink](#) Industry armband may, without intervening or working on the car, proceed to conduct visual checks as well as with a temperature probe or pressure gauge. They will wear an armband in accordance with Article 12.4.
- If authorised by the Clerk of the Course an additional crew member may be permitted to assist in a Driver change if deemed necessary. This member will be identified by wearing a fluorescent green vest.
- If authorised by the Clerk of the Course, an additional crew member may be permitted to assist in pushing a car back into the designated pit garage at specific events. This will be notified via an Event Bulletin.

39.3 Reserved for future use

39.4 Reserved for future use

40. REPLACEMENT OF MECHANICAL PARTS

During the Event it is forbidden to replace the following parts on pain of any penalty available to the Clerk of the Course [and/or the Stewards of the Event](#) and which may go as far as Disqualification:

- the engine, i.e. the turbo(s), the cylinder head(s), cylinder head cover(s), oil pan and engine block, parts that may be attached by means of seals,
- the chassis or the monocoque structure.

Changes which take place before qualifying may be subject to lower penalties at the discretion of the Clerk of the Course [and/or the Stewards of the Event](#).

Changes after the start of Qualifying will be subject as a minimum to a 10 Grid Place penalty.

Changes of individual parts of the engine that may be attached by seals, such as the turbo(s), may be subject to lower penalties at the discretion of the Clerk of the Course [and/or the Stewards of the Event](#).

41. **FREE PRACTICE, PRE-QUALIFYING, QUALIFYING AND WARM-UP**

41.1 Save where these Sporting Regulations require otherwise, pit and track discipline and safety measures will be the same for all practice sessions as for the races.

41.2 No Driver may take the start of a race without having taken part in qualifying except in a case of force majeure duly recognised as such by the Clerk of the Course and/or the Stewards of the Event. Drivers who set a time which is faster than 10% above that set by the third-fastest car in their category during free practice or pre-qualifying may be authorised by the Clerk of the Course to take the start of the race. Permission must be obtained from the Clerk of the Course and/or the Stewards of the Event for any such Drivers in order to be allowed to take the start of the race.

41.3 During the free practice, pre-qualifying and qualifying practice sessions and the warm-up if applicable controls on the tyre markings may be carried out before the cars take to the track under the orders of the marshals, and there will be a green light and a red light at the pit lane exit. Cars may only leave their working area according to the procedure detailed in Article 34.15. Cars may only leave the pit lane when the green light is on at the start or restart of a session. Further, a blue flag or a blue flashing light will be shown at the pit lane exit to warn Drivers leaving the pit lane if cars are approaching on the track.

41.4 Event format for Cases A, B and C– three hour and two hour and two one-hour races

Free Practice Session

There will be one free practice session of a maximum of 60 minutes.

Pre-Qualifying

There will be one pre-qualifying session of a maximum of 60 minutes.

There will be no Parc Fermé after the Free Practice and Pre-Qualifying sessions unless requested by the Clerk of the Course and/or the Stewards of the Event.

Qualifying

At the latest, all competing cars must be in position in the working area of the pit lane when the qualifying session starts or in accordance with the Clerk of the Course briefing and instructions.

There will be one qualifying practice session divided into four periods of 10 minutes (Q1, Q2, Q3, Q4) with a break between each session. Two of the sessions will be for GT3 only and two sessions will be for GT4 only.

Each Driver will compete in one session in order to qualify for the race. Except for cases of force majeure, recognised as such by the Clerk of the Course and/or the Stewards of the Event, all Drivers must complete at least two timed laps in the relevant session, not including in and out laps.

Each category will have two qualifying sessions one for each Driver. Each Driver will qualify in a session with the lowest graded Driver as Driver 1 taking part in Q1 or if the Driver pairing has the same categorisation in accordance with Article 13.1.1.

41.4.1 Qualifying will take place as follows:

- a) From 0.00 to 0.10 (Q1) all GT3 cars driven by 'Drivers 1' will be permitted on the track. The best time for each Driver will be considered their qualifying time.
- b) From 0.14 to 0.24 (Q2) all GT3 cars driven by 'Drivers 2' will be permitted on the track. The best time for each Driver will be considered their qualifying time.
- c) From 0.28 to 0.38 (Q3) all GT4 cars driven by 'Drivers 1' will be permitted on the track. The best time for each Driver will be considered their qualifying time.
- d) From 0.43 to 0.53 (Q4) all GT4 cars driven by 'Drivers 2' will be permitted on the track. The best time for each Driver will be considered their qualifying time.

For all qualifying sessions, drivers whose best time is slower by more than 10% of that set by the third fastest car within the qualifying session they have taken part in (where similar weather conditions prevailed) may be disqualified at the discretion of the Clerk of the Course and/or the Stewards of the Event. (NCR [Ch.12 App.6 Art.3.5](#))

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 Clerk of the Course and/or the Stewards of the Event.

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

For Case A and B the following principles will apply;

The fastest lap times from Driver 1 and Driver 2 will be added together and will be used to determine the grid order with the lowest total time setting pole position.

In the case that a Qualifying session cannot take place, for any reason, or that a Qualifying session is stopped before times can be set, then the pre-qualifying session will be used to set the grid for the race. In this case, the best time from each relevant Driver during the pre-qualifying session will be used to set the grid.

For Case C the following principles will apply;

The fastest time set by each GT3 car in Q1 will set the grid for Race 1.
The fastest time set by each GT3 car in Q2 will set the grid for Race 2.

The fastest time set by each GT4 car in Q3 will set the grid for Race 1.
The fastest time set by each GT4 car in Q4 will set the grid for Race 2.

In the case that, for any reason, the qualifying session cannot take place for either category, or the periods GT3 Q1 or Q2 or GT4 Q3 or Q4 are stopped before times can be set, the best time from each Driver during the pre-qualifying session will be used to set the grid.

If Q1 or Q3 is so affected, the best time from Driver 1 will set the grid for Race 1
if Q2 or Q4 is so affected, the best time from Driver 2 will set the grid for Race 2.

41.4.2 From the start of Q1 until the end of Q4 the following principles will apply:

- Any car which is pushed into its pit garage during the sessions in which it is allowed to participate will have all of its times deleted until that point and will not be able to take any further part in the qualifying session (for example, a car pushed into the garage during its first session will not be able to take part in the second session). This does not apply at the end of Q2 for GT3 cars while under Parc Fermé. The Clerk of the Course will give instructions as to when GT4 cars are allowed into the working lane.
- No fuel can be added or removed from the cars
- No computers can be connected to the cars from the start of each category session to the end of Parc Fermé. This includes connecting data sticks, adding or removing data cards as well as wireless connections of any kind from the Team/pit to the car.
- No blowers or fans may be used on or near the car.
- Skates may be used to move cars in the working lane during or between qualifying periods for each category but must not be used to put the car into Parc Fermé at the end of Q2 for GT3 or Q4 for GT4 cars.
- No external batteries may be plugged in.
- Only the following work can take place on the car;
 - Cleaning windscreens (inside and outside) and mirrors.
 - Changing tyres, including placing tyres in the heating cupboard in case of a red signal
 - Changing Drivers.
 - Checking and adjusting tyre pressures.
 - Engine fluids may be replenished; fluids used for replenishment must conform to the same specification as the original fluid.
- Removing dirt, gravel or grass from the radiator.
- Adjusting mirrors or other similar adjustments for safety reasons.
- Repair of genuine accident damage with the approval of the Eligibility Scrutineer.

Should any other work be performed on the car, all lap times set until that point during the qualifying session for each category (i.e. from the start of Q1 up until that point) will be disallowed.

After the completion of Q2, all GT3 cars will be immediately under Parc Fermé conditions. After the completion of Q4, all GT4 cars will be immediately under Parc Fermé conditions. Cars will be selected for Scrutineering by the Eligibility Scrutineer. Cars selected will be directed to the British GT Scrutineering Area. Skates must **NOT** be used to put the cars into the garages. The Eligibility Scrutineer may seal the doors and bonnet. Should the Teams not be working from the pit garages, alternate arrangements will be given via Briefing Notes or an Event Bulletin.

41.5 Warm Up

In accordance with the official timetable of the Event, a warm-up session may be scheduled during an Event, on the morning of Race Day. The session will be a maximum of 15 minutes duration. For cases A and B, refuelling is permitted during the warm-up. If no warm-up is scheduled, a single installation lap may be authorised (Article 45.1). Teams will be informed by Bulletin. No warm-up will take place during the Spa-Francorchamps Event.

41.6 Reserved for future use

41.7 Reserved for future use

41.8 In the Event of a driving infringement during any practice session the Clerk of the Course and/or the Stewards of the Event may disallow lap times or impose Grid Place Penalties as considered appropriate. Unless it is absolutely clear that a Driver committed a driving infringement, any Incident will normally be investigated after the relevant session.

41.9 If a car stops during practice, it must be removed from the track as quickly as possible so that its presence does not constitute a danger or hinder other Competitors. If the Driver is unable to drive the car from a dangerous position, it shall be the duty of the marshals to assist.

