

British GT Championship featuring GB3 & GB4 Championships

Oulton Park (International)

Saturday 16th & Monday 18th April 2022

Final Instructions – Issue ONE

This meeting is organised by MotorSport Vision Racing, governed by the General Competition Rules of Motorsport UK, incorporating the provisions of the International Sporting Code of the FIA, additional Supplementary Regulations and any written instructions the organisers issue for the event.

1. PERMIT

This event will be held under the following Motorsport UK Permit numbers:

Interclub: 124733
National: 125056
International: 125055

2. OFFICIALS

Motorsport UK Steward – Greg Masters
Event Stewards – Esmor Jones, Graham Battersby
Senior Clerk of the Course – David Scott
Clerks of the Course – Derek Stanley, Jonathan Provost, Simon Gnana-Pragasam, Mark Hulme
Assistant Clerk of the Course – Luke Caudle
Event Secretary – Liz Goodrich
Deputy Event Secretary – Scott Pucknell
Chief Incident Marshal – Geoff Cooper/Dave Cleavley
Chief Scrutineer – John Harland
Chief Marshal – Margaret Simpson
Chief Medical Officer – Dr. Aruni Sen (Sat) Dr. Mike Bloom (Sun)
Chief Flag – Sean Herbert
Chief Pits – Mark Tipping
Chief Startline – Alison Featherstone
Chief Assembly/Paddock – James Elder
Chief Timekeeper – Gethin Rees
Commentators – Mark Werrell, Chris Hartley
Safety Car Driver – Allan Farrimond
Safety Car Observer – Andrew Wycherley
Marshals/Event Officials - Members of the BMMC, BARC & BRSCC and other Motorsport UK recognised Clubs
Ambulances – RTC Medical Solutions
Medical Services – RTC Medical Solutions
Rescue Unit – MSVR (OP), BARC NW
Recovery – Cross Country Recovery, MSV

British GT Championship

Race Director - Peter Daly
Assistant to Race Director – Kyle Jackson
Eligibility Scrutineer – Bob Bassett
Assistant Eligibility Scrutineer - Luke Hodgkiss and Paul Hewer
Chief Pit Lane - Julze Batten-Dale/ Rachel Batten-Dale
Driving Standards Advisor - Michael Vergers
Safety Car Driver - Lorna Vickers
Safety Car observer - Alan Stockton

3. COMPETITORS CIRCUIT/PADDOCK ACCESS & ALLOCATION

It is important that you follow instructions regarding parking within the paddock areas.

Support race competitors can access the paddock from 12:00 (Midday) on Wednesday, 13th April

The British GT teams located in the paddock can gain access from 0900 on Thursday 14th April (NOT garages).

British GT competitors and teams can access the garages from 18:00 on Thursday 14th April.

All teams/competitors should vacate the paddock by 21:00 on Monday 18th April. No party will be able to stay on site overnight on Monday after the event.

Pit Garages are reserved for British GT Competitors as per the garage plan.

4. SIGNING ON FOR COMPETITORS

British GT competitors will sign-on with BRSCC/SRO in accordance with their instructions.

All other competitors will sign on using the below link. The only method to sign-on will be through this link and it must be done **no later than 24 hours before** your first session on track. This is to ensure that you aren't prevented from joining your relevant session:

[16 & 18 April - Oulton Park - Drivers' Sign On](#)

When signing on all drivers must provide, as required: a) Drivers and Entrants Motorsport UK Competition Licence. b) Drivers Medical Certificate (if not incorporated in the Licence). c) Valid Club Membership (where applicable).

Any competitor holding a competition licence not issued by Motorsport UK MUST specify this on the entry form for the event. Further they can only participate with authorisation from their ASN (as required by the FIA International Sporting Code) and MUST present this written authorisation when signing on.

5. SIGNING ON FOR ALL SENIOR OFFICIALS

All officials will sign on using the below link:

[16 & 18 April - Oulton Park - Officials' Sign On](#)

6. NOTICE BOARD

The official notice board will be located on the dedicated event page, on the MSVR website: www.msvracing.com/cars

7. TIMING SCREEN

The Official Timing Screen will be the Starters timing screen in the Pit Lane.