The car may also be moved with help other than that of the marshals (i.e. any equipment, e.g. tractor, etc.) and re-join the session subject to the provisions of Articles 34.19g) and 41.12.

Any Driver taking part in any practice session who, in the opinion of the Clerk of the Course and/or the Stewards of the Event, stops unnecessarily on the circuit or unnecessarily impedes another Driver, shall be subject to the penalties in accordance with Article 41.8.

41.10 The Clerk of the Course, or any Deputy, may interrupt practice as often and for as long as deemed necessary to clear the track or to allow for recovery of a car. In the case of a free practice or pre-qualifying session, the Officials may decline to prolong the practice period after an interruption of this kind with the agreement of the Organisers.

If any qualifying session or period of a qualifying session (Q1, Q2, Q3, Q4) is interrupted with less than two (2) minutes remaining, the Clerk of the Course may decide, with the agreement of the Organisers, that the session or period will not be resumed. Depending on the circuit length, this time may be adjusted prior to the start of the Event by a Bulletin from the Clerk of the Course.

If any qualifying practice session or period of a session is subject to repeated interruptions the Clerk of the Course may, depending on the constraints of the Event timetable and with the agreement of the Organiser, decide that the session or period will not be resumed.

However, if repeated interruptions to any qualifying session or period mean that the majority of cars/Drivers have not been able to set a qualifying time the Clerk of the Course may, if the Event timetable permits it and with the agreement of the Organisers, extend the length of the session or period by up to 5 minutes to allow further opportunity for times to be set. This time may be adjusted by Bulletin from the Clerk of the Course.

Should circumstances arise during any qualifying session where not all cars/Drivers have set a qualifying time and for which specific provision is not made elsewhere in these regulations, then the starting order of any cars/Drivers which have not set a qualifying time will (subject to receiving permission from the Clerk of the Course and/or the Stewards of the Event to start the race) be determined by the Clerk of the Course and/or the Stewards of the Event.

Furthermore if, in the opinion of the Clerk of the Course and/or the Stewards of the Event, a stoppage is caused deliberately, the Driver concerned may have times from that session deleted (in substitution or in addition to other available penalties).

41.11 **Reserved for future use**

41.12 All cars abandoned on the circuit during the free practice or pre-qualifying sessions will be brought back to the pits as soon as possible and may participate in any subsequent session.

During qualifying, if a car is brought back to the paddock on a truck or other recovery vehicle it will be placed in Parc Fermé and will not be allowed to take any further part in the Qualifying session (including any subsequent periods). This applies even if the car is returned to the Team.

41.13 With the exception of a lap in which a red signal is shown, each time a car crosses the Control Line it will be deemed to have completed one lap.

41.14 In all qualifying sessions, the Driver designations as Driver 1 and Driver 2 must be in accordance with the Driver order declared by the Team. Only one Driver may compete in any one qualifying period. No Driver may compete in more than one qualifying session. Any changes from the declared order will be reported to the Clerk of the Course and/or the Stewards of the Event and the qualifying times may be deleted.

42. STOPPING A PRACTICE SESSION

42.1 Should it become necessary to stop any practice session because the circuit is blocked by an accident or because weather or other conditions make it dangerous to continue, the Clerk of the Course or any Deputy shall order a red signal to be shown at the Start Line. Simultaneously red signals must be shown at all the marshal posts. If red lights are available these must be switched on as well.

When the red signal is deployed all cars shall immediately reduce speed to 80 km/h. The cars shall proceed back to the pits (or any other place indicated by marshals or Officials on the instruction of the Clerk of the Course) with extreme caution and no overtaking.

After a red signal has been deployed, cars may only leave their working area in accordance with Article 34.15.

All cars abandoned on the track will be moved to a safe place. Stopping in the fast lane is not permitted.

42.2 The fastest lap time set so far in the session by the car determined to have been responsible for causing an incident or situation which resulted in a red signal may be disallowed by the Clerk of the Course and/or the Stewards of the Event.

43. GRID

43.1 The starting grid for the Race will be drawn up according to Article 41.4.

Once the grid has been established in accordance with the Articles above, Grid Place penalties (if any) will be applied to the cars in question in the order in which the related offences were committed.

All GT4 cars will start behind GT3 cars. If a GT3 car has a penalty to start at the back of the grid, it will be taken at the back of the GT3 grid.

43.2 Reserved for future use

43.3 Reserved for future use

43.4 The pole position will be in accordance with the relevant Track Licence.

43.5 Any Driver who has not qualified for a race and who has failed to set a time in free practice or pre-qualifying sessions at that Competition which is faster than 10% over the third-fastest time in the relevant session and category may be permitted by the Clerk of the Course and/or the Stewards of the Event to take part in the warm-up (if applicable) and/or in the race(s). Where such a Driver has set a lap time faster than 10% over the third-fastest car in a free practice, pre-qualifying or warm-up session during a previous Competition this may be taken into consideration.

Should the Clerk of the Course and/or the Stewards of the Event decide to allow any such Driver(s) to take part in the race then the Clerk of the Course and/or the Stewards of the Event will determine their grid position(s).

43.6 The grids will be in a 2 x 2 formation. GT3 cars will form up in qualifying order from the front of the grid. GT4 cars will be in a 2 x 2 formation and be separated behind GT3.

43.7 Any car which has not taken up its position on the grid by the time the 3-minute signal is shown will not be permitted to do so and must start from the pit lane.

43.8 The final starting grid for any Race will be published at the latest one hour before the start of that race.

Any Competitor whose car(s) is/are unable to start one of the races for any reason whatsoever (or who has good reason to believe that their car(s) will not be ready to start) must inform the Clerk of the Course or Eligibility Scrutineer accordingly at the earliest opportunity and in any case no later than 70 minutes before the start of the race concerned.

If one or more cars are withdrawn, after the final grid is issued, the grid will not be closed up.

44. STARTING DRIVERS

44.1 Case A and Case B: for three-hour races and two-hour races

Before the deadline specified on the Team Timetable the Team Manager of each Competitor where the Drivers have the same FIA Driver Categorisation must inform the Promoter of the name of the Driver who will take the start of the race. In all other cases, the Driver of the lower category according to the FIA Driver Categorisation must start the race.

Any request to change the starting Driver after the deadline must be submitted to the Clerk of the Course who will decide if the request can be accepted and who may impose an available penalty.

Should the starting Driver be changed without notification this will be reported to the Clerk of the Course and a penalty may be applied according to the following scale:

- First offence: fine of two hundred pounds (£200),
- Second offence: fine of two hundred and fifty pounds (£250),
- Third offence: fine of three hundred pounds (£300).

Any subsequent offences shall be penalised in accordance with Art.12.2.1.d above.

The Clerk of the Course and/or the Stewards of the Event may add additional available penalties pursuant to the NCR and a judicial hearing.

44.2 Reserved for future use

44.3 Case C: for Events with two one-hour races

Driver 1 must take the start of Race 1. Driver 2 must take the start of Race 2.

Any unauthorised changes to this order will be reported to the Clerk of the Course and/or the Stewards of the Event and may be the subject of available penalties pursuant to the NCR.

45 STARTING PROCEDURE

45.1 At the time stipulated in the Starting Procedure Event Bulletin, the cars will leave the pits and they will stop on the grid in starting order with their engines stopped. Only the nominated starting Driver may drive the car to the grid.

Any car which does not reach the grid under its own power will not be permitted to start the race from the grid and if able to do so must start from the pit lane.

45.2 A maximum of 5 minutes after the pit lane opens the pit lane will close. This maximum figure may be altered by Event Bulletin in accordance with the circuit configuration. A warning signal announcing the closing of the pit lane exit will be given two minutes beforehand where possible.

Any car which is still in the pits can start from the pit lane, but only under the direction of the marshals. It may be moved to the pit exit only with the Driver in position.

Where the pit exit is immediately after the Line cars will join the race when the whole field has passed the pit exit after the start signal has been given.

Where the pit exit is immediately before the Line cars will join the race as soon as the whole field has crossed the Line after the start.

The remainder of the starting procedure will take place in accordance with the Starting Procedure Event Bulletin of the Event until the 5-minute signal/board.

Reconnaissance laps are not permitted for any car at any British GT Event. Cars re-entering the pitlane after the pitlane has been opened will not be allowed to re-join the grid and will start the race from the pitlane. Except for an event with no warm-up, if a reconnaissance lap is permitted, cars may complete a single reconnaissance lap, passing through the pit lane. Refuelling is not authorised during the reconnaissance lap. This will be confirmed by event bulletin.

45.3 No tyres or wheels are permitted on the starting grid unless permission has been given from the Clerk of the Course. Tyres changes on the grid are prohibited unless approved by the Clerk of the Course.

45.4 The approach of the start will be announced by signal boards showing ten minutes, five minutes, three minutes, two minutes, one minute and thirty seconds before the start of the formation lap, each of which will be accompanied by an audible warning signal where possible.

When the five-minute signal is given all cars must have their wheels fitted.

After this signal wheels may only be removed in the pits except as provided for in Article 47.

A penalty may be imposed on any Driver whose car did not have all its wheels fully fitted at the five-minute signal.

When the three-minute signal is given everybody except Drivers, Officials and Team technical staff must leave the grid.

At the three-minute signal the cars must be resting on their wheels and the wheels must have been tightened.

A penalty may be imposed on any Driver whose car was not resting on its wheels at the three-minute signal or whose wheels were tightened after the three-minute signal.

At the two-minute signal, all work on cars must be complete. Any car being worked on after the two-minute signal may be given a penalty.

When the one-minute signal is shown engines will be started and all Team technical staff must leave the grid by the time the 30-second signal is given, taking all equipment with them.

- 45.5** Thirty-second signal: 30 seconds after this signal, a green flag/light will be shown at the front of the grid whereupon the cars will begin a formation lap behind the Pace Car maintaining their starting order. During this lap, practice starts are forbidden and the formation must be kept as tight as possible. The Clerk of the Course will give a Starter Driver Briefing to the front rows of each category. These instructions must be adhered to.

Overtaking during the formation lap is permitted only if a car is delayed when leaving its grid position and cars behind cannot avoid passing it without unduly delaying the remainder of the field. In this case, Drivers may overtake only to re-establish the original starting order. Any Driver delayed in this way and who is unable to re-establish the original starting order before crossing the Intermediate Timing Point 2 (the end of timing sector 2) or another location advised in the Clerk of the Course briefing notes for the Event must drop to the back of the entire grid and start the race from there.

Any Driver who is delayed leaving the grid and stationary after the remainder of the cars had crossed the Line must not overtake another moving car and must start the race from the back of the grid. If more than one Driver is affected they must form up at the back of the grid in the order in which they left to complete the formation lap. If the Line is not situated in front of the pole position, for the purposes of this Article only, it will be deemed to be a white line one metre in front of pole position.

A Drive Through penalty will be imposed on any Driver who, in the opinion of the Clerk of the Course, unnecessarily overtook another car during the formation lap.

The speed of the Safety Car will be determined by the Clerk of the Course for the formation lap.

- 45.6** Any Driver who is unable to start the formation lap must indicate this to the marshals. When leaving the grid, all Drivers must proceed at a greatly reduced speed until clear of any personnel standing beside the track.

Marshals will be instructed to push any car (or cars) remaining on the grid into the pit lane by the shortest route as soon as all cars able to leave the grid have done so. Any Driver being pushed from the grid must not attempt to start the car until in the pit lane.

[NCR Ch.12 App.6 Art.6.11](#) applies.

- 45.7** When all cars are lined up side-by-side for the start, the Safety Car will reduce the speed of the field to 50 km/h before pulling off the track into the pit lane. From that moment, the car on pole position will be in charge of the speed. The leader must then slowly increase speed to a maximum of 110 Km/h by the moment of the start.

Any divergence from the prescribed instructions before the start is given will result in an available penalty.

During the formation lap the red light will be on. No car may overtake another one before the starting signal is given.

- 45.8** There will be a rolling start in accordance with NCR [Ch.12 App.6 Art.6.3](#). Race timing will commence at the point that the cars cross the start line. Should an additional formation lap be carried out, Article 45.9 will apply.

During the start of a race, the pit wall must be kept free of all persons with the exception of properly authorised Officials and fire marshals, all of whom shall have been issued with and shall be wearing the appropriate pass.

During a Safety Car start, the Team personnel may return to the pit wall once the cars have left the grid.

The official race start time will be posted on the timing screen by the Timekeepers. All subsequent times in the race (pit stops etc) will refer to this time.

Should there be an issue with the Start lights, the National Flag may be used to start the Race.

- 45.9** If a problem arises when the cars reach the Line at the end of the formation lap, the red light will stay on and yellow abort lights will be shown. Where possible, an 'Extra Formation Lap' Board will be displayed. The cars, with the pole position leading, will complete a new formation lap.

The car on pole position will set the pace and the cars will continue for another formation lap.

Should such an additional formation lap be carried out the race timing will commence at the end of the first formation lap.

- 45.10** A penalty will be imposed for a false start if so reported by Start Line Judges, Judges of Fact, the Clerk of the Course or the Starter.

- 45.11** Only in the following cases will any variation in the starting procedure be allowed:
- a) If it starts to rain after the five-minute signal but before the race is started and, in the opinion of the Clerk of the Course, Competitors should be given the opportunity to change tyres, the abort lights will be shown on the Line and the starting procedure will begin again at the 5-minute point.
 - b) If the start of the race is imminent and, in the opinion of the Clerk of the Course, the volume of water on the track is such that it cannot be negotiated safely even on wet-weather tyres, the abort lights will be shown on the Line and information concerning the likely delay will be displayed on the timing monitors. Once the start time is known, at least five minutes' warning will be given.
 - c) If the race is started behind the Safety Car, Article 46.8 will apply.
 - d) In certain cases, according to the Supplementary Regulations of the Event or by decision of the Clerk of the Course and/or the Organisers, a shortened starting procedure may be stipulated. If decided on site, it will be notified by Bulletin from the Clerk of the Course.

- 45.12** The Clerk of the Course and/or the Stewards of the Event may use any video or electronic means to assist them in reaching a decision. A breach of the provisions of these Sporting Regulations relating to starting procedure may result in any penalty up to and including the disqualification of the car and Drivers concerned from the Competition.

46. The Races, Full Course Yellow, Safety Car & Wave-by

- 46.1** A race will not be stopped in the Event of rain unless the circuit is blocked or it is dangerous to continue (see Article 47).

- 46.2** If a car stops during the race, it must be removed from the track as quickly as possible so that its presence does not constitute a danger or hinder other Competitors. If the Driver is unable to drive the car from a dangerous position, it shall be the duty of the marshals to assist. It may also be moved with help other than that of the marshals (i.e. any equipment, e.g. tractor, etc.) and re-join the race.

- 46.3** During the race, Drivers leaving the pit lane must do so only when the light at the pit lane exit is green and under their own responsibility. A marshal with a blue flag, or a blue flashing light, will also warn the Driver if cars are approaching on the track where possible.

46.4 Full Course Yellow

Should it be necessary for safety reasons, whenever a car is stopped in a dangerous location, whenever track vehicles are working near the track, marshals are working close to the track or other similar situations, the Clerk of the Course may declare a Full Course Yellow period. Full Course Yellow will be operated in accordance with NCR Ch.12 App.8 Art.4.

The procedure will be detailed with specific instructions during the Event Briefings, and may be amended by Bulletins from the Clerk of the Course during the season (NCR Ch.12 App.8 Art.4.13).

46.5 Safety Car

The Race Director may call for a Safety Car intervention whenever circuit vehicles are on the track, when cars need to be guided to avoid workers, when barriers are damaged, medical

intervention is needed or other situations where it is deemed necessary. The Safety car will be operated in accordance with NCR [Ch.12 App.8 Art.2](#).

46.6 Safety Car intervention after FCY

At the start of any Incident which may need the Safety Car to be deployed, a Full Course Yellow period may be declared before the Safety Car is deployed. In this case, the Safety Car will join the track, with its lights off, and will overtake the cars on track until it reaches the leader. It will then switch on its lights, and the SC boards will be shown. From this point onwards it will proceed according to Article 46.7.

46.7 Safety Car Procedure (In accordance with NCR [Ch.12 App.8 Art.2](#))

When the order is given to deploy the Safety Car all marshal posts will display a flashing/waved yellow signal and "SC" boards and the orange lights at the Line will be illuminated for the duration of the intervention.

The Safety Car will start from its designated location with its orange lights illuminated and will join the track regardless of where the race leader is.

All the competing cars must then form up in line behind the Safety Car no more than five car lengths apart and overtaking or overlapping is forbidden until the cars pass the Line after the Safety Car has returned to the pits.

Any car being driven unnecessarily slowly or erratically or in a manner deemed potentially dangerous to other Drivers at any time whilst the Safety Car is deployed will be reported to the Clerk of the Course [and/or the Stewards of the Event](#). This will apply whether any such car is being driven on the track, the pit entry, the pit lane or the pit exit.

When ordered to do so by the Clerk of the Course or any deputy, the observer in the Safety Car will use a signal defined in the Drivers briefing to indicate to any cars between it and the race leader that they should pass. The Clerk of the Course may also advise cars to overtake over the Race Control Radio. These cars will continue at reduced speed and without overtaking until they reach the line of cars behind the Safety Car.

The Safety Car shall normally be used at least until the car in the lead is behind it and all remaining cars are lined up behind the leader. Once behind the Safety Car, the race leader must keep within 5 car lengths of it and all remaining cars must keep the formation as tight as possible.

However, due to pit stops during the procedure, the Clerk of the Course may decide to restart without having all cars lined up behind the Safety Car.