8. SCRUTINEERING

British GT Championship

Full scrutineering will be carried out on this grid. This will be conducted from 09:00 on Friday 15th April in situ.

All other Championship/Series

At least 25% of vehicles will be physically inspected by a Motorsport UK scrutineer. These cars will be selected at random.

Visual scrutineering will be conducted on all competing vehicles just before noise testing at the entrance of the assembly area, and in the paddock road while waiting to avoid causing congestion. Scrutineers will have the power to perform random spot-checks on both cars and drivers' equipment throughout the event.

If you are unsure of your vehicle's ability to meet the required safety criteria set out in the Motorsport UK general regulations, then please find a Scrutineer and ask them to check this for you. Allow plenty of time before your first session on track

British GT cars will be noise tested in Parc Fermé from 08:00 on Friday 15th April.

All other championships/series will be noise tested on arrival at the assembly area before their first session.

9. ELIGIBILITY

Eligibility may be checked by a member of the Motorsport UK Technical Commission listed in the 2022 Motorsport UK Yearbook at Appendix 5d. These Technical Commissioners will be considered as Judges of Fact within the Regulations. The Championship/Series licensed Eligibility Scrutineers are also considered Judges of Fact and empowered to undertake any measurements or examinations of vehicles.

10. DRIVERS RACING FOR THE FIRST TIME AT OULTON PARK

Competitors must read an instruction sheet that can be sent out upon request.

11. DRIVERS' BRIEFINGS

Drivers' briefings will be held at the time and locations shown on the event timetable. The organisers reserve the right to call extra briefings as appropriate. Completion of the drivers briefing is mandatory.

British GT Championship competitors should follow instructions issued by SRO and/or BRSCC

12. ENGINE / NOISE POLLUTION

Engines must not be run before 0815 hours OR after 1830 hours. Standard Motorsport UK noise regulations apply at this event.

13. PIT LANE

British GT Championship

The mandatory speed limit in the pit lane will be **40 km/h** and the penalty box will be at the pit lane exit, adjacent to the Old Hall hospitality building.

All other championships/series

The mandatory speed limit in the pit lane will be **60 km/h** and the penalty box is in the Pit Lane adjacent to Race Control.

Please keep the outer lane clear at all times.

Pit Lane – competitors must not exit the pit lane when the Red Light at the pit exit is illuminated.

14. QUALIFYING

All cars will start qualifying from the Pit Lane.

Cars parked in the paddock will be required in the Assembly Area 20 minutes prior to their qualifying. On instruction from marshals, cars will proceed from the Assembly Area into the Pit Lane.

Please make yourself familiar with the location of the Assembly Area and Parc Fermé, before your first practice session.

15. RACE START PROCEDURE

With the exception of British GT who will join the circuit directly from the garages and do a full lap to the grid, all other competitors will assemble in the Assembly Area. On instruction from officials, all cars will be convoyed behind a Course Car via the Fosters Circuit to the grid. This convoy lap must be in single file and at low speed noting that marshals and recovery vehicles could be on circuit. Once cars are in position on the grid, the countdown will begin, this will be shown by boards from the start line and/or shown on the gantry.

In the event that any category takes more than four minutes to complete the formation lap the race time may be reduced.

In ideal conditions the racing programme may be brought forward by up to 20 minutes and competitors should ensure that they are in their correct location in good time.

The following races will be rolling starts:

British GT Championship

ALL other races will have a STANDING START.

16. GRIDS

Grid selection will be in accordance with Championship/Series Regulations.

17. COUNTDOWNS

For all races, the countdown will start at the 1 minute signal unless otherwise specified in Championship Regulations.

18. SAFETY CAR

The Clerk of the Course has the option to deploy a Safety Car for all qualifying and races. The Safety Car will join the circuit from the Pit Lane exit and leave the circuit by entering the Pit Lane. Safety Car regulations are available at Race Administration or as detailed in Championship Regulations.