While the Safety Car is in operation, competing cars may enter the pit lane, [except when it is closed during any wave-by operation](#), but may only rejoin the track when the green light at the end of the pit lane is on. It will be on at all times except when the Safety Car and the line of cars following it are about to pass or are passing the pit exit.

A car rejoining the track must proceed at an appropriate speed until it reaches the end of the line of cars behind the Safety Car.

Under certain circumstances, the Clerk of the Course or any deputy may ask the Safety Car to use the pit lane. In this case, and provided its orange lights remain illuminated, all cars must

follow it into the pit lane without overtaking. Any car entering the pit lane under these circumstances may stop at its designated garage area.

Once the issues have been resolved and the Clerk of the Course is ready to remove the Safety Car, in some situations a wave-by procedure for GT4 cars may take place in accordance with article 46.9.

When the Clerk of the Course (or any Deputy) calls in the Safety Car, its orange lights will be extinguished; this will be the signal that it will be entering the pit lane at the end of that lap. At this point, the first car in line behind the Safety Car may dictate the pace and, if necessary, fall more than five car lengths behind it. In order to avoid the likelihood of accidents before the Safety Car returns to the pits, from the point at which the lights on the car are extinguished, Drivers must proceed at a pace which involves no erratic acceleration, braking, or any other manoeuvre which is likely to endanger other Drivers or impede the restart.

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.

Yellow signals and Safety Car boards will be replaced with green signals until the last car crosses the Control Line. Cars may not overtake until they cross the Control Line.

Each lap completed while the Safety Car is deployed will be counted as a race lap.

If the Safety Car is still deployed at the beginning of the last lap, or is deployed during the last lap, it may enter the pit lane at the end of the lap and the cars will take the chequered flag as normal without overtaking.

46.8 Starting the race behind the Safety Car

In exceptional circumstances, the race may be started behind the Safety Car. In this case, its orange lights will be turned on at the two-minute signal. This is the signal to the Drivers that the race will be started behind the Safety Car. When the green lights are illuminated or a green flag is displayed, the Safety Car will leave the grid with all cars following in grid order no more than 5 car lengths apart. There will be no formation lap and the race will start when the green lights are illuminated or a green flag is displayed.

If the Race Director determines that the race should start behind the Safety Car, the start procedure and countdown may be adjusted to ensure that, as far as is practicably possible, the green lights or the display of a green flag and, therefore, the race start, will be at the time scheduled in the Official Timetable for the Event.

Overtaking, during the first lap only, is permitted if a car is delayed when leaving its grid position and cars behind cannot avoid passing it without unduly delaying the remainder of the field. In this case, Drivers may only overtake to re-establish the original starting order. Any Driver delayed in this way who is unable to re-establish the original starting order before crossing the Intermediate Timing Point 2 (the end of timing sector 2), or another location advised in the Race Director's briefing notes for the Event, must drop to the back of the grid and start the race from there.

Any Driver who is delayed leaving the grid and is stationary after the remainder of the cars had crossed the Line must not overtake another moving car and must form up at the back of the line of cars behind the Safety Car. If more than one Driver is affected, they must form up at the back of the field in the order in which they left the grid. If the Line is not situated in front of the pole position, for the purposes of this Article only, it will be deemed to be a white line one metre in front of pole position. An available penalty will be imposed on any Driver who, in the opinion of the Clerk of the Course and/or the Stewards of the Event, unnecessarily overtook another car during the first lap.

Soon after the last car in line behind the Safety Car passes the end of the pit lane, the pit exit light will turn green; any car in the pit lane may then enter the track and join the line of cars behind the Safety Car.

A Safety Car will be used as the Pace Car for a rolling start; in this case, the regulations governing the start will apply to it until it resumes its Safety Car function after the start has been given.

46.9 Wave-By

A 'Wave-By' procedure may take place at the end of any Safety Car Procedure (determined as such by the Clerk of the Course), in order to allow the GT4 cars to form up behind their category leader.

Should the Clerk of the Course decide to provide a 'Wave-By' opportunity, the following procedure will take place. This procedure may be amended by Bulletin(s) during the season.

- a) When the race is ready to resume, the Clerk of the Course will announce via the Team radio and the timing screens that a 'Wave-By' will be facilitated. From this point, the pit lane entry will be closed and no car may enter except to perform an 'Emergency Stop' as defined in b) below.
- b) No car may enter the pit lane once it is closed in accordance with a) above except for an 'Emergency Stop' which is reserved only for the following cases :
 - o Cars running out of fuel
 - o Puncture (not flat spot)
 - o Mechanical problem
 - o Incident damageAny car entering to perform an Emergency Stop must notify Race Control and will be given a 30-second penalty to be added to the race time or served at the next pit stop, with the exception of stops for mechanical or accident damage which keeps the car in the pit lane for over two laps. Any car stopping for a reason which is not deemed to be an Emergency Stop will be reported to the Clerk of the Course and/or the Stewards of the Event who may award any penalty they consider necessary.
- c) If deemed appropriate, the Clerk of the Course will then authorise a 'Wave-By' for any GT4 car that has the GT4 category leader behind them in the order circulating behind the Safety Car.
- d) It is the duty of the competitor to determine if their car is eligible for a 'Wave-By'. Any car taking a Wave-By when they are deemed ineligible will be given a minimum penalty of a 5-minute stop-and-go penalty.

- e) Cars eligible for the 'Wave-By' must, throughout the procedure, remain in line relative to each other, in the order initially established behind the Safety Car.
- f) When instructed to do so, all the eligible GT4 cars must move to the right. Once the order 'Wave-By Commence' is given by the Clerk of the Course, they may overtake the other cars ahead of them and the Safety Car, remaining in the fixed order, and must catch up with the field as quickly as possible without affecting safety and take up their position at the rear of the cars behind the Safety Car.
- g) Once all cars which have elected to perform a 'Wave-By' have overtaken the SC, the Clerk of the Course will announce 'Wave-By Completed' and the pit lane will be open and no further restrictions will be given on entering the pits.
- h) Once the 'Wave-By' cars have reached the train of cars behind the Safety Car, the SC will accelerate and perform a minimum of one fast lap.
- i) Should the leading car in any category make an Emergency Stop during the 'Wave-By' procedure, the Clerk of the Course will announce the provisional change of leader over the Race Control radio.

The use of a 'Wave-By' procedure is at the discretion of the Clerk of the Course, whose decision will be final.

47. SUSPENDING AND RESUMING THE RACE

47.1 Suspending the race for Cases A, B and C

Should it become necessary to suspend the race because the circuit is blocked by an incident or because weather or other conditions make it dangerous to continue, the Clerk of the Course will order red signals to be shown at all marshal posts and the abort lights to be shown at the Line.

When the signal is given, cars must slow to a maximum of 80 km/h and overtaking is forbidden. All cars must proceed slowly to the control line as specified by the Clerk of the Course where they must stop in single file and will be placed under Parc Fermé conditions. The Safety Car will be placed in front of the cars lined up in the specified control line.

If the red signals are shown while the cars are already behind the Safety Car, the Clerk of the Course may order the cars to follow the Safety Car into the Pit Lane where they will stop in the fast lane.

Should any race be disrupted the Race Director shall not be obliged to resume or rerun the race (NCR Ch.12 App.6 Art.9.1 and Ch.12 App.6 Art.9.3 apply).

While the race is suspended:

- Driving stints will all stop at the time of the red signal and will resume when the race restarts.
- the length of the race suspension will be added to the remaining time for the race, subject to the approval of the Clerk of the Course and Stewards and the constraints of the Event timetable.

- Only Officials are allowed on the grid
- The Drivers are allowed to get out of their cars, to remove helmets and gloves, but must remain with their cars
- No Driver changes are permitted
- The Drivers must obey the marshals' instructions at all times

- a) For cars on the grid
All interventions on the cars are prohibited on the grid, unless authorisation is given from Race Control, who may authorise checks on tyres and covering the car in case of rain . If authorised, this may be carried out by a maximum of two Team members.
- b) Any cars which were in the pits before the signal to suspend the race was given may complete their refuelling, Driver change and/or tyre change but no further work may take place. As soon as any refuelling, Driver change and/or tyre changes are completed and all equipment is removed they will be in Parc Fermé conditions. At any point after the three-minute signal and before the green signal, any such car may move to the end of the pit lane and after the green signal may join at the back of the line of cars behind the Safety Car.

Any cars which were in the pit lane before the red signal was declared and which have already left their working area to go to the pit exit, or are waiting at pit exit, will, when it is safe to do so, be allowed to leave the pit lane and complete one slow lap of the track to join the back of the field.

- c) Any cars which entered the pit lane after the red signal was given must proceed to their working area under Parc Fermé conditions. Once the three-minute signal is given for the race to resume, work may commence on these cars. They may move to the end of the pit lane when the race has been resumed, and may join at the end of the first lap after the race has been resumed. This also includes any cars pushed off the grid after the 5-minute signal.
- d) Special Case C: Should a red signal be deployed during the mandatory pit window, all cars must return to the pit lane, where they will be under Parc Fermé conditions until the Clerk of the Course instructs otherwise. The race will be restarted using the race order at the end of the last full lap before the opening of the GT3 pit window, with the second Driver behind the wheel. Further instructions will be given by the Clerk of the Course.

On the instructions of the Clerk of the Course, cars which have not made their pit stop will be released from Parc Fermé only to change tyres and Driver.

Specifically, under these circumstances, the resumption procedure described in Article 47.3 below will be amended as follows:

- The Clerk of the Course will announce a time warning of at least 5 minutes
- The Safety Car will be positioned at the pit exit with its lights illuminated
- The pit marshals and Officials will call the cars forward from their pit boxes according to the grid provided by the timekeepers
- Once all cars are in position, the Safety Car will proceed on track and all cars will follow in single file.

- The Safety Car will leave the track and the race will be resumed as described in Article 46.7.

Should it not be possible to resume the race, the final classification will be that of the race order at the end of the last full lap before the opening of the GT3 pit window.

Should a red signal be deployed during the mandatory pit window, any time penalties which had been imposed by the Clerk of the Course and/or the Stewards of the Event (Article 16.6) to be served during the mandatory pit stop, as well as any compensation times in accordance with Articles 10.1d), 10.2, 10.4.5, 13.2f) and 20.2 will be added to the elapsed time of the car concerned in the race results.

47.2 Reserved for future use

47.3 Resuming the race for Cases A, B and C (three, two and one-hour races)

The delay will be kept as short as possible and as soon as a resumption time is known, Teams will be informed via the timing monitors, Team Messaging system and Team radio; in all cases at least ten minutes' warning will be given.

Where possible signals will be shown, ten minutes, five minutes, three minutes, two minutes, one minute and thirty seconds before the resumption, and each of these will be accompanied by an audible warning (if possible).

The Clerk of the Course, for safety reasons, may decide to authorise a tyre change from dry-weather to wet-weather tyres. If authorised, this must take place between the ten and five-minute signals.

From the 10-minute signal, the cars on the grid are no longer under Parc Fermé conditions and Team members may access the grid only to assist the Driver, check tyres and brakes, bring and connect an external battery only for the purpose of restarting the engine and, if authorised by the Clerk of the Course, to change the tyres.

A Team may, with permission from the Clerk of the Course, remove a car from the grid. In this case, they will be allowed to rejoin the race with the cars according to Article 47.1 c).

When the five-minute signal is given, all cars must have their wheels fitted. After this signal, wheels may only be removed in the pit lane or on the grid during a further suspension of the race.

A penalty will be imposed on any Competitor whose car did not have all its wheels fully fitted at the five-minute signal.

When the three-minute signal is given, the cars must be resting on their wheels. A penalty will be imposed on any Competitor whose car was not resting on its wheels or did not have all its wheels tightened at the three-minute signal.

At some point after the three-minute signal, which will depend on the expected lap time, any cars between the Safety Car and the leader will be waved off to complete a further lap, without overtaking, and join the line of cars behind the Safety Car.

For cars in the pit lane, the provisions of Article 47.1 b) and c) must be followed.

When the one-minute signal is given, engines will be started. All Team personnel must leave the grid by the time the 30-second signal is given, taking all equipment with them. If any Driver needs assistance after the 30-second signal, the Driver must indicate this to the marshals and, when the remainder of the cars able to leave the grid have done so, marshals will be instructed to push the car into the pit lane. In this case, marshals with yellow flags will stand beside any car (or cars) concerned to warn Drivers behind.

Any Driver who is unable to start this lap must indicate this to the marshals. When leaving the grid, all Drivers must proceed at a greatly reduced speed until clear of any personnel standing beside the track.

Marshals will be instructed to push any car (or cars) remaining on the grid into the pit lane by the shortest route as soon as all cars able to leave the grid have done so. Any Driver being pushed from the grid must not attempt to start the car and must follow the instructions of the marshals.

The race will be resumed behind the Safety Car when the green lights are illuminated or a green flag is displayed. The Safety Car will enter the pits after one lap unless all cars are not yet lined up behind it, or the Safety Car may continue until the Clerk of the Course decides it is safe to resume the race.

When the green lights are illuminated, the Safety Car will leave the grid with all cars following, in the order in which they stopped at the control line, no more than 5 car lengths apart. Soon after the last car in line behind the Safety Car passes the end of the pit lane, the pit exit light will turn green. Any cars which were in the pit lane before the red signal (Article 47.1 b)) may then enter the track and join the line of cars behind the Safety Car. Cars which entered the pit lane after the red signal (Article 47.1 c)) may move to the end of the pit lane after the race has resumed, and rejoin after the first lap behind the Safety Car.

Overtaking during this lap is permitted only if a car is delayed when leaving the control line and cars behind cannot avoid passing it without unduly delaying the remainder of the field. In this case, Drivers may overtake only to re-establish the order they were in before the race was suspended. Any Driver delayed in this way who is unable to re-establish the correct order before crossing Intermediate Timing Point 2 (the end of timing sector 2), or another location advised in the Clerk of the Course's briefing notes for the Event, must drop to the back of the grid and resume the race from there.

Any Driver who is delayed leaving the starting grid and stationary after the remainder of the cars had crossed the Line may not overtake another moving car and must form up at the back of the line of cars behind the Safety Car. If more than one Driver is affected, they must form up at the back of the field in the order in which they left the grid. If the Line is not situated in front of the pole position, for the purposes of this Article only, it will be deemed to be a white line one metre in front of pole position.

A penalty will be imposed on any Driver who, in the opinion of the Clerk of the Course and/or the Stewards of the Event, unnecessarily overtook another car during the first lap.

With the exception of the Special Case C situation where a red signal is deployed during the mandatory pit window (see Article 47.1d)), if the race cannot be resumed, the final classification will be that of the race order at the end of the penultimate lap before the lap during which the signal to suspend the race was given.

47.4 Reserved for future use

47.5 Reserved for future use

48. FINISH

48.1 The end-of-race signal will be given at the Control Line as soon as the leading car crosses it after the scheduled time has elapsed. If the leader is stationary when the scheduled time has elapsed the signal will be given as soon as the next-best placed car crossed the control line (Article 5.3).

48.2 Should for any reason (other than under Article 47) the end-of-race signal be given before the scheduled time has elapsed, the race will be deemed to have finished at the moment the signal is given. If the Chequered flag is given to the leader then the result should be drawn accordingly but if the chequered flag is given to a competitor other than the leader then the result will be given at the end of the last completed lap of the leader. Should the end-of-race signal be delayed for any reason, the race will be deemed to have finished when it should have finished.

48.3 After receiving the end-of-race signal all classified cars must proceed directly to the Parc Fermé without any unnecessary delay, without receiving any object whatsoever and without any assistance (except that of the marshals if necessary).

Any classified car which cannot reach the Parc Fermé under its own power will be placed under the exclusive control of the marshals, who will direct the car to the Parc Fermé.

49. PARC FERMÉ

49.1 Only those Officials responsible for supervision may enter the Parc Fermé. No intervention of any kind is allowed while the cars are under Parc Fermé conditions unless authorised by such Officials. Pirelli representatives and official television representatives may enter Parc Fermé in order to check tyre pressures or camera equipment installed in cars.

49.2 When a designated Parc Fermé area is in use the area between the Control Line and the Parc Fermé entrance will be considered to be Parc Fermé as well. Where cars are instructed to be under Parc Fermé conditions in any other location the same rules will apply.

49.3 The Parc Fermé shall be sufficiently large and secure so that no unauthorised persons can gain access to it.

49.4 Unless otherwise specified the Parc Fermé will normally last for a maximum of one hour from the chequered flag for any qualifying session or the race(s). After this time any cars which have not been chosen for further examination by the Eligibility Scrutineer or ordered by the Clerk of the Course may be released when notified by way of an official communication from the Clerk of the Course via Team Radio and/or the Team Messaging application.

49.5 Requests for early release from Parc Fermé after qualifying or the race(s) due to exceptional circumstances must be submitted in writing to the Clerk of the Course and/or the Stewards of the Event. For races these requests will only be considered if the car is not or will not be classified.

50. CLASSIFICATION

- 50.1** The car placed first will be the one having covered the greatest distance in the scheduled time. All cars will be classified (subject to Article 50.3) taking into account the number of complete laps they have covered and for those which have completed the same number of laps then the order in which they crossed the Control Line.

For the purposes of this Article only the scheduled time means the period from the Official race start time up to and including the showing of the end-of-race signal in accordance with Article 48.1.

- 50.2** If a car takes more than twice the time of the winner's fastest lap to cover its last lap this last lap will not be taken into account when calculating the total distance covered by that car.

50.3

- 50.3.1** Cars having covered less than 70% of the number of laps covered by the winner (rounded down to the nearest whole number of laps) will not be classified.