19. TRACK LIMITS

At this event infringements of 'track limits' as defined by Motorsport UK Regulation Q14.4.2 will be detected by an automatic system that will identify the offending car and produce a photograph of the infringement.

This photographic evidence will be considered as a fact and may be used by the Clerk of the Course for judicial procedures in accordance with Motorsport UK Regulations.

The above mechanism for such infringements does not preclude from marshals, officials and Judges of Fact from reporting infringements.

20. END OF PRACTICE, QUALIFYING AND RACE PROCEDURE

At the end of each session all cars must slow down after taking the Chequered Flag and leave the circuit by turning RIGHT into the Parc Fermé just before the Pit Lane entrance.

British GT competitors must follow instruction from the race director/SRO regarding Parc Fermé.

The Parc Fermé entry is at the pit lane entry before the Medical Centre. Marshals at Deer Leap will display Yellow Flags.

All competitors will remain under Parc Fermé conditions until advised by the Scrutineers.

21. RED FLAGS

In the case of a red flag during practice or qualifying, all cars must slow down, being prepared to stop, and enter the pit lane.

In the case of a red flag during a race, all cars must slow down, being prepared to stop, and stop on the grid.

Any category generating a Red Flag may be placed at the end of the programme subject to time remaining available.

22. CONTROL FLAGS

Control flags (Black/White, Black/Orange etc.) with car numbers may be shown from the control line on driver's right at the line.

The same information may also be shown from electronic panels displayed alongside the start lights in addition to or as an alternative to the flags on the line.

23. SIGNALING LIGHTS

There are signaling lights at various locations around the circuit. These lights have the same meaning and authority as flags.

24. RESULTS

Results of Qualifying and Races can be found on the virtual notice board on the MSVR website (www.msvracing.co.uk) where they will be available once any outstanding judicial matters have been resolved.

25. JUDGES OF FACT

Judges may be appointed in accordance with Motorsport UK Q3.1.

Timekeepers: To declare the individual lap times and the order in which the cars cross the timing line throughout the competition.

Scrutineers: In addition to the Championship/Series Eligibility Scrutineers, eligibility may be checked by a member of the Motorsport UK Technical Commission, as listed in the Motorsport UK Officials' Yearbook Appendix 5(d).

26. TIMING

All competitors are required to use a AMB TranX 260, AMB MYLAPS X2 or MYLAPS TR2 Racing transponder. This can be either direct or battery powered. Transponders can be purchased from TSL at www.tsl-timing.com in advance of the meeting.

You will no longer be able to hire a transponder on the day of the event, so please arrange for this with TSL in advance, leaving plenty of time before your event. This can be done by using the link below:

[Transponder Hire - click here](#)

Competitors must supply the transponder number in advance of the event to their respective Race Series Coordinator or to MSVR.

27. JUDICIAL PROCEDURES

All paperwork must be lodged with the Secretary of the meeting who will then process this as appropriate.

All decisions will be posted on the virtual noticeboard, which can be found on the dedicated event area of MSVR website (www.msvracing.co.uk)

At the discretion of the Judicial officials, Judicial Hearings may be recorded. Note that no competitor is allowed to record the proceedings (see Motorsport UK regulation C15).

28. SPECIAL CIRCUIT NOTICES

MSVR shall not be liable in the event of damage caused to vehicles being recovered from the track.

Any cables laid across the paddock MUST be covered with a proprietary cable cover.

Tail lifts must NOT be left unattended in the 'mid' position. It is strongly recommended that extended tail lifts are fitted with warning lights.

Please refer to Appendix A in the Supplementary Regulations for this race meeting. If you have any questions regarding these, please get in touch with a member of the MSVR team who will be happy to help you.

You will need to show your Competitor/Official/Marshal e-ticket or permanent pass to be able to gain entry to the venue and in some cases the paddock.

We wish you a safe and successful meeting.

David Scott
Senior Clerk of the Course

Liz Goodrich
Event Secretary