- 50.3.2** Cars which are classified in terms of race distance covered in accordance with 50.3.1 but which have not completed all mandatory pit stops will not be classified, unless the Clerk of the Course and/or the Stewards of the Event decides that their race was shortened to such an extent that all mandatory pit stops could not be completed. This will be noted on the final classification.

- 50.4** The final classification will be published and posted by the Organiser on the Digital Notice Board as soon as possible after the race. These will be the only valid results subject to any amendments which may be made under or pursuant to the NCR and these Sporting Regulations.

51. PODIUM CEREMONY AND PRESS CONFERENCES

- 51.1** There will be a podium ceremony after every race. The Drivers finishing in 1st, 2nd and 3rd positions must attend the prize-giving ceremony on the podium and abide by the podium procedure determined by the Promoter.

The podium will follow the protocol laid down by the Promoter.

Case A and B: 3 and 2 hour races

- 1: 1st, 2nd and 3rd GT3 Overall
- 2: 1st, 2nd and 3rd GT3 Silver-Am Cup
- 3: 1st, 2nd and 3rd GT3 Pro-Am Cup

- 1: 1st, 2nd and 3rd GT4 Overall
- 2: 1st, 2nd and 3rd GT4 Pro-Am Cup
- 3: 1st, 2nd and 3rd GT4 Silver Cup
- 1: 1st, 2nd and 3rd GT4 Endurance Cup

Case C – Race 1 and Race 2

- 1: 1st, 2nd and 3rd GT3 Overall
- 2: 1st, 2nd and 3rd GT3 Silver-Am Cup
- 3: 1st, 2nd and 3rd GT3 Pro-Am Cup

- 1: 1st, 2nd and 3rd GT4 Overall
- 2: 1st, 2nd and 3rd GT4 Pro-Am Cup
- 3: 1st, 2nd and 3rd GT4 Silver Cup

Where the Overall podium is the same as any cup podium, only the Overall will take place and two set of trophies given, with the exception of GT3 Pro-Am, where GT3 Pro-Am is the same as the Overall, two sets of trophies will not be given

- 51.2** The Entrants and Drivers undertake to comply with the instructions that they will be given concerning the podium ceremony. Any infringement will result in available penalties pursuant to the NCR at the discretion of the Clerk of the Course and/or the Stewards of the Event.
- 51.3** A fine will be imposed on any required Competitor who is absent for part or all of the podium ceremony except in a case of force majeure recognised as such by the Clerk of the Course and/or the Stewards of the Event.
- 51.4** In the event of any provisional results being revised after the podium presentations have taken place, if applicable and requested, Drivers must return the trophies to SRO in the same condition at the next round (or within 7 days if not attending the next round) or they will be automatically invoiced for and will be liable to pay for replacement trophies.
- 51.5** **Reserved for future use**
- 51.6** **Reserved for future use**
- 51.7** The Team Managers are responsible for ensuring that their Drivers fulfil their obligations. A fine will be imposed on any required Driver who is absent except in a case of force majeure recognised as such by the Clerk of the Course and/or the Stewards of the Event.

51.8 Media Obligations

Teams and Drivers are obliged to take part in any media activities which are included on the Official Timetable for the Event. Any Driver or Competitor who is absent may be reported to the Clerk of the Course and/or the Stewards of the Event who may, except in cases he recognises as force majeure, impose any available penalty considered appropriate.

APPENDIX 1 – Reserved for future use.

APPENDIX 2 – OFFICIALS

SRO Data Technician

The role of the nominated Delegates is to help the Officials of the Event in their duties, to see within their fields of competence that all the regulations governing the Series are respected, to make any comments they judge necessary and to draw up any necessary reports concerning the Event.

Driver Advisor

The role of the Driver Advisor is to assist the Clerk of the Course/Race Director and/or the Stewards of the Event in their decisions by providing advice on all questions pertaining to motorsport in general and in particular those relating to the behaviour of the Drivers and Competitor on the track. As such, this person should attend all sessions in race control. The Advisor may attend the meetings of the investigations with the Clerk of the Course and/or the Stewards of the Event, without having the right to be involved in the making of any decision.

Pit Lane Supervisor

The role of the Pit Lane Supervisor(s) is to assist the Clerk of the Course in terms of behaviour in the pit lane. They will report to the Clerk of the Course.

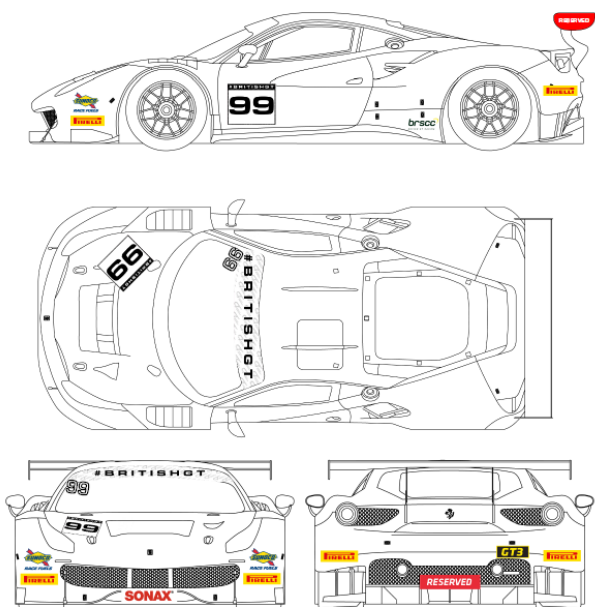
Nominated Series Eligibility Scrutineer

The nominated Series Eligibility Scrutineer and the appointed Technical deputy(s) are responsible for scrutineering. In this respect they may carry out, or have carried out by Scrutineers, at their discretion, any checks to verify the compliance of the cars entered in the Event without prior request from the Clerk of the Course and/or the Stewards of the Event. The nominated Series Eligibility Scrutineer has full authority over the other appointed Scrutineers and will work in conjunction with the Technical Director designated by SRO Motorsports Group. All Non Compliance reports must be submitted to the Clerk of the Course and/or the Stewards of the Event for Judicial action pursuant to NCR Ch.2 App.8.

APPENDIX 3

The valid Graphical Charter for the British GT Championship is always the latest version which will be distributed to the Teams and which will replace the version hereunder

2025 GRAPHICAL CHARTER RACECAR



Decals are available to collect on all events from SRO office, please collect what you require on events as decals will not be posted. Teams producing their own decals will find dimensions on the following pages – you will be asked to replace decals if they are incorrectly produced

PLEASE NOTE THAT TEAMS MUST NOT REPRODUCE THE PIRELLI DECAL

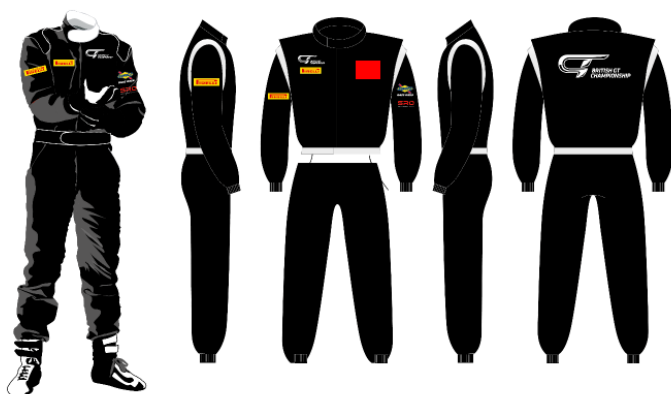
DECALS

- 1 x BRITISH GT WINDSCREEN BANNER**
White for GT3 & black for GT4
- 1 x WINDSCREEN NUMBERS**
230mm white race numbers for windscreen
- 3 x NUMBER PANELS**
To be displayed on each door and on the bonnet of the car
- 3 x BLACK RACE NUMBERS**
250mm black race numbers for number panels
- 4 x PIRELLI**
To be located on all four corners of the car
- 2 x SUNOCO**
To be located on both front corners
- 1 x CLASS STICKER**
To be placed on bumper. Fluro yellow (GT3) & fluro pink (GT4)
- 1 x SONAX**
Must be located visibly on the front number plate area
- 2 x BRSCC**
Must be located on both rear sides of the car
- RESERVED AREA**
Rear bumper number plate is reserved
Rear Winglet - area to remain clear
- 1 x GT4 SILVER CUP**
For GT4 Silver Cup entries only, must be located on the windscreen.

GT3 GT4 decal logo file is available on the britishgt.com download section

01

2025 GRAPHICAL CHARTER RACE SUIT



ANY SUIT TO BE WORN DURING ANY OFFICIAL SESSION (FREE PRACTICE, QUALIFYING OR RACE) MUST FEATURE THE MANDATORY LOGOS (BRITISH GT, PIRELLI, SUNOCO).

IF NOT, THE RACE DIRECTOR MAY APPLY A PENALTY. ANY SUIT TO BE WORN DURING A BRITISH GT RACE MUST BE PRESENTED AT THE OFFICIAL SUIT CHECKS AT ROUND 1. IF THE SUIT IS NOT PRESENTED AND LATER FOUND TO BE WITHOUT THE OFFICIAL LOGOS, THE RACE DIRECTOR MAY APPLY A PENALTY.



MANDATORY: THE BRITISH GT CHAMPIONSHIP LOGO MUST BE LOCATED ON THE TOP RIGHT SIDE OF THE CHEST, ABOVE PIRELLI. LOGO MUST BE 120mm WIDTH, EMBROIDERY IS PREFERABLE OR PATCHES ARE AVAILABLE IN BLACK OR WHITE THE BGT LOGO ON THE REAR OF THE SUIT IS NOT MANDATORY, BUT ADVISABLE. PENALTIES WILL APPLY FOR ANY NON-COMPLIANCE.



MANDATORY: PIRELLI MUST BE LOCATED ON THE RIGHT SIDE OF THE CHEST AND ON THE UPPER RIGHT ARM AS INDICATED ON THE ILLUSTRATION. 105 x 34mm PIRELLI PATCHES WILL BE PROVIDED BY PIRELLI TO SRO FOR DISTRIBUTION TO THE TEAMS.



MANDATORY: SUNOCO MUST BE LOCATED ON THE UPPER LEFT ARM. LOGO FOR EMBROIDERY OR PATCHES AVAILABLE.



MANDATORY: SPACE ON THE LEFT CHEST MUST BE RESERVED ON ALL DRIVER SUITS. APPROX 80 x 40mm.



THE SRO LOGO SHOULD BE LOCATED ON THE LEFT ARM, BELOW SUNOCO. IT IS NOT MANDATORY SO SRO PATCHES WILL NOT BE PROVIDED – LOGO FILE FOR EMBROIDERY IS AVAILABLE.

2025 GRAPHICAL CHARTER

MECHANICS & TEAMS UNIFORM

MECHANIC SUITS AND TEAM KIT MUST FEATURE THE PIRELLI LOGO ON EITHER THE RIGHT CHEST OR THE RIGHT ARM. PATCHES ARE AVAILABLE FROM SRO.

OPTION 1 : CHEST

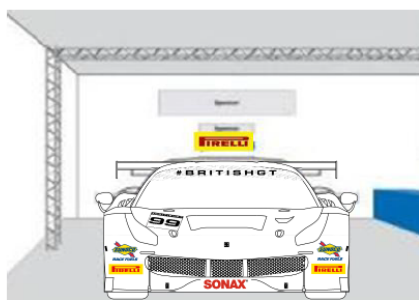


OPTION 2 : SLEEVE



2025 GRAPHICAL CHARTER

GARAGE & PITLANE



GARAGES MUST BE MAINTAINED TO A PRESENTABLE STANDARD AS A MINIMUM.

GARAGE WALLING IS MANDATORY, AS IS SPACE FOR TWO PIRELLI GARAGE WALL STICKERS (APPROXIMATELY 50cm x 20cm). PIRELLI STICKERS ARE AVAILABLE FROM SRO.



FUEL RIGS MUST HAVE 1x SUNOCO DECAL.

DECAL TO BE SUPPLIED BY SRO. NO OTHER FUEL SUPPLIERS LOGOS MAY BE PRESENT.

APPENDIX 4

2025 Calendar and formats:

April 5-6: Donington Park GP (1x2-hour)
April 26-27: Silverstone GP (1x3-hour)
May 24 & 26: Oulton Park (2x 1-hour)
June 21-22: Spa-Francorchamps (1x3-hour)
July 12-13: Snetterton (2x 1-hour)
August 23-24: Brands Hatch (1x2-hour)
October 4-5: Donington Park (1x2-hour)

Mandatory Media Day:

March 21: Silverstone GP (Media Day)

Pre-Event Authorised Paid Test Sessions:

Pre-Event test sessions (non-mandatory) will be authorised at all Events except Brands Hatch (GP circuit not available.) The list is given below. No other testing during the week of the Event at the circuit hosting the Event is permitted:

Thursday 3rd April: Donington Park GP 3x 55 minutes
Friday 25th April: Silverstone GP 2x60 minutes
Friday 23rd May: Oulton Park 3x 55 minutes
Friday 20th June: Spa-Francorchamps 2x60minutes or 1x120minute TBC
Friday 11th July: Snetterton 300 3x55 minutes
Thursday 2nd October: Donington Park GP 3x55 minutes

The final test session times at each round and the prices of each session will be published before the start of the season.

APPENDIX 5

SRO MOTORSPORTS FUND

INTERNAL REGULATIONS

Article 1 – Purpose

All money collected in the form of fees from Competitors entered in the British GT Championship for Temporary Driver Categorisation will be placed in a Fund, the SRO Motorsports Fund. (Article 10.4.2 refers.)

This Fund will be presented to a Charity.

Article 2 – Administration

The SRO Motorsports Fund will be managed by the Chief Operating Officer of SRO Motorsports Group. The balance of the account may be requested by Competitors in writing at any time together with evidence of the ultimate Charity destination of the Fund.

A press release will be issued every year to list the recipients of the Fund.

APPENDIX 6

Reserved for future use.

APPENDIX 7

MANDATORY TECHNICAL EQUIPMENT – SUPPLIER DETAILS

TYRES

PIRELLI is the sole tyre supplier for the British GT Championship. Please note that tyres for Events must be ordered no later than the deadline given by the supplier.

The order form can be downloaded from the Teams section of <https://www.britishgt.com/teams-login-home>

Contact: Jonathan Wells

Mobile +44 (0) 7557 119805

Email jonathan.wells@pirellif1.com

DATA LOGGER

The data logger for the [2025](#) season for GT3 is the DL1 (Gen 3) or RTSL.

The data logger for the [2025](#) season in GT4 is DL1 (Gen 3).

Both data loggers are available from Emotag - Robert-Bosch-Str. 22 65582 Diez (Germany)

Contact: Matthias Holle

Mobile: 0049-177-8187-226

Email: emotag@mathol.de

All Teams must purchase or rent the data logger and install it according to the instructions given in the installation guide from Emotag which is deemed to form an integral part of these regulations. The installation guide will be available for download from the Team section of the British GT Championship website.

TRANSPONDER

Driver identification system and transponders are required to be fitted in cars for all sessions.

The transponder to be used are either:

MyLaps Direct Power TranX Transponder with Driver ID5

MyLaps Direct Power X2 transponder with Driver switch

MyLaps Direct Power TR2 Transponder with Driver switch

Transponders and switches are available from the TSL web store

Contact: Gethin Rees

Mobile: 0044 7817286189

Email: gethin@tsl-timing.com

PIT AREA CAMERAS

During all Events, Teams must fit a suitable video camera to their pit area in order to film each pit stop.

Teams must supply a memory card and ensure the camera has sufficient battery to film the session

See Appendix 10 for set-up and use.

LUMIRANK PANELS

Reserved for future use.

IN CAR MARSHALLING SYSTEM

The driver ID display In-car marshalling system must be rented from TSL for the [2025](#) season.

GPS

MyLaps Racelink Pro Unit is mandatory in all cars. The Pro unit and all associated cable kits must be rented from TSL. The Pro unit can be purchased outright from TSL. Race by race entries must rent the unit and all associated cable kits

GT3 ADR

ADR units are mandatory in accordance with Article J 257a to the International Sporting Code.

FUEL

The official fuel for the [2025](#) season is Sunoco CFR Racing Gasoline supplied by AAOIL. Please see article 37.1 for full details.

Fuel used during [Media Day and](#) each Competition must be purchased from AAOIL by ordering with the contact by the deadlines stated.

Fuel drums must be returned to the fuel supplier. Teams must adhere to the fuel drum rules of use and deposit system.

Contact: Anders Hildebrand

Mobile: 0044 7802968016

Email: anders@aaoil.co.uk

FUEL SPECIFICATIONS



Product Information Sheet

Sunoco CFR Racing Gasoline

Sunoco CFR racing gasoline is a high quality unleaded FIA 252.9 Appendix J, FIM and CIK conformant petrol designed to provide maximum power consistently. It has a moderate oxygen content of 2.2% enabling a more complete burn resulting in more power, cleaner burning and faster response of the engine in most engine applications compared to pump fuels. The 102RON and 90MON provides protection against knock up to compression ratios as high as 12.5:1 (higher in small bore aluminium cylinders and aluminium cylinder head applications) and is within the Motorsport UK specification (Blue book section P) for competition in all sanctioned events unless the championship specify 100RON fuels.

The Sunoco CFR conforms to the current British Standards for pump fuels BS EN228 and BS7800

TYPICAL APPLICATIONS

- All MSA, FIA, FIM and CIK sanctioned events where gasoline is used as a fuel.
- High Performance vehicles, turbo charged vehicles, water crafts and high revving motorcycles.
- Racing cars, motorcycles, karts and jet skies.
- Modern high performance sports cars.

MEETS REQUIREMENTS

BS 7800 (Super Unleaded)

BS EN228 (Unleaded)

MSA pump fuel specification

FIA Appendix J, 252.9, FIM and CIK, BS EN228 and BS7800

OUTSTANDING FEATURES

- 102 Research Octane Numbers
- 90 Motor Octane Numbers
- Contains no lead additives
- Controlled mid-range volatility for excellent warm-up, acceleration and drivability
- Keeps carburettors and fuel injectors clean
- Resists gum formation
- Burns cleanly to resist deposit build up
- Oxidation and corrosion inhibited for longer shelf life

- Complete conformity and quality means possibility to tune the engine precisely for maximum performance



DESCRIPTION

Sunoco CFR racing gasoline is formulated from high octane blend stocks and selected additives. It has increased protection against detonation compared to normal "pump" fuel under high loads and in heavily tuned engines. It also resists detonation in high performance 'hotter' running modern engines at track days or other severe driving conditions. Its moderate oxygen content makes the Sunoco CFR ideal for engines where engine tuning is not possible. Can be used in any engine that normally runs "pump" fuels without the necessity of engine mapping. Fine tuning will of course improve performance and reliability.

The manufacturing process of this fuel is designed to provide a fuel that is repeatable. Every batch is tested to meet Anglo American Oil Company's stringent quality control procedures to allow precise engine tuning for maximum performance.

Sunoco CFR burns cleanly and therefore leaves little or no deposits, allowing maximum engine power for the duration of the engine life. The high quality stocks used in the Sunoco CFR make the fuel very stable and resistant to gum formation. Antioxidants and corrosion inhibitors promote stability and longer shelf life.

Sunoco CFR TYPICAL INSPECTION TESTS

Property	Units	Method	Specification	Typical Figure
Density @ 15°C	kg/litre	ASTM D4052	0.7200-0.7800	0.75
Research Octane (EN228)	RON	ASTM D2699	min 95	101.6
Motor Octane (EN228)	MON	ASTM D2700	min 85	90
Lead	g/l	ASTM D3237	Max 0.005	<0.001
Oxygen	%m/m	Elemental	Max 2.7	2.2
DVPE winter	kPa	ASTM D5191	<100	<75
DVPE summer	kPa	ASTM D5191	<80	<60
Nitrogen	%m/m	ASTM D3228	Max 0.1	Conforms
Benzene	% volume	EN 238	Max 1.0	<0.2
Sulphur	ppm	ASTM D2622	Max 10	<3
Olefins	% volume	ASTM D1319	Max 18	<6
Aromatics	% volume	ASTM D1319	Max 35	35
Initial Boiling Point	°C	ASTM D86		35
E @ 70°C, % volume		ASTM D86	20.0 – 52.0	31
E @ 100°C, % volume		ASTM D86	46.0 – 72.0	48
E @ 150°C, % volume		ASTM D86	75.0 –	98
Final Boiling Point		ASTM D86	<210	160
Colour				Pale Green

APPENDIX 8

RADIO EQUIPMENT AND RACE CONTROL FREQUENCIES

British GT Teams Radio kits will not be rented directly from SRO. Teams must have their own dedicated race control radio tuned into the Race Control frequency which will be used for communication from the Race Director to the Teams.

The frequency will be provided ahead of each British GT event.

MRTC is the official supplier of SRO Motorsports Group and can provide your radio needs for the season. Should you want to work with them or have any queries, please contact Rebekka Jones – bekki@mrtc.co.uk / +44 (0) 1509 224300

APPENDIX 9

AVAILABILITY OF TEAM PERSONNEL DURING SESSIONS

For purposes of television coverage, it is requested that Team personnel and co-Drivers should, whenever possible, watch the race on the pit wall or in the front sections of the garages, within reach and sight of the pit lane TV cameras. This is to enhance the viewing experience by allowing the reactions to be seen.

DRIVER PORTRAITS

Each Driver competing in the 2025 season must attend the announced session for Driver headshots, in official race suits with correct logos affixed.

APPENDIX 10

MANDATORY PIT AREA CAMERAS – SPORTING REGULATIONS

Each Team competing in the British GT Championship must acquire a video camera which must be affixed in the working pit area where each car completes its pit stop work.

Teams must supply a memory card and ensure the camera has sufficient battery to film the session. The images remain the property of SRO Motorsports Group.

PIT AREA CAMERA SET-UP

One Pit Area Camera must be affixed to each working pit area. The camera must be placed to see the full working zone from the white line onwards and a minimum of two metres in each direction of the car which has stopped.

The Pit Area Camera must be switched on for all sessions. Failure to switch on the camera will be reported to the Clerk of the Course and/or the Stewards of the Event who may apply available penalties pursuant to the NCR.

Whenever requested, all cards must be delivered, at a location which will be specified during the briefing or on the App. These rules may be changed according to the Event by a Bulletin.

USE OF THE CAMERA IMAGES

The images from the cameras may be used in the following cases:

On request of an Official

An Official of the Event may request that the images relating to any car or Team be examined after the race. In this case, the team will be instructed to deliver the footage to the Clerk of the Course and/or the Stewards of the Event, who may impose available penalties for any breaches of regulations. Any such cars will be placed under investigation.

On request of a Team

In case of a report from a Pit Lane Marshal, the Team may challenge the report and request that the images should be examined. In this case, the Clerk of the Course and/or the Stewards of the Event will check the images after the chequered flag. Should the images confirm the Pit Marshal's report, an additional available penalty may be given.

Important: no Team may request that the images of a specific car (other than their own car when it is the subject of a report from a Pit Lane Marshal) be examined without making a formal Protest in accordance with NCR Chapter Ch.2 App.9.

APPENDIX 11

RACE WITH RESPECT

Please see <https://www.motorsportuk.org/racewithrespect/>

Race with Respect code of conduct for Competitors

A socially-minded standard of behaviour is expected from everyone within the motorsport community. We all have a responsibility to follow the values of the Race With Respect Code of Conduct, embodying respect, integrity, fair play, self-control and good manners.

As a competitor I agree to demonstrate RESPECT by:

- Treating everyone with respect regardless of their gender, ethnic or social background, language, religious or other beliefs, disability, sexual identity or status.
- Being polite and respectful to all staff, officials, competitors, volunteers, as well as fans and supporters
- Never engaging in or tolerating offensive, insulting or abusive language or behaviour.
- Respecting my team mates, competitors from other teams and all other participants.

As a competitor I agree to demonstrate INTEGRITY by:

- Always taking part to the best of my ability.
- Behaving responsibly.
- Raising concerns when something isn't right and reporting any incidents of bullying to an Officer of the club or to Motorsport UK.

As a competitor I agree to demonstrate FAIR PLAY by:

- Respecting the rules and regulations, decisions and authority of the officials.
- Not cheating.
- Not breaking or bending the rules

As a competitor I agree to demonstrate SELF CONTROL by:

- Always speaking to other competitors with respect.
- Always being considerate of others and appreciating that everyone has a different level of skill and talent.
- Taking responsibility for my behaviour and the way I speak to other people.
- As a competitor I agree to demonstrate GOOD MANNERS by:
 - Placing an emphasis on fun and enjoyment, making our sport a friendly and welcoming place to be.
 - Celebrating when I win and being gracious when I lose.
- In accordance with regulation 10.1. Motorsport UK reserves the right to take appropriate disciplinary action for breaches of these codes of conduct. This may include being asked to leave Motorsport UK affiliated activities and being excluded from future activities.

APPENDIX 12

SUSTAINABILITY

Dedicated to protecting the future of motorsports, SRO continues to focus on sustainable racing, by implementing environmental actions on our events and throughout our business operations.

According to a detailed (Scopes 1-3) GHG assessment for calculating SRO's carbon footprint baseline, the largest contributor to emissions are our competitors (82.5%). (breakdown [here](#), currently working on updated [2024](#) baseline)

We have used data from our global carbon footprint report, to calculate an average competitor footprint value per Series, which includes race related competitor employee T&A, competitor logistics and competitor event operations. This footprint value translates to the sustainability fees, which when collected are invested in total into well accredited environmental projects, in that way having our BGT competitor fleet running 100% carbon neutral. ([2024](#) offsetting portfolio [here](#))'

Each competitor in an SRO series pays a Sustainability Fee included in the Entry Fee to offset the [competitor carbon footprint](#)

[Single use plastic is banned for usage on all events, which includes team garages, hospitalities and any team areas.](#)

[Recyclable alternatives are encouraged.](#)

[Please read more on the 2025 competitor environmental guidelines and leaflet found on the Teams section](#)

APPENDIX 13

Reserved for future use

APPENDIX 14

Reserved for future use

APPENDIX 15

SENSOR INFORMATION

The sensor scheme, which forms an integral part of these regulations, must be followed per brand. The latest documents will be available on the Teams section of the British GT Championship website.